



LUBRICANTS CATALOGUE

srtvtoil.com



Product Range
LUCAS OIL



Manufactured by



Lucas Oil Products was born with the simple philosophy of producing only the best line of lubricants and additives available anywhere. Since its inception, Lucas has steadfastly adhered to this corporate objective. Through innovative product research and development, along with aggressive marketing programs, Lucas has established itself as a top selling additive line in the American truck stop industry.

The Lucas success story has been built upon hard work, an unparalleled line of premium products and an unwavering commitment to customer satisfaction. This single formula for success will continue to guide Lucas Oil Products as it grows in the years to come.



Products

Automotive Oil

- Passenger & Light Vehicles
- Truck & Bus
- Motorbikes & ATVS
- Marine & Outboard

Industrial Oil

- Industrial
- Hydraulic
- Compressor
- Gear

Additives & Fluids

- ATF
- MTF & Gear Oil
- Brake Fluid
- Antifreeze & Coolants
- Additives & Service Fluids
- Greases



AUTOMOTIVE OIL Lubricants

PASSENGER & LIGHT VEHICLES

SYNTHETIC SAE 0W-16

**SAE 0W-16
API SP MOTOR OIL**

- 11181 -LO -QUART
- 11183 -LO- 5 GALLON PAIL
- 18056 -LO- 6 GALLON BOX
- 11184 -LO-55 GALLON DRUM
- 11185 -LO- PER GALLON TOTE

SYNTHETIC SAE 0W-20

**SAE 0W-20
API SN PLUS/DEXOS
MOTOR OIL**

- 10564 -LO -QUART
- 18003 -LO - 6 GALLON BOX
- 10567 -LO-55 GALLON DRUM
- 10568 -LO-PER GALLON TOTE

SYNTHETIC SAE 0W-30

**SAE 0W-30
API SP
MOTOR OIL**

- 10179 -LO-QUART
- 10181 -LO - 5 GALLON PAIL
- 18008 -LO- 6 GALLON BOX

SYNTHETIC SAE 5W-20

**SAE 5W-20
API SP MOTOR OIL**

- 10082 -LO -QUART
- 18004 -LO - 6 GALLON BOX
- 10084 -LO-55 GALLON DRUM
- 10233 -LO-PER GALLON TOTE

SYNTHETIC SAE 5W-30

**SAE 5W-30
API SP/DEXOS MO-
TOR OIL**

- 10049 -LO -QUART
- 18005 -LO - 6 GALLON BOX
- 10209 -LO-55 GALLON DRUM
- 10234 -LO-PER GALLON TOTE

SYNTHETIC SAE 5W-40

**SAE 5W-40
API SP
MOTOR OIL**

- 10189 -LO -QUART
- 10191 -LO - 5 GALLON PAIL
- 18012 -LO-PER GALLON TOTE

SYNTHETIC SAE 5W-50

**SAE 5W-50
API SM MOTOR OIL**

- 10101 -LO -QUART
- 10382 -LO - 5 GALLON PAIL
- 18015 -LO- 6 GALLON BOX
- 11146 -LO-PER GALLON TOTE

SYNTHETIC SAE 10W-30

**SAE 10W-30
API SN PLUS MOTOR
OIL**

- 10050 -LO -QUART
- 18013 -LO - 6 GALLON BOX
- 10119 -LO-55 GALLON DRUM
- 10277 -LO-PER GALLON TOTE

SYNTHETIC SAE 15W-30

**SAE 15W-30
API SN PLUS
MOTOR OIL**

- 11242 -LO -5 GALLON PAIL
- 11243 -LO -55 GALLON DRUM

SYNTHETIC SAE 20W-50

**SAE 20W-50
API SN PLUS MOTOR
OIL**

- 10054 -LO - QUART
- 10108 -LO -55 GALLON DRUM
- 11118 -LO- PER GALLON TOTE

SYNTHETIC BLEND HIGH MILEAGE SAE 5W-20

**SAE 5W-20
API SP MOTOR OIL**

- 11261 -LO - QUART
- 11263 -LO -5 GALLON PAIL
- 11264 -LO-55 GALLON DRUM
- 11265 -LO- PER GALLON TOTE

SYNTHETIC BLEND HIGH MILEAGE SAE 5W-30

**SAE 5W-30
API SP
MOTOR OIL**

- 11266 -LO - QUART
- 11268 -LO -5 GALLON PAIL
- 11269 -LO-55 GALLON DRUM
- 11270 -LO- PER GALLON TOTE

TRUCK & BUS

SYNTHETIC BLEND HIGH MILEAGE SAE 10W-30

SAE 10W-30 API SP
 11271 -LO - QUART
 11273 -LO -5 GALLON PAIL
 11274 -LO-55 GALLON DRUM
 11275 -LO- PER GALLON TOTE

SYNTHETIC BLEND HIGH MILEAGE SAE 10W-40

SAE 10W-40 API SP
 11276 -LO - QUART
 11278 -LO -5 GALLON PAIL
 11279 -LO-55 GALLON DRUM
 11280 -LO- PER GALLON TOTE

SYNTHETIC BLEND HIGH MILEAGE SAE 20W-50

SAE 20W-50 API SP
 11281 -LO - QUART
 11283 -LO -5 GALLON PAIL
 11284 -LO-55 GALLON DRUM
 11285 -LO- PER GALLON TOTE

SAE 15W-40 CI-4 MAGNUM

SAE 15W-40 CI-4 MAGNUM
 10075 -LO - QUART
 10076 -LO -GALLON
 10077 -LO- 5 GALLON
 10078 -LO- 55 GALLON DRUM
 10175 -LO- PER GALLON TOTE

