

LUBRI NEWS

THE OFFICIAL
MORRIS LUBRICANTS
NEWSLETTER



SUMMER 2022



MORRIS
LUBRICANTS

Discover How Oil is Made with Guy Martin

A video series, featuring popular lorry mechanic, motorbike racer, TV presenter, engineering enthusiast and Morris Lubricants ambassador Guy Martin was recently released. These videos show Guy going behind the scenes at the facility in Shrewsbury to learn how oil is made.

A heavy goods vehicle mechanic by trade, Guy was eager to discover about each stage of the manufacturing process and how oil is formulated to keep engines and machinery lubricated even in the toughest conditions.

In the series of five videos, which were launched in May, the Morris Lubricants Brand Ambassador was guided through the production process by the company's Technology Manager Adrian Hill.

WHAT'S IN STORE?

Guy discovered that the oil blending process is lengthy and strictly monitored, beginning with high quality raw materials being delivered through to making the oils and lubricants, quality control and filling the finished oils in to various sizes, ranging from as little as 1 litre bottles and 5 litre tins to 25 litre drums, 205 litre barrels and bulk containers.



Adrian Hill (Technology Manager - right) shows Guy Martin around the laboratory

Adrian explained the chemistry behind how each oil product is specially formulated to meet the needs of individual applications in diverse markets, ranging from agriculture and automotive to industrial and power generation.

Guy also saw the quality controls that are in place to make sure that the oils and lubricants are produced correctly. The oils and lubricants, which are used in cars, motorbikes, tractors, lorries and a huge range of machinery, must meet strict global and original equipment manufacturers (OEM) specifications.



Guy Martin

GUY'S THOUGHTS

"After spending time at the factory in Shrewsbury, I now appreciate the science and skill that goes into making Morris Lubricants' products," said Guy. "I didn't realise they made as many different varieties of oil and lubricants."

"It blew my mind when Adrian said that Morris Lubricants ships twelve containers of oil a week to countries as far away as New Zealand, Iraq and China and how much trust their international customers have in the product being made in Britain." Guy Martin

Adrian enjoyed filming the videos with Guy. "Throughout the filming, Guy was genuinely interested in the process, spontaneous with his comments and amazed by what goes on behind the scenes," he said.

"He was excited by the prospect of seeing something new and enjoyed filling a few barrels, capping it and putting the Morris Lubricants seal on." Adrian Hill

To watch the series visit the Morris Lubricants website, so sit back and enjoy with a 'proper' cup of tea like Guy Martin.



Agrimax Product Range Showcased at LAMMA

Morris Lubricants promoted the company's advanced multifunctional Agrimax product range at LAMMA 2022 which was hosted at the NEC in Birmingham on 4th and 5th May.

Technical experts from Morris Lubricants, one of Europe's leading manufacturers of agricultural lubricants, were on hand to answer questions about the latest OEM approvals, specifications and emerging lubricant technologies.

WHAT WAS SHOWCASED?

The event provided a perfect platform to showcase Agrimax, the company's innovative range of advanced multifunctional lubricants designed specifically for agricultural requirements. Applications for these lubricants include engines, gearboxes, hydraulics, cooling systems, oil immersed brakes and general maintenance in a wide range of agricultural equipment including tractors, combine harvesters, mini diggers, and a variety of other agricultural machinery.

Developed with the latest additive technology and high-quality base oils, the Agrimax range of agricultural lubricants offers maximum performance levels, enhanced fuel efficiency, reduced running costs and improved reliability, regardless of which manufacturer of agricultural machinery is used - whether it be John Deere, Claas, New Holland or any other OEM. These oils and lubricants also help to minimise downtime with superior operational and protective performance even in the harshest of operating conditions.

The Agrimax range has achieved a wide range of OEM approvals, enabling users to cut the number of lubricants they need whilst reducing the risk of any misapplication. Experts at Morris Lubricants have found that agricultural users are often overloaded with a myriad of different grades of oil for each application. The Agrimax range of agricultural lubricants aims to help users consolidate their inventory and use fewer products.

Morris Lubricants' brand ambassador, Guy Martin, uses the Agrimax range of agricultural lubricants in his tractors, balers and other agricultural machinery.

"I like the fact that Morris Lubricants are British, they've been in the business a long time and they have a range of everything you could possibly need."



