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MORRIS LUBRICANTS
NEWSLETTER



MORRIS
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WINTER
2025-26



Guy Martin revisits Morris Lubricants' factory for new video series

Morris Lubricants has reunited with brand ambassador Guy Martin – the popular lorry mechanic, motorbike racer, TV presenter, and engineering enthusiast – for a new video series on the manufacturing, filling and distribution of its market-leading range of oils, lubricants and greases.

The new videos follow the previous 2022 series about how oil is made, which proved a stunning success across all platforms.

Designed to provide end-users and distributors with everything they need to know before choosing a lubricant supplier, the videos see Guy and Morris Lubricants' Technology Manager, Adrian Hill, inspect the new £6million operational developments that have been made at Morris Lubricants' factory, storage and logistics sites in Shrewsbury.

These include a new stainless-steel tank farm to meet the increased demand for additional products and for more efficient oil storage during the filling operation, an updated pigging system that minimises waste between production runs, and a new bulk blending tank with ultrasonic blending capabilities for faster, more flexible bulk manufacturing.



Inside The Filled Product Storage Area At The New Worldwide Distribution Centre



Worldwide Distribution Centre



Stainless-Steel Tank Farm



In Front Of The New Trade Counter

Adrian then takes Guy to Morris Lubricants' Worldwide Distribution Centre, where they look at how the company distributes its high-quality oils, lubricants, and greases throughout the UK and to over 100 countries across the globe.

Guy comments:

“It was so impressive to see everything Morris Lubricants has done since I was last at the factory. They’ve clearly spent money in all the right places, and what shines through is how the aim is always to get it done right, never cut corners. It’s great to see a British manufacturer investing like this.”

Adrian adds, “It was brilliant to invite Guy back to show him the boost we’ve had in our manufacturing, production, storage, and logistics capabilities. Once again, his enthusiasm was infectious, and the new video series makes a perfect resource for mechanics, engineers, farmers, construction and plant operators, and anyone else interested in our products and the vehicles that they go in to.”

Find out more about each episode on the Morris Lubricants' website, morrislubricants.co.uk



Adrian Hill, Technology Manager And Guy Martin Using The Pigging System In The Filling Hall



Guy Martin Lends A Hand In The Filling Hall



WHY ARE THERE SO MANY DIFFERENT ENGINE OILS FOR COMMERCIAL VEHICLES?

Gone are the days when commercial vehicle workshops had a big tank of engine oil that was used for pretty much any vehicle that made it onto a service ramp or over the service pit.

In the commercial vehicle sector, the landscape of emissions, engine designs, driveline configurations, hybrid technologies and increasing performance requirements to cope with environmental and legislative impacts is ever changing.

The Original Equipment Manufacturers (OEMs) are continually developing new engine designs. The formulations for engine oils are therefore constantly changing to comply with these new requirements. It is so important for lubricant manufacturers like Morris Lubricants to keep abreast of the latest specifications and approval changes.

The number of different formulated engine oils for trucks, buses, Heavy Goods Vehicles (HGVs) or any other commercial vehicle will continue to increase as the technology and commercial vehicle hardware changes. This is a never-ending process.



Why Is Choosing And Using The Correct Oil So Important?

Modern engine oils for commercial vehicles must work alongside aftertreatment devices such as Diesel Particulate Filters (DPFs), Selective Catalytic Reduction (SCR – AdBlue®), and NOx reduction systems, to name just a few, as well as having to achieve higher performance goals, all helping to reduce emissions.

These latest commercial vehicle engine platforms and designs require a new generation of engine oil that generates ultra-thin oil films that reduce internal drag and deliver a high level of fuel efficiency. However, a word of caution, as this new engine oil technology is not backwards compatible with older engine designs it can cause accelerated wear issues if used in a vehicle that doesn't have the appropriate vehicle specifications.

Engine oil selection, therefore, should not be underestimated and is more critical than ever.

Care should also be taken when topping-up is required. Again, engine oil selection is critical and top-up oil should comply with the specification demanded by the OEM. Mixing engine oils of different specifications cannot ensure maximum component protection, particularly important where extended oil drain intervals are involved.



Guy Martin And Dave Jenkins Checking A Truck's Transmission

So What Does This All Mean To Users And Buyers Of Engine Oil?

Engine oils are now considered as critical components for the efficient and long-term performance of commercial vehicles. The quality of the engine oils selected and used in commercial vehicles cannot be underestimated.

It is important that commercial vehicles are kept on the road and out of the workshop. A commercial vehicle in a workshop being fixed is not working and not contributing to the bottom line. This means that the correct selection and use of engine oils has become more and more critical.

In a market driven by changing commercial vehicle standards and environmental considerations, the importance of selecting and using high-quality lubricants cannot be overstated.

The increased number of engine oil formulations and the wide number of product choices available can be confusing, which can make it difficult for users to choose the correct oil that meets the correct specification.

Using the incorrect one, as highlighted, can cause engine failure, premature component wear, vehicle downtime and loss of income as vehicles are not on the road earning their keep.

Engine Oil Choice, It Can Be Confusing, So Where Can You Seek Help?

All these changes to vehicle requirements and the wide variety of product choices available can be confusing, even daunting, especially considering the damage that can be caused if the wrong oil, lubricant or antifreeze coolant is used. The good news is that Morris Lubricants is here to help. The company have provided technical support since the 1980s, and in today's environment, this has become even more crucial, as downtime and loss of business is not an acceptable option.



Versimax Heavy-Duty Diesel Engine Oil Range

If you are unsure what oil is needed, call the Morris Lubricants' Technical Helpline on 01743 237541, or use the company's WhatOil online lubricant lookup. Simply enter a truck registration number into WhatOil, and the recommended engine oil is shown.

The Technical Services Department at Morris Lubricants is available to provide buyers and users with a point of contact, should help and advice be needed. It is headed up by Adrian Hill, Technology Manager, who has accumulated over 40 years of oil and lubricant industry experience. Adrian leads a team of advisors who have chemistry backgrounds, hands on mechanical experience and various lubricant industry qualifications. This combination of skills and deep practical knowledge helps to provide accurate guidance and assistance.

To help users and buyers, a new video summarising the technical help and support that is offered by Morris Lubricants can be watched on the company's YouTube channel. In the short video, Morris Lubricants Technology Manager, Adrian Hill, shows brand ambassador Guy Martin, the various support services provided by the company.



whatoil?

Advice can also be sought from the company's online oil and lubricant lookup tool WhatOil, which can be found on the Morris Lubricants' website and can therefore be accessed 24 hours a day 7 days a week. The correct product can be found on this lookup tool by entering a truck registration number or you can select from a wide variety of different commercial vehicles, equipment and machinery by using a series of simple dropdown menus. Once the vehicle or piece of equipment is selected, the recommended oils, antifreeze coolants and maintenance fluids are presented.

Another video featuring Adrian and Guy is also available to demonstrate this powerful and easy to use online tool. When you watch the video, you can see how Guy puts WhatOil to the test when trying to find the oil for one of his vehicles.

A RANGE OF OILS FOR MANY DIFFERENT MAKES OF COMMERCIAL VEHICLES

Morris Lubricants' 'Versimax' range of high-quality heavy-duty diesel engine oils is designed for the commercial vehicle sector and are suitable for use in a wide variety of manufacturers, including Volvo, MAN, Mack, Scania, Cummins, Caterpillar, Mercedes Benz, DAF, Renault and many more.

The Morris Lubricants range of commercial vehicle engine oils are suitable for previous and current generation diesel engines, including those that utilise aftertreatment devices. The range provides maximum rationalisation potential in mixed fleets where a number of manufacturers, models and engine technologies are being used. Ideal for operators of trucks, buses, coaches, off-highway, power generation and agricultural equipment.