SAE 5W-40 CK-4

SAE 5W-40 CK-4
 11178 -LO - GALLON
 11165 -LO -5 GALLON PAIL
 18011 -LO-6 GALLON BOX
 11166 -LO- 55 GALLON DRUM
 11167 -LO- PER GALLON TOTE

SAE 10W-30 CK-4/ SM

SAE 10W-30 CK-4/SM
 10572 -LO - 55 GALLON DRUM
 10573 -LO -PER GALLON TOTE

CONVENTIONAL API SP SAE 5W-20

SAE 5W-20 API SP
 10516 -LO - QUART
 10517 -LO -5 GALLON PAIL
 18001 -LO- 6 GALLON BOX
 10518 -LO-55 GALLON DRUM
 10642 -LO- PER GALLON TOTE

CONVENTIONAL API SP SAE 5W-30

SAE 5W-30 API SP
 10474 -LO - QUART
 18010 -LO - 6 GALLON BOX
 10479 -LO-55 GALLON DRUM
 10482 -LO- PER GALLON TOTE

CONVENTIONAL API SP SAE 10W-30

SAE 10W-30 API SP
 10276 -LO - QUART
 18002 -LO - 6 GALLON BOX
 10217 -LO-55 GALLON DRUM
 10644 -LO- PER GALLON TOTE

SAE 15W-40 CK-4

SAE 15W-40 CK-4
 11246 -LO - QUART
 11247 -LO -GALLON
 11248 -LO- 5 GALLON PAIL
 18065 -LO- 6 GALLON BOX
 11249 -LO- 55 GALLON DRUM
 11250 -LO- PER GALLON TOTE

SYNTHETIC BLEND SAE 10W-30 CK-4

SAE 15W-40 CK-4
 10282 -LO - GALLON
 10283 -LO -5 GALLON PAIL
 18017 -LO- 6 GALLON BOX
 10284 -LO- 55 GALLON DRUM
 10285 -LO- PER GALLON TOTE

SAE 15W-40 CK-4

SAE 15W-40 CK-4
 10287 -LO - GALLON
 10288 -LO -5 GALLON PAIL
 18014 -LO- 6 GALLON BOX
 10289 -LO- 55 GALLON DRUM
 10292 -LO- PER GALLON TOTE

CONVENTIONAL API SP SAE 10W-40

SAE 10W-40 API SP
 10275 -LO - QUART

CONVENTIONAL API SP SAE 20W-50

SAE 20W-50 API SP
 10252 -LO - QUART
 10257 -LO - 5 GALLON PAIL
 18055 -LO-6 GALLON BOX
 10259 -LO- 55 GALLON DRUM
 10260 -LO- PER GALLON TOTE

CONVENTIONAL API SP SAE 30

SAE 30 API SM
 10053 -LO - QUART
 10280 -LO - 5 GALLON PAIL
 18053 -LO-6 GALLON BOX
 10556 -LO- PER GALLON TOTE

SYNTHETIC BLEND SAE 10W-30 FA-4

SAE 10W-30 FA-4
 10759 -LO - GALLON
 10761 -LO -5 GALLON PAIL
 18009 -LO- 6 GALLON BOX
 10762 -LO- 55 GALLON DRUM
 10760 -LO- PER GALLON TOTE