Members of the sales team providing expert advice at LAMMA

"I've been using their products for years and it's all good stuff. Whether it's for trucks, racing stuff, cars, bikes, even my tractor and lawn mower, the quality is spot on." Guy Martin

AGRICULTURE AT MORRIS LUBRICANTS

Adrian Hill, Technology Manager at Morris Lubricants, added: "The agricultural sector is one in which we are very strong and have been servicing for many years. We know the huge problems users have with so many different grades of oil for a mixed fleet of vehicles and equipment.

"With technical intervention, we can identify incorrect lubricants, advise corrective action and help consolidate users' inventory so they are using fewer products. Not only will the equipment be getting optimised levels of protection but reduced stocking can provide cost savings."

Morris Lubricants has been innovating and developing quality lubricants solutions for the agricultural industry for more than 150 years. The company is proud of the relationships it has developed with customers, end users and original equipment manufacturers over many years and prides itself in offering expert technical advice and exceptional customer support.

To see the full range of Agricultural Lubricants, visit the website, morrislubricants.co.uk



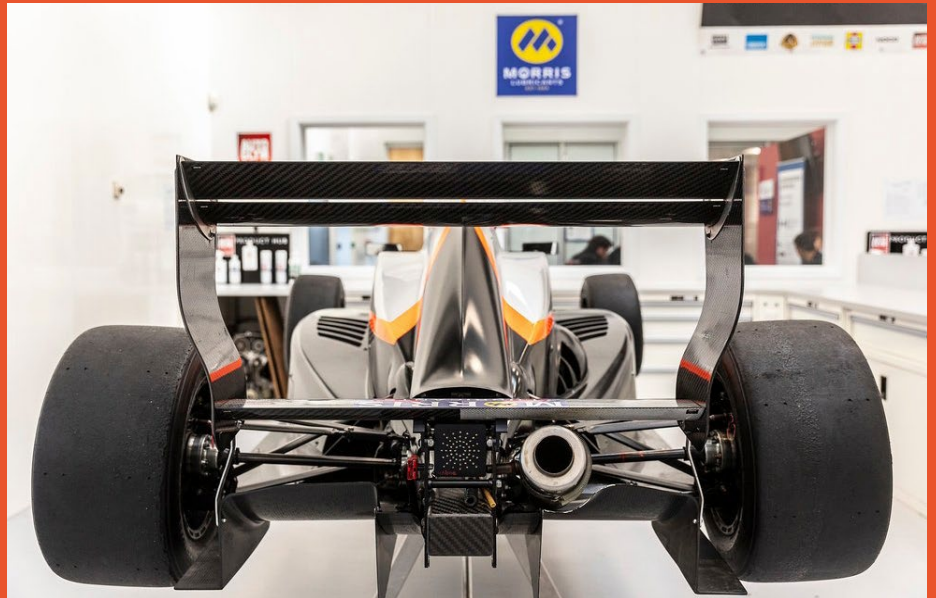
MORRIS LUBRICANTS PARTNERS WITH NATIONAL COLLEGE FOR MOTORSPORT

Morris Lubricants have joined in partnership with the National College for Motorsport, which is based at the world-famous national circuit of Silverstone.

As an experienced manufacturer and supplier of premium-quality oils, lubricants and greases, Morris Lubricants is delighted to support over 120 students that attend the college which is a part of the Bedford College Group. The courses run by the college are lectured by former mechanics of Formula One, F2, F3, F3000 and Indy Race Cars.

WHO ARE THE NATIONAL COLLEGE FOR MOTORSPORT?

The National College for Motorsport was established in 2003 as a centre for vocational excellence in motorsport and offers race technician training to meet the demands within the professional motorsport industry, through full time and apprenticeship programmes, that are delivered from the purpose-built facilities at the Silverstone Circuit.



Andrew Goddard, Executive Chairman at Morris Lubricants, commented:

“It’s fantastic to be able to support the National College for Motorsport and give future mechanics the opportunity to work with a wide-range of high-quality products that Morris Lubricants provide.”



Mental Health First Aiders Appointed

Recently, Morris Lubricants were delighted to train six mental health first aiders.

The company has recognised the importance of having trained mental health first aiders to support the mental health and well-being of the Morris Lubricants team.

The first aiders were trained over a two-day course with Mental Health First Aid England and are now equipped with the skills required to recognise and support their own and their colleague's well-being.