Further information about Morris Lubricants' range of commercial vehicle products can be found on morrislubricants.co.uk. You can also speak to the Morris Lubricants' Sales Team on 01743 232200.

How to protect your car during Winter

Winter is here, and with it comes the challenge of keeping cars running smoothly in unpredictable conditions. While regular maintenance and servicing are essential, the colder months demand extra attention to the oils and lubricants that protect an engine and the other critical vehicle components.

Don't worry, help is at hand, and Morris Lubricants has put together a top ten list of its best winter products that will help make sure you and your vehicles are winter-ready.

1. ANTIFREEZE COOLANT

Morris Lubricants has a wide selection of high-performance antifreeze coolants that can be used in a wide variety of vehicles and engines. The Ultralife antifreeze coolant range covers a wide number of different manufacturers and international specifications, providing all-year-round protection, including outstanding defence against rust and corrosion, as well as optimum temperature control. Ultralife Antifreeze Coolants: Ultralife 1, Ultralife 2, Ultralife 3 and Ultralife 4 are designed to meet the latest technological demands and vehicle specifications. MEG Blue & Ultralife Red antifreeze coolant are also available if you still have a requirement for these older-style products.



3. ALL-SEASONS SCREEN WASH

Super concentrated and keeps washer systems frost-free to -25°C , as well as removing salt residue, dirt and grime from the roads, ensuring a clean and smear-free windscreen. Winter driving brings constant exposure to grit, salt, and road spray, which can quickly obscure visibility. Morris Lubricants' all-seasons screen wash not only prevents freezing in severe conditions but also delivers powerful cleaning action to tackle stubborn residues. Maintaining a clear windscreen and reliable washer performance helps ensure safer journeys throughout the harshest winter months.



2. BRAKE FLUID

DOT 4 and ESP brake fluid formulations offer high boiling points and ensure reliable braking and ESP operation even in freezing conditions. In winter, moisture contamination and extreme cold can compromise braking efficiency, but Morris Lubricants' premium brake fluids are designed to combat these challenges. With advanced formulations that maintain stability under severe temperature fluctuations, they deliver consistent hydraulic performance, protect against vapour lock, and support modern ABS and ESP systems. This ensures maximum safety and control when driving in icy, unpredictable conditions.



4. WORKSHOP PRO MD4 SPRAY

The ideal multipurpose spray that penetrates water, displaces moisture from ignition components, prevents corrosion, and aids damp cold starts. Winter weather often brings moisture and condensation that can cause electrical faults and corrosion on vital components. MD4's advanced formulation has a strong affinity for metal surfaces, completely displacing water to restore ignition performance and prevent voltage breakdown. Its superior penetrating power and residual protective film make it perfect for freeing seized parts and guarding against rust, ensuring vehicles and equipment remain reliable throughout harsh, damp conditions.



5. DEIONISED WATER

Ideal for topping-up batteries and engine cooling systems and with ultra-low mineral content to protect against scale and corrosion. Cold weather can put extra strain on vehicle batteries and engine cooling systems, making proper maintenance essential. Morris Lubricants' deionised water prevents mineral deposits that lead to scale and corrosion, ensuring optimal performance and longevity of critical components. Reducing the risk of damage in freezing conditions, deionised water combined with the appropriate antifreeze coolant helps keep vehicles running smoothly throughout winter.



6. ANKOR WAX

A great product for the winter, as this popular product stops steel from rusting by providing a protective layer against salt-induced corrosion. Winter conditions and road salt accelerate rust formation on exposed metal surfaces on vehicles, especially during long periods of inactivity. Morris Lubricants' Ankor Wax creates a durable, water-repellent coating that clings to steel, shielding it from moisture and corrosive salts. Ideal for vehicles stored over winter, it ensures components remain protected and ready for use when weather conditions improve.



7. TOP-UP OILS

Making sure engine, gear and transmission oils are topped up is critical to prevent breakdowns during winter. Regular checks and top-ups ensure smooth gear changes, reliable transmission performance, and maximum engine protection when temperatures drop. Cold weather increases oil viscosity, putting extra strain on moving parts and reducing lubrication efficiency. Morris Lubricants' high-quality oils maintain protective film strength and flow characteristics even in freezing conditions, helping prevent wear, corrosion, and costly failures. Keeping engine, gear and transmission oils topped up to the correct levels is essential for dependable performance throughout the winter months. A wide selection of these oils are also available in handy 1 litre and 5 litre bottles, for those quick top-up needs on the go.



8. GREASE

Keep items moving with quality grease. Products such as K323, K2EP and K99 greases are water-resistant, retain lubrication and protect components in wet, cold conditions. Winter weather brings moisture, salt, and freezing temperatures that can wash away inferior greases and accelerate wear. Morris Lubricants' quality greases provide exceptional adhesion, water resistance, and corrosion protection, ensuring bearings, joints, and moving parts stay lubricated and protected. This reliability helps prevent costly downtime and keeps machinery and vehicles operating smoothly throughout harsh winter conditions.



9. WORKSHOP PRO TRAFFIC FILM REMOVER

Removes spot-deposit salt, dirt and grime gently, even in cold water-without damaging paintwork. Winter roads are coated with salt, dirt and grit that can cling to vehicles, accelerating corrosion and dulling paint finishes. Morris Lubricants' Traffic Film Remover is specially formulated to break down stubborn residues quickly and safely, even when using cold water. By protecting paintwork and preventing salt build-up, it helps maintain a vehicle's appearance and longevity.



10. HAND CARE RANGE

Premium hand cleanser, barrier cream and hand gel protect technicians' skin from harsh chemicals and cold-induced dryness. Winter conditions combined with frequent contact with oils, lubricants and greases can leave hands dry, cracked, and irritated. Morris Lubricants' Workshop Pro Hand Care products provide deep cleansing, effective protection, and moisture retention, helping maintain healthy skin even in the toughest workshop environments. This ensures comfort and safety for technicians throughout the colder months.



Explore the full range of automotive winter-ready products and make sure cars are prepared for the season ahead. Visit Morris Lubricants' website now to check all oils, lubricants, and greases designed for cold weather performance.

Want to know more about these products?

You can use the WhatOil online lookup tool to find the correct oils, lubricants and greases needed for a wide variety of vehicles. Alternatively, just call 01743 232200 now to speak to a member of the technical and sales team, or write us an email at info@morris-lubricants.co.uk. You can also find further product information on morrislubricants.co.uk



Morris Lubricants to Showcase Agrimax Premium Agricultural Oils at LAMMA 2026

Morris Lubricants is delighted to announce its return to LAMMA 2026, the UK's leading agricultural machinery and technology show, taking place at the NEC Birmingham on 14 - 15 January 2026.

As one of Europe's leading manufacturers of agricultural oils, lubricants and greases, Morris Lubricants will be showcasing its advanced Agrimax range – a multifunctional portfolio designed to meet the demanding requirements of modern farming. Developed using the latest additive technology and high-quality base oils, Agrimax oils and lubricants deliver exceptional performance across engines, gearboxes, hydraulics, transmissions, and oil-immersed brakes, ensuring farm machinery operates reliably in the field.

SUPPORTING FARMERS AND THEIR MACHINERY

Agricultural vehicles, machinery and equipment work in some of the harshest conditions, and downtime can be costly. Morris Lubricants' solutions help farmers:

- Minimise downtime through superior protection and reliability
- Improve fuel efficiency and reduce emissions
- Extend machinery life with optimised lubrication
- Simplify maintenance by consolidating lubricant requirements

With a wide range of OEM approvals, the Agrimax range enables farmers to reduce the number of oils and lubricants they need, cutting the risk of misapplication and lowering costs.