SAE 40

SAE 40
 10468 -LO - PER GALLON TOTE

HOT ROD AND CLASSIC SAE 10W-30

SAE 10W-30
 10687 -LO - QUART
 10679 -LO -5 QUART
 18025 -LO-6 GALLON BOX
 10681 -LO- 55 GALLON DRUM

HOT ROD AND CLASSIC SAE 10W-40

SAE 10W-40
 10688 -LO - QUART
 10683 -LO-5 QUART
 18026 -LO-6 GALLON BOX
 11027 -LO- 55 GALLON DRUM

HOT ROD AND CLASSIC SAE 20W-50

SAE 20W-50
 10689 -LO - QUART
 10684 -LO -5 QUART
 18027 -LO-6 GALLON BOX
 11028 -LO- 55 GALLON DRUM

MOTORBIKES & ATVS

SAE 10W-40

SAE 10W-40 | 10767 -LO - QUART
10792 -LO -5 GALLON PAIL
18031 -LO- 6 GALLON BOX
11145 -LO- PER GALLON TOTE

SAE 20W-50

SAE 20W-50 | 10700 -LO - QUART
10729 -LO -5 GALLON PAIL
18032 -LO- 6 GALLON BOX

SYNTHETIC SAE 20W-50

SAE 20W-50 | 10702 -LO - QUART
10732 -LO -5 GALLON PAIL
18043 -LO- 6 GALLON BOX
10734 -LO- 55 GALLON DRUM

SYNTHETIC SAE 0W-40

SAE 0W-40 | 10718 -LO - QUART
18036 -LO-6 GALLON BOX

SYNTHETIC SAE 50 WT

SAE 50 WT | 10765 -LO - QUART
18035 -LO -6 GALLON BOX

SEMI-SYNTHETIC SAE 10W-40

SAE 10W-40 | 10720 -LO - QUART

SYNTHETIC SAE 5W-20

SAE 5W-20 | 10704 -LO - QUART
10735 -LO -5 GALLON PAIL
10737 -LO- 55 GALLON DRUM

SYNTHETIC SAE 5W-30

SAE 5W-30 | 10706 -LO - QUART
10738 -LO -5 GALLON PAIL
18038 -LO- 6 GALLON BOX
10740 -LO- 55 GALLON DRUM

SYNTHETIC SAE 10W-30

SAE 10W-30 | 10708 -LO - QUART
10741 -LO -5 GALLON PAIL
18039 -LO- 6 GALLON BOX
10743 -LO- 55 GALLON DRUM

SXS SYNTHETIC SAE 0W-40

SAE 0W-40 | 11200 -LO - QUART
11201 -LO -GALLON
11202 -LO- 5 GALLON PAIL
18046 -LO- 6 GALLON BOX
11203 -LO- 55 GALLON DRUM

SXS SYNTHETIC SAE 5W-50

SAE 5W-50 | 11208 -LO - QUART
11209 -LO -GALLON
11210 -LO- 5 GALLON PAIL
18048 -LO- 6 GALLON BOX
11211 -LO- 55 GALLON DRUM

SXS SYNTHETIC SAE 10W-30

SAE 10W-30 | 11204 -LO - QUART
11205 -LO -GALLON
11206 -LO- 5 GALLON PAIL
18047 -LO- 6 GALLON BOX
11207 -LO- 55 GALLON DRUM

SYNTHETIC SAE 10W-40

SAE 10W-40 | 10793 -LO - QUART
18040 -LO -6 GALLON BOX
10140 -LO- 55 GALLON DRUM

SEMI-SYNTHETIC SAE 10W-40

SAE 10W-40 | 10710 -LO- QUART
10744 -LO-5 GALLON PAIL
18034 -LO- 6 GALLON BOX
10746 -LO- 55 GALLON DRUM

SYNTHETIC SAE 10W-40 MOLY

SAE 10W-40 | 10777 -LO - QUART

SXS SYNTHETIC SAE 10W-50

SAE 10W-50 | 11212 -LO - QUART
11213 -LO -GALLON
11214 -LO- 5 GALLON PAIL
18049 -LO- 6 GALLON BOX
11215 -LO- 55 GALLON DRUM

SXS SYNTHETIC BLEND SAE 10W-40

SAE 10W-40 | 11196 -LO - QUART
11197 -LO -GALLON
11198 -LO- 5 GALLON PAIL
18033 -LO- 6 GALLON BOX
11199 -LO- 55 GALLON DRUM

SEMI-SYNTHETIC 2-CYCLE OIL

SEMI-SYNTHETIC | 10058 -LO - 2.6 OUNCE
10059 -LO -6.4 OUNCE
10120 -LO- 16 OUNCE
10110 -LO- QUART
10115 -LO- GALLON
10125 -LO-55 GALLON DRUM