EXPERTS EXHIBIT AT WORLD BIOGAS EXPO



Morris Lubricants experienced staff showcasing the premium GEO range

Morris Lubricants, exhibited at the World Biogas Expo in June.

Experts from the Sales Team exhibited at the NEC in Birmingham to showcase the company's range of premium Gas Engine Oils (GEO) designed for large engines. The products have been specially formulated to improve operating efficiencies of large gas engines and offer enhanced corrosion protection, oxidative and nitration stability, a wide-operating temperature range with low-deposit forming performance together and a robust acid neutralisation system with protracted field proven drain times. The GEO range, along with the rest of the Morris Lubricants oils, lubricants and greases, has undergone extensive testing and analysis by technicians at the company's own laboratory. The GEO range has also been approved by many of the world's leading gas engine manufacturers, due to the work and close collaboration Morris Lubricants expert technical team has with the world's major OEMs.

The event at the NEC in Birmingham, took place on 15th and 16th June. It showcased a wide-range of suppliers, buyers, personnel and expertise from the biogas industry.

PRODUCTS TO SUPPORT DIFFERENT GASES

Mark Brighty, Business Development Manager for Large Engines at Morris Lubricants, commented:

"This was an event that we were looking forward to for some time. We talked about the range of products that are versatile and flexible enough to support a wide-range of gas types, including natural gas, landfill, biogas and syngas to such a niche market. It was great to see everybody at the World Biogas Expo".

Morris Lubricants has a comprehensive range of gas engine oils, which has been specially and specifically formulated to improve operating efficiencies of large gas engines.



GEO

PREMIUM GAS ENGINE OIL

For more information, or to request a copy of our latest brochure, please call 01743 232 200, or email: sales@morris-lubricants.co.uk

TIM CALLS TIME AT MORRIS LUBRICANTS

A long-serving member of the team at Morris Lubricants retired from his role recently.

In a career that has taken the Shrewsbury-local between his home town and Manchester, Tim Lloyd previously worked in production and purchasing at Rolls Royce and Perkins Engines, before taking up his role at Morris Lubricants.

The Production Supervisor, who began working at Morris Lubricants back in 2004, decided that it was the right time to hand in the production plans and retire to spend time with his family, travel, walk the Shropshire Way and complete some DIY work with his wife, Tracy.

THE FUTURE

Not one to put his feet up and take things too easy, Tim was looking forward to moving on to the next chapter of his life, which includes walking his daughter, Grace, down the aisle at her wedding at the end of the year.

Prior to his retirement, Tim commented: "I've had a fantastic eighteen years at Morris Lubricants and couldn't have worked with a better group of people during my time here. Working with such dedicated and hard-working people has made my job easier and I'm going to miss everyone."



(L to R) David Goddard (Company Director) and Tim Lloyd (Production Supervisor)

"I'm looking forward to what life brings next. I already have a 3-page list of jobs from Tracy that need doing around the house!" Tim joked, before adding, "We're also looking forward to visiting friends in New Zealand over the next few years and helping my son, Toby, with his house too. It'll be an exciting chapter. I couldn't be more excited for Grace's wedding."

Andrew Goddard, Executive Chairman of Morris Lubricants, commented: "Tim has been a great member of the team here at Morris Lubricants and we would all like to wish him a very happy and long retirement."

Colin Clocks Up 25 Years of Service

An LGV driver at Morris Lubricants is celebrating twenty-five years of service.

Colin Kirkham, who joined the company back in 1997, clocked up the quarter of a century milestone during May.

MILLIONS OF LITRES DELIVERED

It is thought that Colin has delivered a massive 33 million litres of the world-famous Morris Lubricants oil during his time with the company.

Colin admits that it hasn't all been plain sailing over the years, as he commented: "During my first few days, I didn't think I would be here long; but it has been great and here I am, twenty-five years later!" before adding, "I have a good time here - I'm lucky to work with a great group of people who make the job an enjoyable one."

Transport Manager Graham Fewtrell added: "We couldn't ask for a better driver or person than Colin. He takes pride in the appearance of his truck and looks after it like it's his own vehicle."



(L to R) Andrew Goddard (Executive Chairman) and Colin Kirkham (LGV Driver)

WHAT HAS CHANGED?

As a Shrewsbury-local, Colin is proud to have served the Shrewsbury-based company for a large section of his life but plenty has changed on the trucks in his time. He added:

"The job has changed a fair amount. The trucks are so much more advanced nowadays and the range of different oils, lubricants and greases that Morris Lubricants supplies has grown so much over the years. It is great to work for such a famous company."