EXPERT ADVICE AND TECHNICAL SUPPORT

Visitors to LAMMA 2026 can meet Morris Lubricants' technical experts, who will be on hand to provide guidance on correct oil and lubricant selection, vehicle maintenance best practices, and emerging agricultural lubricant technologies. The team will also share insights from their collaboration with brand ambassador Guy Martin, who has worked with Morris Lubricants to highlight why choosing the right oil is critical for agricultural machinery performance.



The Morris Lubricants Team Will Be Attending LAMMA 2026



A LEGACY OF QUALITY

Nurturing customer relationships and providing expert technical advice, all backed up by customer support is guaranteed when working with Morris Lubricants.

For over 150 years, Morris Lubricants have been innovating and developing quality lubricants solutions for the agricultural industry. Today the company continues to invest in state-of-the-art technology and undertakes the latest industry research to ensure the product range continues to deliver and exceeds customer expectations.

Morris Lubricants supplies superior quality oils, greases and lubricants in various pack sizes throughout the whole of the UK and exports to over 100 countries worldwide.

With a proud British heritage the company is one of the largest privately owned lubricants manufacturers that goes back five generations.

INNOVATION POWERING MODERN AGRICULTURE

Having been established in 1869 and with years of oil and lubricant experience, Morris Lubricants continues to innovate for the agricultural sector, offering products that keep tractors, harvesters, and other machinery running smoothly throughout the season.

JOIN US AT LAMMA 2026

Visit Morris Lubricants on Stand 10.512 to learn more about the Agrimax range and discover how our products can help you maintain peak performance in the field.

For technical advice, contact our team on **01743 237541** or email technicalhelpdesk@morris-lubricants.co.uk.

You can also visit the Morris Lubricants' website, morrislubricants.co.uk, to find out more about the agricultural range of oils, lubricants and greases.



The Morris Lubricants range of agricultural oils, greases and lubricants have been specifically designed and manufactured to meet the demands of modern farming. These products cover a wide range of applications including engines, gearboxes, hydraulics, brakes, cooling systems and general maintenance for a wide range of agricultural equipment including tractors, harvest machinery, diesel generators, gas engines, all-terrain vehicles, air compressors, power saws, chainsaws and other agricultural machines.

Using Morris Lubricants products can help maximise the efficiency of agricultural and farming equipment. By working closely in collaboration with the world's major agricultural OEM's ensures that Morris Lubricants' products are approved to maximise performance, enhance service life and maintain reliability, regardless of which manufacturer of machinery used. These products also help to minimise downtime, improve fuel efficiency, reduce running costs and protect your investment even when working long hours in extreme conditions.





Andrew Goddard, Executive Chairman At Shrewsbury Men's Shed

Morris Lubricants pledges support for Shrewsbury Men's Shed

One of Shrewsbury's oldest companies has pledged a monthly donation over the next two years to support the valuable work of the town's Men's Shed project, which was last year judged the UK's best (out of over 1,100 now open).

Morris Lubricants' Executive Chairman, Andrew Goddard, was so impressed during a visit to Shrewsbury Men's Shed that he had no hesitation in providing support.

The Men's Shed (shrewsburymentshed.co.uk) took over a set of dilapidated stables on the West Midlands Showground in Berwick Road, Shrewsbury, just over four years ago and converted them into 270 square metres of workshops and social space using only the time and skills of dedicated men who showed up, drawn to the project by word of mouth.

The shed now has 140 members who use the community hub each week, which also offers space for other charities and organisations. This vital service to the community offers friendship to those



who are going through challenging times, the bereaved, people with dementia, and men with cancer. It is also a place where woodturners, metalworkers, engineers and horticulturists alike can use their skills and pass on their knowledge to others in the shed.

Members can also learn cooking skills, and the shed hopes to introduce arts, crafts and pottery in the future for people less able to work on their feet.

The shed costs £1,200 a month to run, which it raises through subscriptions, hire fees, selling items made by members, donations and grants.

Members have renovated and relocated Percy Thrower's old greenhouse, which is now being used to grow plants, provided the infrastructure for a seasonal ferry service across the River Severn and are refurbishing cast iron bins and benches from the town centre for Shrewsbury Town Council.

Other projects include making an oak lectern with lights and internet connectivity for St George's Church at Frankwell and producing market stalls for some of the county's well-known markets.

“We are helping to prevent suicide, tackling loneliness and helping men to socialise and make new friends,” said Simon Rouse, Shrewsbury Men’s Shed chairman. “We are helping men feel that they have a role, a purpose in life and value to the community.”

“We are saving the NHS a lot of money as one of the most referred to social prescriber organisations in Shropshire. We also take men introduced by local cancer support teams, stroke teams, community mental health groups, the Department for Work and Pensions, victims of crime and housing support.”

“Our members range in age from 19 to 92, but the majority are of retirement age, with many being bereaved, including fathers struggling to come to terms with losing children. We have a complete cross-section of society.”

Welcoming the support from Morris Lubricants, he added: “We are incredibly grateful for this meaningful contribution towards our running costs from a well-respected company that has been associated with Shrewsbury for more than 150 years.”

“In addition to the monthly donation given to the shed for the next two years, they have also agreed to provide oils, lubricants, greases and other maintenance fluids, which is a great help.”

Andrew Goddard said: “Shrewsbury Men’s Shed is a great facility here in the heart of the town, that’s doing fantastic work to support men’s mental health whilst also allowing them to continue using the skills from their working life.”

“A lot of our ex-employees who have now retired would probably benefit from joining, particularly if they have been used to manual work. Everybody wants something different from the shed, and it’s a facility that is very much needed in society.”

“There are many lonely, bereaved men whose social network has been through work. The shed gives them an opportunity to socialise and make new friends, and Morris Lubricants is proud to support this fantastic and important charity project.”



Men's Shed Members Looking At The Products That Morris Lubricants Provides To The Charity



Supporting This Local Charity Is Important To Andrew And The Morris Lubricants Team



Andrew Talking To The Members Of The Men's Shed About The Importance Of This Charity For The Community

ANTIFREEZE COOLANTS:

Frequently Asked Questions and Top Ten Tips



Antifreeze coolants are often misunderstood. They come in many different colours, they can often be overlooked as part of a regular service, and most importantly, not everyone is sure what they actually do. Well, these coloured functional fluids are very important, and it is vital to use the correct antifreeze coolant to help ensure that a car engine works at maximum operational efficiency. It is commonly known, given the product category name, that antifreeze coolants help protect the engine against freezing in the winter, but it is often the misconception that this is the sole benefit. There are a lot more features and benefits to these functional fluids.

Choosing and using the correct antifreeze coolants can be confusing. To help the automotive sector get a better understanding of what functions antifreeze coolants perform, plus the importance of choosing and using products with the correct specification, Morris Lubricants' Technology Manager, Adrian Hill, has developed a list of his top ten tips for antifreeze coolants.

ANTIFREEZE COOLANTS ARE NOT JUST WINTER PRODUCTS

Antifreeze coolants are designed to protect engines and keep them working, regardless of the ambient temperature. Therefore, they are products that are used all-year-round. Antifreeze coolants are not just used for the winter to protect against freezing, they also help keep the engine from overheating during the summer months, when the ambient temperature is hot or when a car is running yet standing still in heavy traffic for long periods of time.



WHY NOT JUST USE WATER TO COOL THE ENGINE?