50WT

SAE 50W | 10712 -LO - QUART
18029 -LO -6 GALLON BOX
10749 -LO- 55 GALLON DRUM

70WT

SAE 70W | 10714 -LO - QUART
10750 -LO -5 GALLON PAIL
18030 -LO- 6 GALLON BOX
10752 -LO- 55 GALLON DRUM

SYNTHETIC SAE 10W-50

SAE 10W-50 | 10716 -LO - QUART
10753 -LO -5 GALLON PAIL
18042 -LO- 6 GALLON BOX
10755 -LO- 55 GALLON DRUM

LAND & SEA 2-CYCLE OIL

10467 -LO - QUART
10557 -LO -GALLON
10469 -LO- 5 GALLON PAIL
10470 -LO- 55 GALLON DRUM

SYNTHETIC SNOWMOBILE OIL

10835 -LO - QUART
10847 -LO -GALLON
10904 -LO- 55 GALLON DRUM

MARINE & OUTBOARD

HEAVY DUTY DIESEL SAE 15W-40 CK-4

SAE 15W-40
CK-4

10991 -LO- QUART
10807 -LO-55 GALLON DRUM

HEAVY DUTY SYNTHETIC DIESEL SAE 15W-40 CK-4

SAE 15W-40
CK-4

10992 -LO- GALLON

MARINE SAE 20W-50

SAE 20W-50

10653 -LO- QUART
10810 -LO-5 QUART
10665 -LO- 5 GALLON PAIL
10666 -LO- 55 GALLON DRUM

MARINE SEMI-SYNTHETIC SAE 20W-50

SAE 20W-50

10654 -LO- QUART
10811 -LO-5 QUART
10667 -LO- 5 GALLON PAIL
10668 -LO- 55 GALLON DRUM

OUTBOARD SYNTHETIC SAE 10W-30

SAE 10W-30

10661 -LO- QUART
10812 -LO-5 QUART
10817 -LO- 55 GALLON DRUM

OUTBOARD SYNTHETIC SAE 10W-40

SAE 10W-40

10662 -LO- QUART
10813 -LO-5 QUART
10526 -LO- 55 GALLON DRUM

INBOARD SAE 25W-40 STERN DRIVE

SAE 25W-40

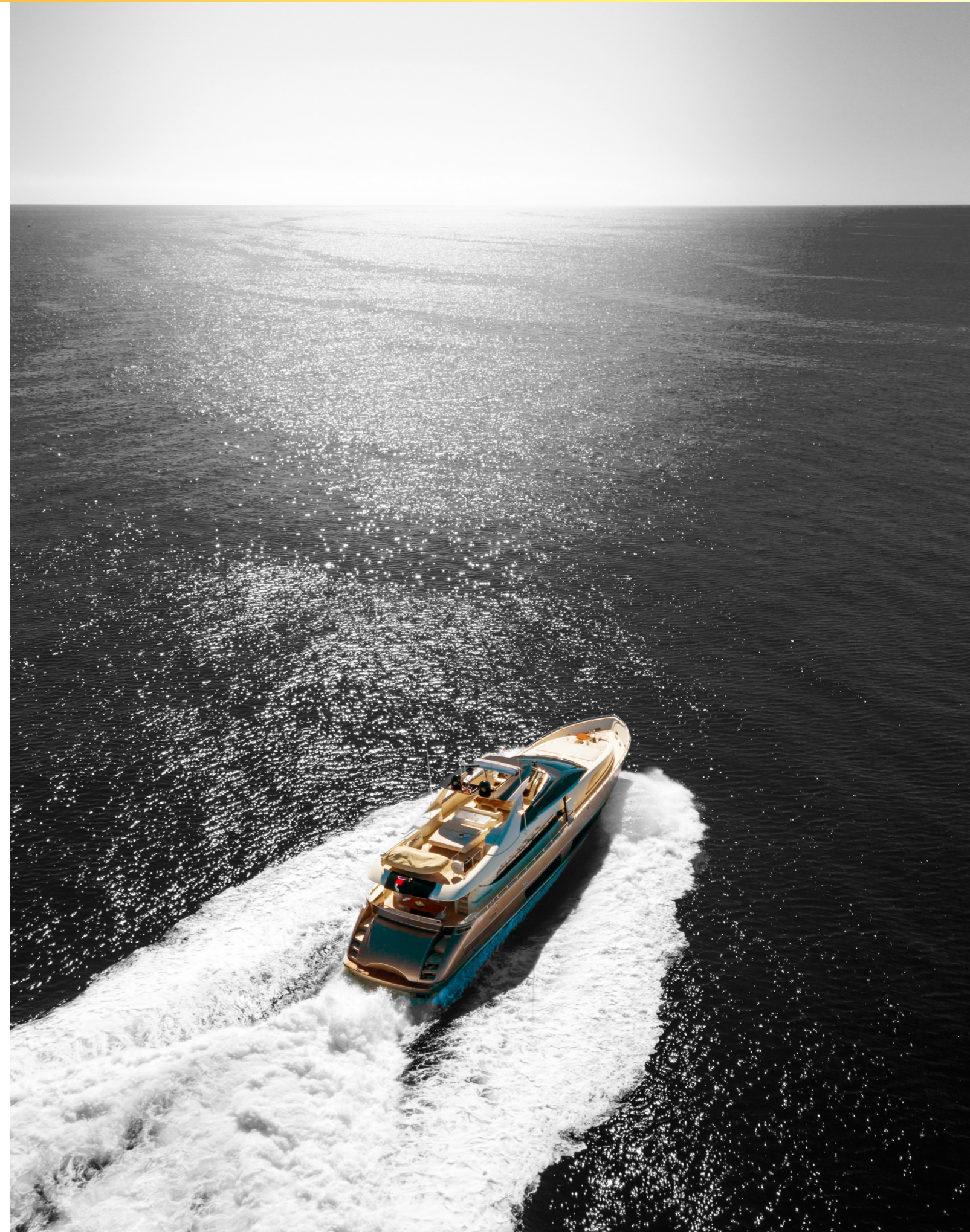
10677 -LO- QUART
10814 -LO-5 QUART

SYNTHETIC 2-CYCLE API TC-JASO

11149 -LO- GALLON

SYNTHETIC BLEND 2-CYCLE

10860 -LO- QUART
10861 -LO- GALLON





INDUSTRIAL OIL Lubricants

INDUSTRIAL

HEAVY DUTY TRANS/ DRIVE TRAIN SAE 10

SAE 10

10585 -LO- 5 GALLON PAIL
10587 -LO-55 GALLON DRUM
10846 -LO- PER GALLON TOTE

HEAVY DUTY TRANS/ DRIVE TRAIN SAE 30

SAE 30

10443 -LO- 5 GALLON PAIL
10445 -LO-55 GALLON DRUM
10446 -LO- PER GALLON TOTE

HEAVY DUTY TRANS/ DRIVE TRAIN SAE 40

SAE 40

11161 -LO- 5 GALLON PAIL
10588 -LO-55 GALLON DRUM
10586 -LO- PER GALLON TOTE

HEAVY DUTY TRANS/ DRIVE TRAIN SAE 50

SAE 50

10671 -LO- 5 GALLON PAIL
10856 -LO-55 GALLON DRUM
10857 -LO- PER GALLON TOTE

HYDRAULIC

UNIVERSAL HYDRAULIC FLUID

10017 -LO- GALLON
10037 -LO-5 GALLON PAIL
10038 -LO- 55 GALLON DRUM
10304 -LO-PER GALLON TOTE