To Succeed, Compromise is not an Option for Lydia

Morris Lubricants is proven in its ability to adapt, evolve and identify opportunities. Providing oils, lubricants and greases for all industries, the company continues to manufacture an extensive range of innovative, tried-and-tested products that cater to the specific requirements associated with everything from road cars with the latest hybrid technology to vehicles competing in high performance motorsport.

In motorsport, shock load and heat are “two of the biggest challenges for engines and transmissions” explains Morris Lubricants’ Technology Manager Adrian Hill. The chemistry involved in formulating lubricants for conventional vehicles is developed through extensive laboratory and field testing, but “as we move into the motorsport arena, the demands get tougher because engines and transmission systems are pushed beyond normal requirements,” he says. “The complexity of the chemistry is taken to the next level so that the lubricant can cope with spikes of high intensity, which can be short lived or prolonged. In either case, reliability is essential.”

A HELPING HAND FOR TECHNICAL KNOWLEDGE

Now in her fifth year of partnership with Morris Lubricants, when ambassador Lydia isn't pushing flat out for a top-10 finish, she's working alongside Adrian to stay up to date with how the company is operating at the cutting edge of today's competitive industry as well as understand the anatomy of its lubricants.

“I've learnt a lot with the Morris Lubricants Training Academy, particularly how different products can impact performance on the track.” Lydia Walmsley

Lydia, who has returned to the JCW Championship for a second season of racing as part of an independent team, added.. “Adrian and the technicians are so knowledgeable, they helped us a lot in our first years of circuit racing in the Cooper car, and it's amazing that customers have access to that expertise too.”

In the workshop, Lydia's team including dad, Mike Walmsley, and friend Dave Barber, provide technical and mechanical knowhow to help her win championships. Preparing, repairing and servicing her JCW Mini so that she's able to turn wheels rather than kick her heels during championship weekends, “they make sure I'm ready and at the circuit, they run the car together,” she says. “It's a big job, even when everything goes smoothly, so it's quite impressive to be in a highly competitive championship as privateers against teams with much bigger outfits and budgets. Their to-do list includes servicing the JCW Mini in order to maintain performance of the components and ensure longevity of their life is achieved, and in motorsport, it also assists in monitoring any issues and helps us to prevent breakdowns on track.”



With an exciting campaign ahead, in a car that was acquired only ten days before her first round of the season, twenty-year-old Lydia has welcomed a new Mini Challenge regulation that has the potential to create an even fiercer level of competition. “The new specification of tyre we have to run on has been a turning point in setup as it has adjusted the way the car responds,” she explains. “The new tyre is quicker and allows you to corner at higher speeds so it has been something that we have had to get used to (both in setup and driving technique) but with time, we are gradually getting closer to where we need to be.”



MLA R Ambassador

FUTURES PROGRAMME

For Lydia, being the very best at what she does is as much about accomplishing laps in her car as it is about the theory behind driver fitness and nutrition, and vehicle setup and mechanics. Now in her second and final year of the Motorsport UK 'Futures' programme, which identifies, develops and supports talented competitors aged 15-24 who demonstrate exceptional potential to progress, Lydia is on track to reach great heights in motorsport.

Complimentary to this career-enhancing course, the Morris Lubricants ambassador commented on both the Mini Challenge and Ginetta GT5 races at Thruxton with the ITV Sport team, alongside Richard John Neil, for the second

consecutive season. "It's a fantastic experience to see how a high-profile TV production team works and to soak in as much information as possible. Every experience I can gain will help in the promotion of myself as well as my partners and I hope to utilise the skills I learn in the future."

Reflecting on the progress Lydia has made during her half decade relationship with Morris Lubricants, Adrian concludes: "Lydia has proven her determination on the track and by her visible enthusiasm to all aspects of motorsport, including the importance of making the correct lubricant choice. She has a clear understanding that if you want to succeed, compromise is not an option."



Available to answer all customer oil and lubricants queries, the technical and customer services teams can be contacted on the phone at 01743 232200, via email at technicalhelpdesk@morris-lubricants.co.uk, or at morrislubricants.co.uk. To find out what oil you need, use the Morris Lubricants' WhatOil? tool, whatoildoineed.com

Mid-Season Check-In with Ambassador Dave Jenkins

Morris Lubricants has a comprehensive range of oils, lubricants and greases for the commercial vehicle market that covers a wide-range of makes and models. In the life of truck racer, HGV workshop owner and Morris Lubricants Racing Ambassador Dave Jenkins, he trusts the commercial vehicle and racing products in both his professional and racing life respectively, each have very specific requirements where the lubricants play a vital role in the performance of the vehicle.