Water is the best cooling medium available and very effective at removing heat from around the engine's combustion chamber and hence keeping the engine at an optimised running temperature. However, if the ambient temperature drops below 0°C, water will freeze and ice crystals will form. Ice is less dense than water and takes up more volume in the engine cooling system. With nowhere for this ice to go, it will force its way out, damaging the engine and coolant system. Conversely, water boils at 100°C, and since the combustion process in a car engine can reach several thousand degrees, even in a pressurised system, the water will be lost as steam.

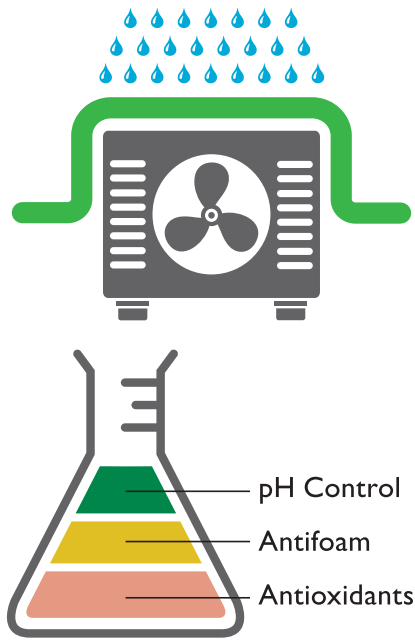
This is where antifreeze coolants and their carefully balanced formulations take over from just pure water alone. To combat these physical challenges, monoethylene glycol (MEG) is used as the base for

antifreeze coolants and for good reason. Monoethylene glycol disrupts the formation of ice crystals and will protect down to -40°C (by using a 50% mixture with distilled, deionised or demineralised water), preventing damage. When the engine reaches operating temperature, monoethylene glycol (within the pressurised cooling system) increases the boiling point and temperatures can reach 110°C.



WHAT OTHER FUNCTIONS DO ANTIFREEZE COOLANTS PERFORM?

To protect the different metals and alloys used in the construction of the engine, the antifreeze coolant must also contain rust and corrosion inhibitors. Rusting and corrosion can happen due to the presence of oxygen or other contaminants, but the inhibitors either form a chemical barrier or neutralise the rusting and corrosive reactions. Rust and corrosion can also be prevented if the antifreeze coolant mixture has a slightly alkaline pH, usually around 8.5.



This will also control the degradation of rubber and plastic components such as hoses, seals, gaskets, etc. Therefore, antifreeze coolants are enhanced with chemical additives such as pH buffers to help to control this rusting, corrosion and degradation.

As the antifreeze coolant is pumped and churned around the coolant system, air can become entrained, and so the product must also have antifoaming properties. Foam is basically air bubbles, and air is not very good at removing heat. This will not only lead to overheating, but also cavitation, that will impede antifreeze coolant flow, making matters even worse. Antifoam chemical additives 'break' the foam and release the air.



Prevents Foaming



Prevents System Overheating



Stops System Corrosion & Rusting



Stops System Blockages



pH Stabilisation



Protects Water Pump & Other Components



Protects Hoses



Prevents System Freezing

WHY ARE THERE SO MANY ANTIFREEZE COOLANTS AVAILABLE IN THE MARKET?

Over the past 15 years, the development of engine technology has been very fast-paced, and many different engine designs have emerged. On the roads today, there are so many different engine types, such as petrol, diesel, and hybrid, each with their own ways of developing power to the wheels. This complexity is a result of Original Equipment Manufacturers (OEMs) taking different approaches to help improve efficiency, reduce fuel consumption, improve reliability and lower emissions. To deliver on these new engine platforms, the OEMs are using innovative materials, alloys, etc, in the manufacturing of these new designs.

The antifreeze coolants, therefore, must be manufactured to perform in engines made from these differing materials and not corrode the engine, its components or parts of the coolant system, such as the water pump, hoses, radiator, etc.

WHAT DOES THIS MEAN?

This means that there is not one antifreeze coolant that will suit all types of engine design. Antifreeze coolant formulations are developed and tailored to meet the strict demands of the OEMs, of whom there are many.

The market consists of traditional 2-year antifreeze coolants, with 'old school' fast-acting chemistry and 5-year coolants that manage protection in a more controlled way. But as the metallurgies used in engine designs continue to develop, alongside changing duty cycles, antifreeze coolant technology has needed to evolve in parallel, to help maximise engine protection as well as prevent freezing and overheating.

This delicate balance of chemistry is essential to protect engine platforms and ensure maximised operating efficiencies. The OEMs drive the development of these formulations, targeting which chemical additives are needed and hence buying and using the correct antifreeze coolant is essential.

The Morris Lubricants' range has you covered

Morris Lubricants has developed the Ultralife range of antifreeze coolants to cover a broad range of car engines and across many different manufacturers. The Ultralife range is ideal for fleet managers, dealerships and mechanics that are responsible for a variety of different vehicle technologies, OEM brands and vehicle models.

Confused? Is there too much choice? Are you not sure what to use? There is no need to worry, you can seek help from Morris Lubricants and use the company's WhatOil online oil, lubricant and functional fluid finder. Searches are easy, and often, by just entering a car registration number, you can see what antifreeze coolants are recommended for that vehicle.



Keep reading to see Adrian's Top Ten Tips... ➔

ADRIAN'S TOP TEN TIPS



1. DON'T SELECT BASED ON COLOUR:

Colour is purely cosmetic and does not contribute to performance.

2. NEVER MIX ANTIFREEZE COOLANTS WITH DIFFERENT SPECIFICATIONS:

They may react and cause system issues.

3. NEVER MIX WITH TAP WATER.

Hard water salts can block the system. Always use distilled, deionised or demineralised water.

4. FOLLOW THE SERVICE GUIDELINES SET BY THE OEM AND CHANGE ACCORDINGLY:

2 years or 5 years, depending on the antifreeze coolant specifications.

5. IF THE VEHICLE IS NEW TO YOU WITHOUT ANY SERVICE HISTORY, CHANGE THE COOLANT AS AN INSURANCE POLICY.

6. ROUTINELY CHECK THE COOLANT SYSTEM, LOOKING FOR LEAKS, ETC.

This will ensure maximum system efficiency.

7. IF YOU ARE UNSURE OF THE OEM SPECIFICATION REQUIRED, SEEK TECHNICAL ADVICE.

The correct specification will ensure maximum protection. The Morris Lubricants online tool, WhatOil, is an ideal place to find the correct antifreeze coolant needed.

8. CHECK AND MAINTAIN THE COOLANT LEVEL ALL-YEAR-ROUND.

The coolant is essential for both hot weather as well as cold.

9. USE THE CORRECT MIX RATIO WITH DISTILLED, DEIONISED OR DEMINERALISED WATER (50:50, FOR EXAMPLE)

This will ensure high and low temperature protection is achieved.

10. CORRECT COOLANT SELECTION CONTRIBUTES TO OPTIMISED ENGINE OPERATION AND EFFICIENCY.

This is only a very short overview of this vitally important functional fluid. If you want to find out more about the importance of selecting and using the correct antifreeze coolant, head over to the Morris Lubricants' YouTube channel now.

Here you will find a series of short and longer videos where Adrian dives deeper into the topic of antifreeze coolants and gives some valuable industry insights on how these products are formulated and why.

If you are still not sure or would like additional advice on what oils are needed, you can also contact Morris Lubricants' dedicated Technical Services Department on **01743 237541** or email them on technicalhelpdesk@morris-lubricants.co.uk, where a team of experts are on hand to answer your questions.

Further information about Morris Lubricants' range of products can be found on morrislubricants.co.uk. You can also speak to our sales team on **01743 232200**.