SYNTHETIC UNIVERSAL HYDRAULIC FLUID

10100 -LO- 5 GALLON PAIL
10589 -LO- 55 GALLON DRUM
10851 -LO- PER GALLON TOTE

NON-CONDUCTIVE AW ISO 22

ISO 22
10691 -LO- 5 GALLON PAIL
10692 -LO- 55 GALLON DRUM
11127 -LO- PER GALLON TOTE

**NON-CONDUCTIVE
AW ISO 32**

ISO 32 | 11107 -LO- 5 GALLON PAIL
11108 -LO- 55 GALLON DRUM
11109 -LO- PER GALLON TOTE

**NON-CONDUCTIVE
AW ISO 46**

ISO 46 | 10917 -LO- 5 GALLON PAIL
11128 -LO- PER GALLON TOTE

NAUTICAL ISO 15

ISO 15 | 10136 -LO- 5 GALLON PAIL
10057 -LO- 55 GALLON DRUM
10241 -LO- PER GALLON TOTE

R&O ISO 46

ISO 46 | 10450 -LO- 5 GALLON PAIL
10452 -LO- 55 GALLON DRUM
11131 -LO- PER GALLON TOTE

R&O ISO 68

ISO 68 | 10453 -LO- 5 GALLON PAIL
18062 -LO- 6 GALLON BOX
10455 -LO- 55 GALLON DRUM
11132 -LO- PER GALLON TOTE

MULTI VIS AW ISO 32

ISO 32 | 10569 -LO- 5 GALLON PAIL
10577 -LO- 55 GALLON DRUM
11129 -LO- PER GALLON TOTE

AW ISO 22

ISO 22 | 11169 -LO- 5 GALLON PAIL
11171 -LO- 55 GALLON DRUM
11172 -LO- PER GALLON TOTE

AW ISO 32

ISO 32 | 10401 -LO- 5 GALLON PAIL
18057 -LO- 6 GALLON BOX
10403 -LO- 55 GALLON DRUM
10414 -LO- PER GALLON TOTE

AW ISO 46

ISO 46 | 10404 -LO- 5 GALLON PAIL
18058 -LO- 6 GALLON BOX
10406 -LO- 55 GALLON DRUM
10415 -LO- PER GALLON TOTE

COMPRESSOR

AW ISO 68

ISO 68 | 10407 -LO- 5 GALLON PAIL
18059 -LO- 6 GALLON BOX
10409 -LO- 55 GALLON DRUM
10416 -LO- PER GALLON TOTE

AW ISO 100

ISO 100 | 10503 -LO- 5 GALLON PAIL
11188 -LO- 55 GALLON DRUM
11189 -LO- PER GALLON TOTE

AW ISO 150

ISO 150 | 11106 -LO- 5 GALLON PAIL
10672 -LO- 55 GALLON DRUM
11126 -LO- PER GALLON TOTE

SYNTHETIC ISO 32

ISO 32 | 10836 -LO- 5 GALLON PAIL
10505 -LO- 55 GALLON DRUM
11124 -LO- PER GALLON TOTE

SYNTHETIC ISO 46

ISO 46 | 10497 -LO- 5 GALLON PAIL
10498 -LO- 55 GALLON DRUM
10499 -LO- PER GALLON TOTE

SYNTHETIC ISO 68

ISO 68 | 10837 -LO- 5 GALLON PAIL
10413 -LO- 55 GALLON DRUM
11125 -LO- PER GALLON TOTE

AW ISO 220

ISO 220 | 10961 -LO- 5 GALLON PAIL
10962 -LO- 55 GALLON DRUM
10963 -LO- PER GALLON TOTE

ZINC FREE AW ISO 46

ISO 46 | 11286 -LO- 5 GALLON PAIL
11287 -LO- 55 GALLON DRUM
11288 -LO- PER GALLON TOTE

R&O ISO 32

ISO 32 | 10447 -LO- 5 GALLON PAIL