The second Dave Jenkins pulls into the paddock his race team assembles. Each mechanic, engineer and technician is assigned their own task – from checking and topping up fluid levels, to inspecting for damage and downloading performance data – but their combined mission is to carry out a trackside service of Number 69, Dave's bespoke-built MAN, in less than sixty minutes. Take much longer, and they risk missing out on the next round of racing.



Securing two spectacular wins and a strong P3 position, the opening skirmishes of this year's British Truck Racing Championship have been fiercely competitive, and resulted in a little more twisted metal and frowning of brows than usual, but a typical health check (which is performed following each session on track during a competition weekend) involves replacing the front brakes, refuelling, and replenishing the power steering fluid with Multitrans ACV to enhance performance of the high pressure power steering system. "This is one of the most stressed components in the truck, so changing and topping up the power steering fluid is critical," explains Dave, whose competitive instincts on the circuit at Pembrey in May were thwarted by circumstances beyond his control. "The truck looked like it had done ten rounds with Mike Tyson, but we've straightened it up and it's looking better than ever before. We're ready to maintain the winning streak that's spanned my 25-year career in motorsport."

Displaying the true colours of a dedicated and motivated race team, Dave and his crew have drawn upon "all of our engineering ability" to implement the most significant development within 'MANinBLACK's' suspension system that they've made for five years.

"We've regrouped and we're going to come back harder and faster, but it's good to know I've got a world-class company like Morris Lubricants behind me, they've had my back and supported me through the good times and the bad." Dave Jenkins





THE RACE-WINNING PRODUCTS

With a new setup to work with, the Jenkins Motorsport team need to ensure a slick operation is maintained, and consider the thread grease, Workshop PRO Anti-Seize Compound, is their go-to product for making the disassembly and reassembly of 'MANinBLACK' as rapid and easy as possible. Workshop PRO Anti-Seize Compound is designed to prevent the seizure and galling of components, it's ideal for application in an environment where split-seconds can make all the difference.

Containers of K383 Copper Anti-Seize Grease (which can be used on the threads of pipes that carry very hot and corrosive liquids or gases) and canisters of Workshop Pro Solvent Cleaner (a degreasing aerosol that evaporates quickly leaving components free from residue) are also "always on hand and used regularly during each race weekend service" imparts Dave.



Before returning to the asphalt, Dave will review the truck's operating performance data. Abnormalities in component temperature or pressure levels could indicate lubricant malfunction, but using fit for purpose products from Morris Lubricants means this is a tribulation he's never had to deal with: "I depend on the quality of the products Morris Lubricants formulates."

Dave continues:
"The engine oil Multigrade MLR 10W-60 is so great it makes sure that the truck runs all year round without an issue. If part of the system fails, such as the fuel injector, which results in diesel getting inside the engine where it shouldn't be, the oil is so good that it will protect the engine."



Continued over...



The application of a poor-quality oil could accelerate mechanical failures, says Dave, particularly in areas such as the transmission system, “but specialist oils from Morris Lubricants, such as Lodexol FS 75W-90 gearbox and differential oil, can cope with the stresses of a competitive setting, which can include extreme temperatures and loads, because they’re made for it.”

WHAT ABOUT TRUCKS OFF THE RACE TRACK?

Away from the g-force rigours of life in the fast lane, Dave prepares lorries for the long-haul at his commercial vehicle workshop in Stone, Staffordshire. The checks and procedures carried out during the annual (or sometimes bi-annual) service of a HGV are the same as those required to keep ‘MANinBLACK’ in peak condition, but with a different role to fulfill, the nature of the lubrication technology they require is tailored to fuel efficiency and extended service.

“The correct specification of engine oil is critical to the longevity of a truck’s engine and emissions control components,” Dave Jenkins

Dave uses the heavy-duty engine oil Versimax HD9 10W-40, from the Morris Lubricants Versimax range for commercial vehicles, which have been manufactured specifically for previous and current generation diesel engines, including those that utilise after treatment devices.