Morris Lubricants' Manager Wins Prestigious National Industry Award

Morris Lubricants' Group Purchasing Manager, Elliot Hotchkiss, has recently won a prestigious national industry award, being named the United Kingdom Lubricants Association (UKLA) Young Employee of the Year.

The UKLA acts as the voice of the UK lubricants industry, representing member companies' interests both at home and overseas and each year it celebrates outstanding talent in the lubricants industry.

"When it was announced at the UKLA annual dinner, I was shocked and delighted to win the award," said Elliot.

"It means a lot to be recognised not only in the workplace but also by the industry as a whole. Hopefully, it's a sign that the hard work I have put in is good for myself and the business."

Elliot joined Morris Lubricants as part of the company's graduate scheme and has gained valuable experience working in a number of the company's different departments. Today Elliot is now responsible for direct and indirect purchasing within Morris Lubricants. With a big focus on sustainability, he is also constantly looking to source raw materials from ethical suppliers as well as minimising waste and to make the company more efficient without impacting product quality.



Elliot Hotchkiss, Group Purchasing Manager With The UKLA President, Harald Oosting

"I love the working environment here at Morris Lubricants and everyone is so friendly and supportive," he said. "The company may have a multi-million-pound turnover but it makes sure that all employees are considered when planning for the future. My development over recent years has been supported from start to finish by so many people across the company, which has helped me get to the position I manage today.

"I have a challenging job, but it's an exciting time to be with the group, which is looking for continuous growth. My job is to ensure that all raw materials for the manufacturing process are of the right quality, at the right price and at the right time. To make sure that Morris Lubricants can maintain its high standards.

"With the expansion and updates of the Morris Lubricants production, storage and logistics facilities, the company can make more, fill more, and have more space for finished stock to improve overall efficiency. So we are constantly making sure that we have raw materials onsite to meet the high customer demand"

Morris Lubricants' Executive Chairman, Andrew Goddard, was excited to praise Elliot on his recent award "I would like to congratulate Elliot on winning the UKLA young employee of the year award. I could not think of a person more deserving of this achievement than him. His dedication to the company and the hard work he has put into professional development, demonstrates why he has achieved so much at Morris Lubricants over recent years and long may it continue. We are entering a challenging and exciting time within the lubricants industry, with a huge focus on us all being more sustainable. Our success and continued growth rely on the commitment and skills of the many people we employ. Elliot's recent award is not only well deserved, but also a testament to our commitment to nurturing talent, focusing on being more sustainable and helping grow our business for years to come."



Dave Jenkins: Engineering Excellence and Podium Success

Dave Jenkins, Alex
Sharphouse And
Charlotte Vowden

Writer, presenter, automotive adventurer, and award-winning journalist Charlotte Vowden caught up with brand ambassador Dave Jenkins after another exciting British Truck Racing Season.

Yielding a podium finish in the 2025 British Truck Racing Championship, teamwork, trust and a new technical directive has kept truck racer Dave Jenkins at the top of the grid this year. Securing third overall in the standings, the Morris Lubricants brand ambassador asserted his reputation as a front-runner with victories in the last four meetings of the season. Three fundamental chassis developments, Dave says, have unleashed new potential in his 12,000cc MAN TGX.

“A race team consists of highly competitive, talented and motivated people,” he explains,

“we always strive for improvement because that’s what leads to results. That shared hunger to achieve boosts camaraderie and confidence, and pulls you together as a team. Bolster that with the operational performance that Morris Lubricants’ products provide and you’ve got a winning formula.”

A new regulation brought in for Division 1 trucks at the beginning of 2025 set a series of significant changes to Dave’s MAN in motion. “To comply, we had to replace the front steering axle and increase its camber from standard to 26 degrees,” he explains. The MAN’s previous axle featured a 36 degree twist, but to reduce steering failures in the field, the new limit was set to 30.

“It was a significant modification, which comes with a significant amount of expectation.” Effective implementation would not only improve reliability, but gains in handling, responsiveness and speed could be awarded.



Dave Jenkins And His Team Working On The Race Truck

“There were times when I doubted what I was doing,” Dave continues, “to find out something doesn’t work when it’s late at night, minus three in the workshop and you’ve got a perfectly good £150,000 racing truck in bits is when the going gets tough, but, you go back to the drawing board and push through. The boys never doubted me, that ‘in it together’ mentality meant nobody lost sight of the goal.”

Keen to be involved with a project of such technical complexity, Alex Sharphouse, engineer, Morris Lubricants’ brand ambassador, and star of the company’s new YouTube channel, Power and Performance, lent resources and expertise. “Alex has been a brilliant right-hand man because he came in and offered a fresh perspective and approach,” says Dave.

You can see what Dave and Alex did to the race truck in several of the videos on the Power and Performance YouTube channel. The videos show that to twist the front axle, Dave decamped from his base in Stone, Staffordshire, to Alex’s workshop in the Lake District. There he made use of equipment including a crane and 50-tonne press. “Working together on the truck has cemented what Power and Performance is all about,” says Dave. A complete redesign of the steering system, including the relocation of the steering box, followed. This enabled Dave to achieve a reduction in the truck’s overall weight and facilitated him



Dave Jenkins And Alex Sharphouse

with the ability to adjust its distribution. “Engineering a five and a half-tonne vehicle to go as fast as a purpose-built racing car is the epitome of out of the box technical thinking, and we’ve been able to push the boundaries even further.”

Taking the MAN race truck to Pembrey Circuit in March for pre-season testing gave Dave the opportunity to assess whether the theory behind the truck’s new specifications would deliver real-world results. “It immediately felt sharper and more stable, and the improved lap times were there,” he reveals. A new benchmark had been set. You can take a behind-the-scenes look at this as the testing session was recorded and can be viewed on the Power and Performance YouTube channel.

“The proof of the pudding,” he says, came during a test session at Brands Hatch race weekend in April before the first round of racing commenced. “You only get one chance to be impressed and this was it, this was the pivotal wow moment,” Dave explains. “My best ever lap time around Brands Hatch had been 58.8 seconds, but on that Friday morning we achieved 58.5 – an improvement of three tenths is huge.”

2025 may have been about the turnaround rather than title, but for Dave, this winter is about fine tuning the truck to optimise 2026 championship success. “We had a strong season, we fought all year and we’ve now got to maintain that belief in ourselves,” he says, “the team has been there through thick and thin. I’m really proud.”

From garage to paddock, pit lane and track, Morris Lubricants’ products have a crucial role in Dave’s motorsport endeavours. Essentials include K383 Copper Anti-Seize Grease – which can be used as a thread lubricant on studs, pipes and casing – and Workshop Pro Solvent Cleaner – a degreasing aerosol that evaporates quickly leaving components free from residue – as well as Lodexol FS 75W-90 gearbox and differential oil, and Multivis MLR 10W-60 engine oil.

“To win, first you must finish,” he explains, “and reliability is key to getting there. During a race, every component and every system is subjected to severe levels of stress but I can trust that Morris Lubricants’ products will help prevent failure which gives me even more of a competitive edge.”

Beyond the wave of the chequered flag, Dave sets an example of across-the-board excellence in his commercial vehicle repair business too. “The age of the vehicles we’re working on is decreasing all the time, which means we have to cater for the demands that new-generation technology presents. With the increased focus on emission legislation, changing engine designs, and increasing performance requirements, it is important that I’m using the correct specification products for all my customers. With support from Morris



Dave Jenkins Celebrating Another Victory

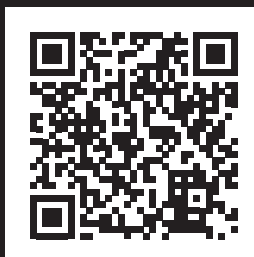
Lubricants and their fantastic technical team, we can accommodate the needs of ever-modernising fleets.”