10449 -LO- 55 GALLON DRUM
11130 -LO- PER GALLON TOTE

SYNTHETIC ISO 100

ISO 100 | 11041 -LO- 5 GALLON PAIL
11044 -LO- 55 GALLON DRUM
10485 -LO- PER GALLON TOTE

SYNTHETIC ISO 220

ISO 220 | 11162 -LO- 5 GALLON PAIL
10486 -LO- 55 GALLON DRUM
10487 -LO- PER GALLON TOTE

GEAR

ISO 150

ISO 150

11164 -LO- 5 GALLON PAIL
10673 -LO- 55 GALLON DRUM
11119 -LO- PER GALLON TOTE

ISO 220

ISO 220

10960 -LO- GALLON
10589 -LO- 5 GALLON PAIL
18060 -LO- 6 GALLON BOX
10590 -LO- 55 GALLON DRUM
10508 -LO- PER GALLON TOTE

ISO 320

ISO 320

10591 -LO- 5 GALLON PAIL
18061 -LO- 6 GALLON BOX
10592 -LO- 55 GALLON DRUM
11120 -LO- PER GALLON TOTE

ISO 460

ISO 460

10838 -LO- 5 GALLON PAIL

ISO 680

ISO 680

11158 -LO- 5 GALLON PAIL
18064 -LO- 6 GALLON BOX
10496 -LO- 55 GALLON DRUM
11122 -LO- PER GALLON TOT





ADDITIVES & FLUIDS
Lubricants

ATF

SURE-SHIFT SEMI-SYNTHETIC ATF

10052 -LO- QUART
10166 -LO- 5 GALLON PAIL

MULTI-VEHICLE (MV) ATF

10418 -LO- QUART
18007 -LO- 6 GALLON BOX
10424 -LO- 55 GALLON DRUM
10464 -LO- PER GALLON TOTE

SYNTHETIC LOW VISCOSITY MV ATF

11255 -LO- QUART
11256 -LO- GALLON
11257 -LO- 5 GALLON PAIL
18037 -LO- 6 GALLON BOX
11258 -LO- 55 GALLON DRUM
11259 -LO- PER GALLON TOTE

SYNTHETIC MULTI-VEHICLE ATF TES-295

10658 -LO- 5 GALLON PAIL
10659 -LO- 55 GALLON DRUM

SYNTHETIC CVT

10111 -LO- QUART
10112 -LO- 6 GALLON BOX
10113 -LO- 55 GALLON DRUM

SYNTHETIC ATF TYPE F

10079 -LO- PER GALLON TOTE

MTF & GEAR OIL

SAE 80W-90

SAE 80W-90

10043 -LO- QUART
10046 -LO- GALLON
10066 -LO- 5 GALLON PAIL
10069 -LO- 55 GALLON DRUM
10511 -LO- PER GALLON TOTE

SAE 85W-140 PLUS H/D

SAE 85W-140

10042 -LO- QUART
10045 -LO- GALLON
10061 -LO- 5 GALLON PAIL
10064 -LO- 55 GALLON DRUM
10313 -LO- PER GALLON TOTE

SYNTHETIC SAE 75W-90 TRANS & DIFF LUBE

SAE 75W-90

10047 -LO- QUART
10048 -LO- GALLON
10072 -LO- 5 GALLON PAIL
18006 -LO- 6 GALLON BOX
10074 -LO- 55 GALLON DRUM
10562 -LO- PER GALLON TOTE

**SYNTHETIC SAE 75W-140
TRANS & DIFF LUBE**

SAE 75W-140 | 10121 -LO- QUART
10122 -LO- GALLON
10123 -LO- 5 GALLON PAIL
18054 -LO- 6 GALLON BOX
10465 -LO- PER GALLON TOTE