“If you put the wrong engine oil in the wrong lorry, the cost of repair can run to tens of thousands of pounds. I maintain great relationships with fleet managers who understand the importance of using a premium product that is fit for purpose and I’m proud to say that my business is putting Morris Lubricants into vehicles that are being used in businesses at a national level.” You can see the full range of Morris Lubricants commercial vehicle lubricants on the website:

morrislubricants.co.uk/products/cv.html

Constantly seeking to make the most of his knowledge and talent, Morris Lubricants ambassador Dave recently took to the track alongside Paddy McGuinness, Andrew Flintoff, and Chris Harris in a Top Gear trucking special. Filmed on a “wet, slippy, horrible day”, our man was told “to do your thing”, and battled his way from the back of the pack (starting grid positions were randomly selected) to triumph. “It was looking like Harris was going to steal the race, so I set off after him, caught up with him, passed him, and won. We turned up and we did the job to the best of our ability, because that’s what we do.”

You can watch the episode of Top Gear on BBC iPlayer. It is Series 32; Episode 3.

Sponsoring the Oscars of Heritage Rail



(L to R): Tim Dunn (Railway Historian and TV Presenter), Simon Holroyd (Heritage Railway and Steam Account Manager at Morris Lubricants), Brian Simpson (Heritage Railway Association Chairman) and Nathan Lightowler (Engineering Supervisor at Strathspey Railway).

Morris Lubricants were delighted to sponsor the Heritage Railway Association (HRA) Awards.

The awards ceremony, which took place at the Burlington Hotel in Birmingham, are recognised as the 'Oscars' of Heritage Rail, where the outstanding achievements of railways, tramways, cliff railways, associated groups and individuals are recognised and celebrated.

MORRIS LUBRICANTS AND STEAM

Morris Lubricants is proud of its reputation in the heritage and steam industry, with the company being a key manufacturer and supplier of steam and heritage products for a number of years. The plethora of products includes bearing oils, cylinder oils and sentinel crankcase oils for heritage and steam engines, plus 2 stroke oils, classic engine oils, classic gear oils and many more for vintage cars and motorcycles.

AT THE AWARDS

During the awards ceremony, Morris Lubricants sponsored the Coiley Locomotive Engineering Award, which was presented to a HRA member who has completed an outstanding engineering project in the field of locomotive overhaul, restoration or preservation. The winner of the award was the Strathspey Railway, for their restoration of a Class 5 Steam Locomotive 5025.



As well as being a manufacturer and distributor of the products, Morris Lubricants are a huge supporter of the industry in general, having created the Heritage Railway Support Scheme to keep steam railway stations like Tallylyn Railway, operational during the COVID-19 pandemic and supported the creation of Talisman, which was a steam engine created from scratch by steam expert Alex Sharphouse, which has recently had its first major pull.





Heavy-Duty Diesel Engine Oils: Moving Forwards

Electrification has become more prominent in the passenger car market, but the next challenge for heavy goods vehicle and lubricant manufacturers will be the move from Euro VI to Euro VII emissions standards.

When the industry moved from Euro V to Euro VI, it yielded a wealth of hardware updates, including: higher fuel injection pressures, smaller displacement, scavenging loop improvements and better after-treatment device efficiency, to name but a few. Alongside these changes, the lubricant specifications also had to keep pace, especially with the critical

protection of after-treatment devices, such as diesel oxidation catalysts, selective catalytic reduction systems (AdBlue) and diesel particulate filters. Without the correct chemistry all of these devices suffer, with the potential for big repair bills. So, as we move closer to Euro VII, which is believed to be introduced around 2024 - 2025, developments are well under way to meet a new set of demands.

There's no doubt that engine downsizing, in terms of the number of cylinders employed, will continue. The 8-cylinder behemoths have already been moved down to 6 cylinders in numerous cases and with the adoption of variable geometry turbochargers, to give tailored boost depending on

demand, have helped to maintain power outputs. There will be a further culling of cylinders, with 4 or 5 cylinders being used. But this is just the start.

Variable valve timing and compression ratios, technology employed in the passenger car market, will be adopted, ensuring maximum fuel efficiency under a wide range of loads and operating conditions.



Different construction materials will come into play, such as compact graphite iron (providing increased strength with reduced weight) and thermal spray liner coatings to reduce energy losses due to friction.

WHAT CHANGES CAN WE EXPECT?