The Morris Lubricants’ Versimax range features products that are ideal for the job, including the heavy-duty engine oil Versimax HD8 10W-40, that has been manufactured specifically for previous and current generation diesel engines, including those that utilise after treatment devices.

“I can always rely on Morris Lubricants’ products. During the week as a long-established business, I must provide a consistent and trusted service to my customers, they rely on me servicing and maintaining their heavy-duty trucks correctly so that they don’t let them down. During the weekend as an experienced racing driver, I need to know that my truck can hack it when I’m pushing the limit. I’ve got absolute faith in Morris Lubricants to help me accomplish both. They formulate and manufacture premium products that never let me, or my customers down.”

Watch Now!

See Dave & Alex make significant modifications to the race truck here...





Guy Lloyd, International Business Manager Outside The Worldwide Distribution Centre

Morris Lubricants Export Department: **DRIVING GLOBAL GROWTH**

Morris Lubricants is experiencing a surge in global demand for its high-quality oils, lubricants and greases, reinforcing its reputation as one of the UK's most trusted oil and lubricant manufacturers. With exports now reaching over 100 countries, the company's international presence continues to expand, supported by strategic developments at the Worldwide Distribution Centre.

Recent investments in the Worldwide Distribution Centre have streamlined operations, enabling faster, more efficient shipping to meet the growing needs of customers worldwide. This enhanced capability ensures that Morris Lubricants can maintain its commitment to quality, reliability and service excellence, even as demand accelerates.

Guy Lloyd, Morris Lubricants' International Business Manager, works closely with customers across the globe every day. He emphasises the importance of partnering with a trusted British brand.



Stephen Dawe, Group International Business Director



Products Being Prepared To Be Shipped Abroad

“The ‘Made in UK’ mark is a major selling point for buyers and end-users internationally. It represents quality, heritage, and trust - values that resonate strongly in many markets.” Guy Lloyd.

As the export market expands, Morris Lubricants collaborates with carefully selected and trusted international partners to distribute its British-manufactured oils and lubricants globally. The brand's reputation for quality spans multiple industries, making it a preferred choice for businesses seeking dependable solutions.

As highlighted by Stephen Dawe, Group International Business Director ***“With its global reach growing and its commitment to excellence unwavering, Morris Lubricants continues to fly the flag for British manufacturing on the world stage.”***

Guy Martin Puts WhatOil To The Test!



Scan Here
To Find
WhatOil
You Need...



Selecting the correct oils and lubricants for different vehicles can be a confusing process, as there can be so many options to choose from. Earlier this year, Morris Lubricants launched a big update to its powerful oil and lubricant lookup tool, WhatOil, with a host of new features and added benefits, making it even easier to use than before.

Have you used WhatOil? Have you seen the video?

In a brand new video, Morris Lubricants' Technology Manager, Adrian Hill, demonstrates to Guy Martin how the company's lubricant lookup tool, WhatOil, helps eliminate costly guesswork when selecting the correct oils and lubricants.

WhatOil's intuitive system provides detailed information on the correct oils and lubricants to use in a wide range of vehicles, including cars, classic cars, vans, tractors, lorries, trucks, motorbikes, classic motorbikes and many more. Just enter a vehicle registration number or type in a few details, and the correct oils and lubricants are shown.

Guy was eager to put WhatOil to the test to see which oils he needed for his vehicles, and he was interested to see the various oils and lubricants the system recommended.

To see how Guy got on with his trial of WhatOil, you can head to the Morris Lubricants website morrislubricants.co.uk to watch this video or visit the Morris Lubricants' YouTube channel. There are also a series of behind-the-scenes videos looking at the recent multimillion-pound investments and operational updates that have happened at Morris Lubricants' manufacturing, production, storage and logistics facilities.

What is WhatOil?

If you don't know what oil is needed for cars, vans, trucks or motorbikes, then head to morrislubricants.co.uk or whatoildoineed.com. Here you can search by simply entering a vehicle's registration number. That is right, you can see exactly what oils and lubricants you need by just using the registration number plate for cars, vans, trucks and motorbikes!

When you enter a registration number or use the search tools on WhatOil for a car, van, truck or motorbike, WhatOil will then recommend the correct engine oils, gear & transmission oils, antifreeze coolants, greases, and many other lubricants specifically needed for that vehicle.

WhatOil has been designed for fleet operators, mechanics and maintenance professionals to find the correct specification of oils and lubricants for different makes and models of vehicles.

Accessible Anytime

Available 24 hours a day, 7 days a week, WhatOil has the potential to cut out huge amounts of time and eliminate any costly guesswork when trying to find the correct oils and lubricants for vehicles. Why not give it a go now?

Don't know the registration number?

Don't worry, you can also search a wide variety of vehicles on WhatOil by entering the vehicle age, make and model to find the recommended oils, lubricants and coolants.

Still not sure?

Alternatively, if you are still unsure which oil will suit your vehicle's needs, you can also call the Morris Lubricants Technical Services Department on **01743 237541**, who are on hand to answer your query.

James Dawe on Why Quality Oils Matter in Off-Highway & Construction



James Dawe, Area Sales Manager at Morris Lubricants, spends his days working closely with customers in the off-highway and construction sectors. For James, one message stands out above all: using the correct quality oils, lubricants and greases is critical to keeping vehicles and machines running efficiently and avoiding costly downtime.

WHY QUALITY MATTERS

Off-highway equipment such as bulldozers, dump trucks, and excavators operate in some of the harshest conditions imaginable. *“These machines work hard in tough environments,”* James explains. *“They’re exposed to heavy loads, extreme temperatures, and abrasive materials. Every moving part needs the right lubricant for protection to perform reliably.”*

James stresses that cutting corners with cheaper oils can lead to serious problems. *“Lower-quality lubricants can fail to meet the appropriate OEM specifications. This can result in poor protection, increased wear, and even catastrophic failures. Investing in the right oil is far cheaper than paying for major repairs.”*

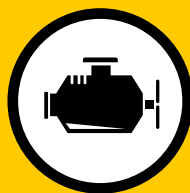


Guy Martin Knows The Importance Of Quality Engine Oil

JAMES' FAVOURITE PRODUCTS - AND WHY

Engine Oils

“I’m a big fan of our engine oils designed for off-highway use. They’re formulated to handle soot build-up from long idling periods and heavy loads. That dispersancy and anti-wear protection is vital for engine longevity.”



Transmission Oils

“Our transmission oils are engineered to ensure smooth gear changes and protect clutch packs under heavy stress. They deliver outstanding friction control and superb rust and corrosion protection, even in extreme temperatures. This is essential for automatic transmissions that work hard in demanding conditions.”



Hydraulic Oils

“Hydraulics are the lifeblood of these machines. Our hydraulic oils are formulated using advanced anti-wear technology to maintain pump integrity and deliver consistent performance across a wide range of temperatures. They keep booms and hydrostatic drives operating reliably, even in the toughest environments.”



Engine Antifreeze Coolants

“Keeping engines at the right temperature is critical. Our antifreeze coolants prevent overheating in summer and freezing in winter, while also protecting against rust and corrosion. They’re a must-have for year-round reliability.”



Greases

“Greases are often overlooked, but they’re essential for moving parts in dusty, damp, and dirty environments. Our range ensures smooth operation and prevents premature wear - perfect for the harsh conditions these machines face.” For James, it’s not just about performance - it’s about trust. *“I know these products have been developed to meet the latest industry standards and are tested in real-world conditions. That gives me confidence when I am recommending them to customers.”*



THE BOTTOM LINE:

James’ advice is simple: always choose quality oils that meet OEM and industry specifications.