**SYNTHETIC SAE 75W-140
V-TWIN**

SAE 75W-140 | 10791 -LO- QUART
18044 -LO- 6 GALLON BOX

**SYNTHETIC SAE 80W-85
TRANS**

SAE 80W-85 | 10778 -LO- QUART

**SxS/UTV MULTI-PURPOSE
GEARCASE FLUID**

11224 -LO- QUART
11225 -LO- GALLON
11226 -LO- 5 GALLON PAIL
18052 -LO- 6 GALLON BOX
11227 -LO- 55 GALLON DRUM

ATF CONDITIONER

ATF CONDITIONER | 10441 -LO- 20 OUNCE
PROBLEM SOLVERS & UTILITY LUBRICANTS | 10989 -LO- 55 GALLON DRUM

SYNTHETIC 50 WT TRANS

50 WT | 10146 -LO- QUART
10147 -LO- 5 GALLON PAIL
10149 -LO- 55 GALLON DRUM
10561 -LO- PER GALLON TOTE

**SYNTHETIC FORK OIL
5 WT**

5 WT | 10771 -LO- 16 OUNCE
10780 -LO- 5 GALLON PAIL

**SYNTHETIC FORK OIL
7.5 WT**

7.5 WT | 10789 -LO- 5 GALLON PAIL
10768 -LO- 55 GALLON DRUM

BRAKE FLUID

**SYNTHETIC FORK OIL
10 WT**

10 WT | 10772 -LO- 16 OUNCE
10781 -LO- 5 GALLON PAIL
10786 -LO- 55 GALLON DRUM

**SYNTHETIC FORK OIL
15 WT**

15 WT | 10773 -LO- 16 OUNCE
10782 -LO- 5 GALLON PAIL

**SYNTHETIC FORK OIL
20 WT**

20 WT | 10779 -LO- 16 OUNCE
10783 -LO- 5 GALLON PAIL

**DOT 3 SYNTHETIC
BRAKE FLUID**

10825 -LO- 12 OUNCE
10826 -LO- 5 GALLON PAIL
11095 -LO- 55 GALLON DRUM

**DOT 4 SYNTHETIC
BRAKE FLUID**

10827 -LO- 12 OUNCE
10788-6 -LO- 5 GALLON PAIL
10852 -LO- 55 GALLON DRUM

**SYNTHETIC BLEND
HYDROSTATIC**

SAE 20W-50 | 11300 -LO- QUART

**SYNTHETIC SXS
TRANSMISSION FLUID**

11216 -LO- QUART
11217 -LO- GALLON
11218 -LO- 5 GALLON PAIL
18050 -LO- 6 GALLON BOX
11219 -LO- 55 GALLON DRUM

**SYNTHETIC SXS
COMMAND DRIVE**

11220 -LO- QUART
11221 -LO- GALLON
11222 -LO- 5 GALLON PAIL
18051 -LO- 6 GALLON BOX
11223 -LO- 55 GALLON DRUM

ANTIFREEZE & COOLANTS

SUPER COOLANT

10640 -LO- 16 OUNCE

MULTI SYSTEM ADDITIVE

COMPLETE ENGINE TREATMENT

10016 -LO- 16 OUNCE

ADDITIVES & SERVICE FLUIDS

ENGINE OIL ADDITIVES

HEAVY DUTY OIL STABILIZER

10001 -LO- QUART
10002 -LO- GALLON
10015 -LO- 5 GALLON PAIL
10091 -LO- 55 GALLON DRUM
10398 -LO- PER GALLON TOTE

PURE SYNTHETIC OIL STABILIZER

10130 -LO- QUART
10131 -LO- GALLON
10132 -LO- 5 GALLON PAIL
10134 -LO- 55 GALLON DRUM

ENGINE OIL STOP LEAK

10278 -LO- QUART
10279 -LO- GALLON
10281 -LO- 5 GALLON PAIL
11134 -LO- PER GALLON TOTE

FUEL TREATMENTS

UPPER CYLINDER LUBRICANT FUEL TREATMENT

10003 -LO- QUART
10013 -LO- GALLON
10020 -LO- 5.25 OUNCE
10674 -LO- 5.25 OUNCE
10080 -LO- 5 GALLON PAIL
10090 -LO- 55 GALLON DRUM
10023 -LO- PER GALLON TOTE

DEEP CLEAN™ FUEL SYSTEM CLEANER

10512 -LO- 1 PINT
10669 -LO- 5.25 OUNCE

COMPLETE FUEL SYSTEM RENEWAL KIT

10966- 4 PACK

LOW VISCOSITY STABILIZER

11097 -LO- 12 OUNCE

HIGH MILEAGE OIL STABILIZER

10118 -LO- QUART

ENGINE OIL STOP LEAK TOP OFF ADDITIVE

11100 -LO- QUART

DIESEL DEEP CLEAN

10872 -LO- 16 OUNCE
10873 -LO- 64 OUNCE
10071 -LO- 55 GALLON DRUM

DEEP CLEAN™

10669- 5.25 OUNCE
10512- 16 OUNCE
11096- 11 OUNCE
10575- 55 GALLON DRUM

HIGH MILEAGE FUEL TREATMENT

10977 -LO- 5.25 OUNCE

OCTANE BOOSTER

10026 -LO- 15 OUNCE
10930 -LO- 5.25 OUNCE
10725 -LO- 2 OUNCE

CETANE POWER BOOSTER

10799 -LO- 16 OUNCE
11032 -LO- 64 OUNCE
10504 -LO- 55 GALLON DRUM

SAFEGUARD ETHANOL FUEL CONDITIONER

10576- 2 OUNCE
10670- 5.25 OUNCE
10929- 16 OUNCE

TRANSMISSION FIX

10009 -LO- 24 OUNCE
10087 -LO- 5 GALLON PAIL
10141 -LO- 55 GALLON DRUM
10154 -LO- PER GALLON TOTE

PENETRATING OIL

11043 -LO- 11 OUNCE

TOOL BOX BUDDY

10070 -LO- 2 OUNCE

FUEL STABILIZER

10314 -LO- 8 OUNCE
10302 -LO- 16 OUNCE
10314 -LO- 8 OUNCE
10302 -LO- 16 OUNCE
10303 -LO- QUART
10324 -LO- 5 GALLON PAIL
10326 -LO- 55 GALLON DRUM