In order to keep pace with hardware changes, lubricant technology has also needed to evolve. Improvements in fuel efficiency can be made by using engine oils that produce thinner oil films in the bearings and the ring/liner area. Thinner oil films result in less drag and therefore more useable energy goes to the wheels. In order to ensure that component integrity is not compromised, these thinner oil films are fortified with polymer chemistry to ensure there is no metal-to-metal contact. Polymers are essential when formulating 5W-30 and 0W-20 engine oils for this market. And the environmental benefit of fuel efficiency is reduced CO₂, the target of Euro VII.

For internal combustion engines, fuel efficiency is essential and this will be the goal of original equipment manufacturers as they innovate in the direction of Euro VII compliance.

The lubricant technology developed for this new generation of engine will not be backward compatible with previous designs. Oil film thickness will be down at the levels that passenger car engine oils now reside and heavy-duty diesel engines have to be capable of using these oils without accelerated wear and related issues taking place. Global lubricant specifications from ACEA (European Automobile Manufacturers Association) and API (American Petroleum Institute) have been developed for lubricants to suit these new engines and their

emissions demands, but the OEMs (Original Equipment Manufacturers) are taking it further by tailoring these standard specifications and adding their own bells and whistles. The big players are already factory filling 5W-30s and requiring them for service fill. In the mean time they are developing 0W-20s that will enter the market over the next couple of years to drive down CO₂ output even more. Mercedes Benz, Volvo, MAN, DAF, Scania and Iveco have specifications in draft that will become factory fill to start with.

There's definitely a busy time ahead for engineers, chemists and fleet operators, but there's no doubt that heavy-duty diesel still has a lot of future potential, with outright electrification a far distant glimmer.

For more information on our Versimax range of Heavy Duty Engine Oils, please call 01743 232 200, email info@morrislubricants.co.uk or visit morrislubricants.co.uk

WHAT IS A QUALITY LUBRICANT?

Quite simply, at Morris Lubricants, it is the company's moral duty to supply a quality product to customers. Quality should cover performance, reliability, consistency and its ability to fulfil the specific applications it was intended for. Morris Lubricants is the home of a state-of-the-art, in-house laboratory which performs around 5,000 tests on its oil and lubricants a month.

Inclusive of field trials, it can take between five and seven years to bring some lubricants to market, particularly engine oils. It's a process that can cost millions of pounds, but one that ensures the fluid produced gives maximum protection to the equipment from the first to the final hour of its service interval.

SHOULD PRICE MATTER?

If you want the best lubricant to look after an engine, transmission, hydraulic system or other machinery, then price should not be a compromise. Obviously end users need to control their overheads, but if that product is going to protect the asset, then it should really be seen as an insurance policy. Morris Lubricants are committed to protecting customer's investments with the highest quality products and services.

New products are made available when a new market requirement is identified. Morris Lubricants works with trusted and globally recognised base oil and technology providers to develop the correct formulation, which is then blended in-house.

PROVING QUALITY

Morris Lubricants' lubricant technology providers will inform the laboratory team of the exact formulation, and take the utmost care to make sure that it is replicated with the correct chemistry and base oils. This is why Morris Lubricants has an extensively equipped quality control laboratory that can make sure standards are maintained.

As a reputable company, Morris Lubricants have to support any claims made about products by being able to provide documentation, including data sheets, letters from technology providers, and if needed, formal approval from the OEMs.

It is important that Morris Lubricants can provide a customer with all the background information that supports the claims on the products that are sold – proving it is fit for purpose. The company can provide data about all those years of test work that have taken place to develop a formulation. There's an old saying in the industry, 'oil is a cheap insurance policy'. If that engine fails you've not only got to replace the engine, you've got the downtime and potential loss of income associated with that.

Correct lubricant choice can be a minefield, so as a company it is important that Morris Lubricants are approachable and able to offer support. The Technical Team at Morris Lubricants is on hand to provide expert insight, answer questions and carry out sample analysis if an issue arises. A wealth of online resource is also available at morrislubricants.co.uk, including the WhatOil lubricants selector and access to training resources for end users who want to learn more.



Amanda Hotchkiss (Laboratory Chemist)



OCM: Oil Condition Monitoring

Original Equipment Manufacturers will clearly specify oil drain intervals to ensure equipment is provided with maximum levels of protection and operates as efficiently as possible. But if you continue to use equipment beyond the drain interval, how do you ensure the lubricant hasn't deteriorated and the system isn't on its way to failing? This is where Oil Condition Monitoring (OCM) or used oil analysis comes in.