“It’s the best way to protect your investment and keep your equipment working day after day,” he says. *“And if you’re unsure what to use, our technical team is always here to help.”*

Need Expert Advice?

If you're unsure what oil is right for your off-highway vehicles and machinery, Morris Lubricants' Technical Team is here to help.

Call Morris Lubricants' technical experts on 01743 237541 or send an email to them at technicalhelpdesk@morris-lubricants.co.uk.

Don't risk downtime, choose Morris Lubricants for proven performance and peace of mind.



James' Top Picks For The Off-Highway Sector...



James Dawe, Area Sales Manager

Product Updates

Versimax HD12 & HD14:

Upgraded for the Future of Heavy-Duty Performance

Morris Lubricants has announced significant updates to two of its flagship heavy-duty diesel engine oils, Versimax HD12 15W-40 and Versimax HD14 10W-30, ensuring they meet the latest industry standards and OEM requirements.

KEY SPECIFICATION UPGRADES:

ACEA Upgrade: Both products have moved from ACEA E9 to ACEA E11, aligning with the latest European Automobile Manufacturers' Association Heavy-Duty sequences. ACEA E11 delivers:

- **Enhanced oxidation stability for improved high-temperature performance.**
- **Better aeration resistance for oil film strength under high-speed operation.**
- **Improved piston cleanliness and biofuel compatibility.**

These improvements are essential as the industry prepares for Euro 7 emissions standards, which will apply to trucks, lorries, HGVs, coaches and buses from late 2026.

New OEM Specification: Both grades now include JASO DH-2, a specification from the Japanese Automotive Standards Organisation. This addition ensures compatibility with engines from leading Japanese manufacturers, broadening the oils' application across global fleets, particularly in the off-highway sector.

WHY THESE CHANGES MATTER:

The transition to ACEA E11 and inclusion of JASO DH-2 positions Versimax HD12 and HD14 as future-ready lubricants. They support advanced aftertreatment systems, reduce emissions, and maintain engine durability under demanding conditions – all critical as fleets prepare for Euro 7 compliance.

PRODUCT HIGHLIGHTS:

VERSIMAX HD12 15W-40

- Mid-SAPS formulation using Group II base oils.
- Designed for Euro 6 engines with EGR, SCR (AdBlue®), DOC, and DPF systems.
- Meets API CK-4/SN and OEM approvals including Cummins CES 20086, Mack EO-S-4.5, Renault VI RLD-3, and Volvo VDS-4.5.



VERSIMAX HD14 10W-30

- Mid-SAPS formulation using Group II & III base oils.
- Optimised for severe conditions and extended drain intervals.
- Meets API CK-4 and similar OEM approvals as HD12, ensuring broad compatibility.



LUBRICANTS LIVE PODCAST

In November, Steve Mayo visited Morris Lubricants' manufacturing facility in Shrewsbury to record a podcast with Technology Manager, Adrian Hill.

While at the manufacturing site, Steve learnt about the company's commitment to quality, sustainability, and education within the lubricant industry.

This commitment is paying dividends with growth, not only in the home market but also in export markets. Adrian shared insights on the importance of maintaining high-quality standards, the role of education in guiding consumers, and the ongoing sustainability initiatives that the company is implementing. Adrian also addresses the challenges and opportunities facing the industry as it adapts to new technologies and environmental demands.



Adrian Hill And Steve Mayo Filming For An Episode Of The Lubricants Live Podcast

The Podcast is live now, and you can listen by heading to: buzzsprout.com/2445260/episodes/18075548
Or scan the QR Code...



New Fuel Additives For Automotive Petrol And Diesel Engines!

Morris Lubricants has expanded its product portfolio with the launch of three new high-performance fuel additives, designed to support cleaner combustion, improved efficiency, and reliable performance in automotive petrol and diesel engines. The new additives include a DPF Cleaner, Petrol Fuel Treatment, and Diesel Fuel Treatment – each addressing common issues arising from modern driving conditions.



DPF CLEANER

As a multi-functional diesel fuel treatment, Morris Lubricants' DPF Cleaner is formulated to counteract issues surrounding the regeneration of Diesel Particulate Filters (DPFs) that are fitted to the latest emission compliant car diesel engines.

DPF regeneration issues are commonly associated with vehicles that operate in stop-start conditions, such as urban driving, where exhaust temperatures may not reach the levels required for effective regeneration. Over time, if the DPF fails to regenerate, it can lead to reduced performance, increased emissions and even put the engine management system into "limp home" mode or complete shutdown.

The new DPF Cleaner aids regeneration by lowering the 'burn off' temperature of soot, purging the DPF. The Morris Lubricants' DPF Cleaner will also help control ash and soot build-up on valves and injectors, therefore reducing exhaust emissions. This DPF cleaner is suitable for all types of diesel fuel, including bio-diesel and it also contains a cetane booster additive to promote smoother combustion.

PETROL FUEL TREATMENT

Morris Lubricants' new Petrol Fuel Treatment is a highly concentrated multifunctional additive that helps clean petrol fuel systems. It is designed to enhance combustion efficiency, improve cold starting, and combat pinking and pre-ignition in petrol fuelled engines.

Formulated as a low-toxicity solution, it inhibits ethanol-related corrosion and is suitable for use in different makes and models of petrol cars. The Morris Lubricants' Petrol Fuel Treatment promotes clean combustion chambers, valve seats and injectors, and in older and classic cars not fitted with fuel injectors, it helps to reduce carburettor icing.

Jason Vigrass, Marketing Manager at Morris Lubricants, comments:

"At Morris Lubricants, we've always been committed to developing practical, technically excellent solutions that reflect the realities of modern engines and driving conditions. These new additives do exactly that – helping car users maintain performance and efficiency whether they use petrol or diesel."



DIESEL FUEL TREATMENT

The new Diesel Fuel Treatment from Morris Lubricants is a highly concentrated multifunctional diesel additive that helps clean diesel fuel systems. It is designed to enhance combustion efficiency, clean injectors, improve starting, and combats wear and corrosion in diesel fuelled engines.

Specially formulated to have low-toxicity, it is suitable for use in many different makes and models of car. Suitable for all diesel fuels, the Morris Lubricants' Diesel Fuel Treatment promotes clean combustion chambers, valve seats and injectors, reduces smoke emissions and residual ash, and also combats corrosion. It does not contain lead.

Further information about Morris Lubricants' range of fuel additive products can be found on morrislubricants.co.uk. You can also speak to the Morris Lubricants' Sales Team on 01743 232200.

VLS: Product Compliance For Your Peace Of Mind

Do you know what the Verification of Lubrication Specifications (VLS) does?

It is an independent organisation set up to investigate false or misleading claims made on the various lubricant products sold.

The VLS helps to assure buyers that the oils sold on the market are compliant and perform to the standards that are claimed.

The table shows the status of the failed and closed cases as well as the outcomes.

Case No.	Company/ Brand/ Product	Date Submitted	Status	Date Investigation Complete	Date Of Six Month Review	Date To Be Archived	Outcome
VLS 010227	<p>Company: Silverhook</p> <p>Brand: Silverhook Fuel Efficient</p> <p>Product: PCEO 0W-20</p>	17/04/2025	Product Compliant Following Investigation – Case Resolved	03/10/2025	03/04/2026		<p>Product PCEO 0W-20 Case No VLS010227 17/04/2025 This case was accepted by VLS 23/09/2025 The case concerned compliance with the following market standards.</p> <p>1.SAE J300 specifies that the Low Temperature Pumping Viscosity for an SAE 0W-20 grade should be < 60 000 mPa.s at -40°C and that no Yield Stress should be observed. On the sample analysed a Low Temperature Pumping Viscosity of 68400 mPa.s at -40°C was recorded and a Yield Stress <105 g was observed, which does not meet the requirements of the SAE, ACEA, API and OEM specifications claimed for the product.</p> <p>2.ACEA C5 & C6 mandates a phosphorus content of between 0.07 and 0.09%, a level of 0.06% was determined on the sample analysed.</p> <p>VLS accepted the case and procured a sample of the product for testing. The test results showed that the sample was compliant for Phosphorous content at 789 mg/kg or 0.0789%, but was not compliant for Yield Stress at -40 degrees centigrade measured at <105g, or Apparent Viscosity at -40 degrees centigrade measured at 74,200 m.Pa.s.</p> <p>In response Silverhook stated that they had amended the formulation prior to the VLS investigation which would bring the product back into compliance and these actions had been agreed with a third party. On the basis of assurances given by the third party that the case had been closed, VLS is content to close the investigation subject to a six month review in line with its stated process.</p>

Case No.	Company/ Brand/ Product	Date Submitted	Status	Date Investigation Complete	Date Of Six Month Review	Date To Be Archived	Outcome
VLS 010226	Company: Silverhook Brand: Ultra V Product: PCEO 0W-30	22/04/2025	Product Compliant Following Investigation – Case Resolved	25/11/2025	25/05/2026		<p>Product PCEO 0W-30 Case No VLS010226 22/04/2025 This case was accepted by VLS 25/11/2025 The case concerned the compliance of the PCEO with SAE J300 which specifies that for an SAE 0W-X grade the Low Temperature Pumping Viscosity (MRV) should be a maximum of 60 000 mPa.s with no yield stress. Upon analysis a sample of the batch named was found to be 119 000 mPa.s and a yield stress of < 210 g was observed. Consequently the product it was alleged, did not meet the ACEA and API specifications claimed.</p> <p>In response Silverhook stated that the issue had been brought to their attention previously by SAIL in their compliance monitoring programme and they had resolved the issue with SAIL to their satisfaction in line with the guidance set out in EELQMS Bulletin 11.</p> <p>Silverhook did identify that following testing on some of their engine oils they identified that one did not meet MRV at -40. They subsequently spoke to their additive suppliers to correct the issue and have now amended the formulation.</p> <p>A six month review of the case will be undertaken in line with VLS's stated process.</p>

This table comprises of data from the VLS website, ukla-vls.org.uk/case-outcomes/.
Date of data extraction: 18/12/2025. The table will be updated in the next issue of LubriNews.

To find out more and see the outcomes of all cases being investigated by the VLS, please visit ukla-vls.org.uk.
If you have any concerns or questions, please contact a Morris Lubricants' Sales Manager on 01743 232 200.

[More Cases Overleaf...](#) 

Case No.	Company/ Brand/ Product	Date Submitted	Status	Date Investigation Complete	Date Of Six Month Review	Date To Be Archived	Outcome
VLS 010223	<p>Company: SCT - Vertriebs GmbH</p> <p>Brand: Lubriage Ltd t/a Mannol UK & Ireland</p> <p>Product: MN TS-23 UHPD 5W-30 & MN TS-24 UHPD 5W-20</p>	23/10/2024	Product Compliant Following Six Month Review – Case Concluded	04/12/2025	18/09/2025	04/02/2026	<p>Product MN TS-23 UHPD 5W-30 MN TS-24 UHPD 5W-20 Case No VLS010223 05/11/2024 This case was accepted by VLS 18/03/2025 The case concerned the claim for a formal Scania approval against the following products; Scania LDF-4 for Mannol TS-23 UHPD 5W-30, and Scania LDF-5 for Mannol TS-24 UHPD 5W-20 It is not possible to obtain a formal approval against a Scania specification as the manufacturer only provides letters of recognition and not letters of approval against which Lubricant Marketers can claim their product meets the requirements of, or is suitable for use.</p> <p>Following detailed dialogue with the Lubricant Marketer the claim for a formal approval against Scania LDF-4 for Mannol TS-23 UHPD 5W-30 was withdrawn. This product was therefore in compliance at the end of the investigation.</p> <p>The claim for a formal approval against Scania LDF-5 for Mannol TS-24 UHPD 5W20 was also withdrawn subsequently and therefore the product is in compliance at the end of the investigation.</p> <p>A six-month review of the case will be undertaken in line with VLS's stated process.</p> <p>04/12/2025 A six month review of the case was undertaken. VLS found that the claim for approvals against Scania LDF-4 and LDF-5 had continued to be withdrawn therefore the product was in compliance at the six month stage and the case is closed.</p>

This table comprises of data from the VLS website, ukla-vls.org.uk/case-outcomes/.
Date of data extraction: 18/12/2025. The table will be updated in the next issue of LubriNews.

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Case No.	Company/ Brand/ Product	Date Submitted	Status	Date Investigation Complete	Date Of Six Month Review	Date To Be Archived	Outcome
VLS 010206	Company: Lubrex Brand: Velocity Nano GTR Product: PCEO 5W-30 ACEA C3	12/07/2024	Product Not Compliant Following Investigation – Case Not Resolved	11/09/2025	11/03/2026		<p>Product 5W30 ACEA C3,VW 504/507, MB 229.51 (approval) Case No VLS010206 22/07/2024 This case was accepted by VLS 11/09/2025 The case concerned the product's compliance against ACEA C3-21,VW 504/507, Porsche C30 and MB 229.51 for which the HTHS specification limit is greater than or equal to 3.5mPa.s and the Noack volatility limit is < or equal to 10%.wt.</p> <p>VLS accepted the case and procured and tested a sample of the product. The test results were as follows: HTHS 3.33mPa.s and for Noack 13.3%wt.</p> <p>The test results were challenged by the Lubricant Marketer against their own test results undertaken by Intertek. The test house where VLS obtained its results did not have individual test method accreditation for the tests run so VLS procured another sample of the product for testing.</p> <p>The second set of tests were all individually accredited. The tests were run by SGS for HTHS which returned a result of 3.32mPa.s, and Intertek for Noack which returned a result of 11.7%. VLS therefore found that the product was non-compliant against the performance claims made. These test results were consistent with previous tests results obtained by VLS, and those of the complainant.</p> <p>ACEA C3-21 Specification Limit - High Temperature High Shear (HTHS): > or equal to 3.5 mPa.s The sample was tested and a result of 3.32 mPa.s was obtained. This is below the specification limit and therefore the product is non-compliant.</p> <p>VW 504.00/507.00 / Porsche C30 Specification Requirement - High Temperature High Shear (HTHS): > or equal to 3.5 mPa.s The sample was tested and a result of 3.32 mPa.s was obtained. This is below the specification limit and is therefore non-compliant.</p> <p>Mercedes Benz 229.51 Specification Requirement - Noack Volatility: 10.0 %wt maximum The sample was tested and a value of 11.7 %wt. obtained which exceeds the specification limit and therefore the product is non-compliant.</p> <p>Conclusion The test results obtained indicate that the lubricant does not comply with ACEA C3, VW 504.00/507.00, Porsche C30 and MB 229.51 performance claims. VLS will undertake a six-month review of the case in line with its stated process.</p>

Morris Lubricants presents...

A New YouTube Channel!

Power and Performance is a new YouTube channel that explores the very best of British engineering.

Brought to you by Morris Lubricants and featuring Alex Sharphouse, Power and Performance showcases exclusive insight into the projects that Alex has in his workshop. These include building a Bentley Blower, restoring a Rolls Royce Griffin engine, building an aerocar, making Dave Jenkins' race truck go faster and many more...



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