Oil Condition Monitoring has been around for many years, its traditional role being reactive maintenance. In other words, analysing samples after a catastrophic event to determine its cause. However, more and more operators are now adopting it as a preventative maintenance method to help reduce expensive repairs and down time.

WHAT IS OIL CONDITION MONITORING?

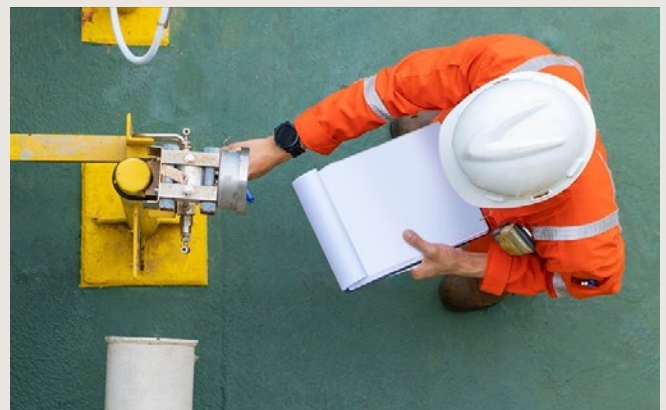
OCM is a continuous assessment of a lubricant's condition in order to extend the lubricants life, avoid untimely equipment failure and downtime, and prolong the working life of machinery.

HOW CAN OIL CONDITION MONITORING HELP?

OCM is used to detect the point when the lubricant passes its peak performance level, allowing for a strategic lubricant change, avoiding the need for lengthy and costly down time and repairs. Also, OCM will indicate if there are any issues with components used in the vehicle or machinery.

HOW DOES OIL CONDITION MONITORING WORK?

A sample is taken at a pre-specified point in the drain interval. For example, if the manufacturer recommends a drain interval of 20,000 miles a sample can be taken at 10,000 miles to begin building a profile. The sample is then tested and compared to an unused reference sample of the lubricant under investigation. If the results are within expected tolerances, the process continues with samples being taken at intervals pre-discussed with the technical department. This sampling regime will continue until a potential issue is flagged.



HOW ARE POTENTIAL ISSUES DETECTED?

To ensure the lubricant still has performance reserve or to detect any potential mechanical issues, seven main tests are performed. These are: viscosity, soot content, water content, TBN (Total Base Number, also known as alkaline reserve), sulphation level, oxidation level, nitration level and elemental spectroscopy.

By performing these specific tests, we can build an accurate picture of the condition of both the lubricant and components, allowing us to advise the appropriate next steps.

SUMMARY

In summary, Oil Condition Monitoring provides peace of mind when oil drain intervals are being extended, by not only providing evidence that the lubricant is still performing but ensuring that equipment operation and component integrity are not being compromised.

To request a Sample Analysis Kit, or for more information, please call 01743 232 200 or email technicalhelpdesk@morris-lubricants.co.uk.



MLR *Ambassadors...*

MORRIS LUBRICANTS RACING

JIM MARSDEN

4x4 off-road racer Jim 'Gigglepin' Marsden races a Gigglepin Defender called Bad Penny and he is a European and British Ultra 4 Champion.

Jim races all over the world and will be looking to head back to the King of the Hammers in the USA during 2022, as well as competing across Europe.

Favourite Product:
K2EP Longlife Lithium Complex Grease



CHLOE ANNA JONES

Desert driver turned enduro rider Chloe Anna Jones switched the sand of the desert and her 4x4 for her Husqvarna TE150i bike in 2020 and hasn't looked back since.

The young rider made her enduro debut in 2021 and became the WOR Ladies Enduro Champion in the same year. In 2022, Chloe is competing in the ACU British Sprint Enduro Championships.

Favourite Product:
Foam Filter Cleaner



CRAIG REID

In 2021 Craig Reid stormed to the Division 2 title of the British Truck Racing Championship in emphatic fashion, picking up 436 points across six racing weekends.

The truck racer is competing in his Iveco Stralis 13000 in Division 1 in 2022, making the step up to compete with the elite truck racers in the UK.

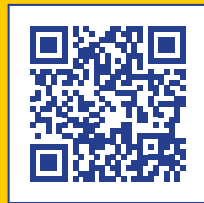
Favourite Product:
Multivis MLR 10W-50



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