ANTI GEL DIESEL TREATMENT

10865 -LO- QUART
10866 -LO- HALF GALLON

AIR TOOL LUBRICANT

10200 -LO- QUART
10216 -LO- PINT
10092 -LO- 55 GALLON DRUM

CHAIN LUBRICANT

10014 -LO- QUART

CHAIN LUBE AEROSOL

10393 -LO- 11 OUNCE

PROBLEM SOLVERS & UTILITY LUBRICANTS

POWER STEERING STOP LEAK

10008 -LO- 12 OUNCE
10011 -LO- QUART
10143 -LO- 5 GALLON PAIL
10145 -LO- 55 GALLON DRUM

POWER STEERING FLUID

10823 -LO- 12 OUNCE
10824 -LO- 12 OUNCE

POWER STEERING FLUID WITH CONDITIONERS

10442 -LO- 12 OUNCE

5TH WHEEL LUBE

10030 -LO- PINT
10031 -LO- 5 GALLON PAIL

HUB OIL

10088 -LO- 32 OUNCE
10089 -LO- 5 GALLON PAIL

SURE START PREMIUM STARTING FLUID

11238 -LO- 10.7 OUNCE

TB ZINC PLUS ENGINE BREAK-IN OIL ADDITIVE

10063 -LO- 16 OUNCE
10472 -LO- 55 GALLON DRUM

MULTI PURPOSE PARTS CLEANER & DEGREASER AEROSOL

11115 -LO- 16 OUNCE
11115-6 -LO- 16 OUNCE

BRAKE PARTS CLEANER AEROSOL 50 STATE

10906 -LO- 14 OUNCE
10157 -LO- 14 OUNCE
10158 -LO- 14 OUNCE

MARINE FLUIDS

NON-FLAMMABLE TIRE INFLATOR

11180 -LO- 16 OUNCE

ANTI-SQUAWK ANTI-SHUDDER ADDITIVE

10599 -LO- 16 OUNCE
11098 -LO- 5 GALLON PAIL

MOTORCYCLE OIL STABILIZER

10727 -LO- 12 OUNCE

MARINE FUEL TREATMENT

10150 -LO- 16 OUNCE
10981 -LO- QUART
10177 -LO- GALLON
11114 -LO- 5 GALLON PAIL

SLICK MIST MARINE SPEED WAX

10980 -LO- 24 OUNCE
10980-6 -LO- 24 OUNCE

SYNTHETIC MARINE ATF TYPE F

10651 -LO- QUART
11099 -LO- 5 GALLON PAIL
10887 -LO- 55 GALLON DRUM

ASSEMBLY LUBE

10152 -LO- 4 OUNCE
10153 -LO- 8 OUNCE
10390 -LO- 5 GALLON PAIL
10559 -LO- 55 GALLON DRUM

FOAM FILTER OIL

10798 -LO- QUART

PRIMARY CHAINCASE OIL

10790 -LO- QUART
10795 -LO- 5 GALLON PAIL
18045 -LO- 6 GALLON BOX

SYNTHETIC SAE 75W-90 M8 MARINE GEAR OIL

SAE 75W-90

10652 -LO- QUART
10664 -LO- 5 GALLON PAIL
10818 -LO- 55 GALLON DRUM

SAE 80W-90 M8 MARINE GEAR OIL

SAE 80W-90

11153 -LO- QUART
11154 -LO- 5 GALLON PAIL

SLICK MIST MARINE SPEED WAX

SAE 80W-90

10980 -LO- 24 OUNCE
10980-6 -LO- 24 OUNCE

HYDRAULIC OIL BOOSTER/ STOP LEAK

10019 -LO- QUART
10018 -LO- GALLON
10039 -LO- 5 GALLON PAIL
10040 -LO- 55 GALLON DRUM
11123 -LO- PER GALLON TOTE

SYNTHETIC MARINE ATF TYPE F

10651 -LO- QUART
11099 -LO- 5 GALLON PAIL
10887 -LO- 55 GALLON DRUM

SYNTHETIC SAE 75W-90 M8 MARINE GEAR OIL

SAE 75W-90

10652 -LO- QUART
10664 -LO- 5 GALLON PAIL
10818 -LO- 55 GALLON DRUM

SAE 80W-90 M8 MARINE GEAR OIL

SAE 80W-90

11153 -LO- QUART
11154 -LO- 5 GALLON PAIL

GREASES

RED "N" TACKY GREASE

RED "N" TACKY GREASE AEROSOL

- 10318 -LO- 3X3OZ
- 10574 -LO- 1 LB. TUB
- 10005-30 -LO- 14.0 OZ CARTRIDGE
- 10027 -LO- 35 LB. PAIL
- 10028 -LO- 120 LB. KEG
- 10029 -LO- 400 LB. DRUM

RED "N" TACKY SPRAY GREASE

RED "N" TACKY GREASE AEROSOL

- 11025 -LO- 11 OUNCE

X-TRA HEAVY DUTY GREASE

X-TRA HEAVY DUTY GREASE

- 10330 -LO- 1 LB. TUB
- 10301-30 -LO- 4.5 OZ CARTRIDGE
- 10305 -LO- 35 LB. PAIL
- 10316 -LO- 120 LB. KEG
- 10335 -LO- 400 LB. DRUM

MULTI-PURPOSE GREASE COMBO PACK

3 OZ GREASE PACK / 1 RED & TACKY

- 10315 -LO- 2 X-TRA H/D
- 11048 -LO- 1 MARINE

RED "N" TACKY 5TH WHEEL GREASE

RED "N" TACKY 5TH WHEEL GREASE

- 10676 -LO- 2.5 OUNCE

WHITE LITHIUM GREASE

H/D MINING & CONSTRUCTION GREASE

- 10533 -LO- 8 OZ

HEAVY DUTY MINING & CONSTRUCTION GREASE

H/D MINING & CONSTRUCTION GREASE

- 10881-30 -LO- 14.0 OZ CARTRIDGE
- 10597 -LO- 35 LB. PAIL
- 10922 -LO- 120 LB. KEG

MARINE GREASE

MARINE GREASE

- 11148 -LO- 1 LB. TUB
- 10682 -LO- 3X3OZ
- 10320-30 -LO- 14 OUNCE
- 10321 -LO- 35 LB. PAIL
- 10322 -LO- 120 LB. KEG
- 10660 -LO- 400 LB. DRUM



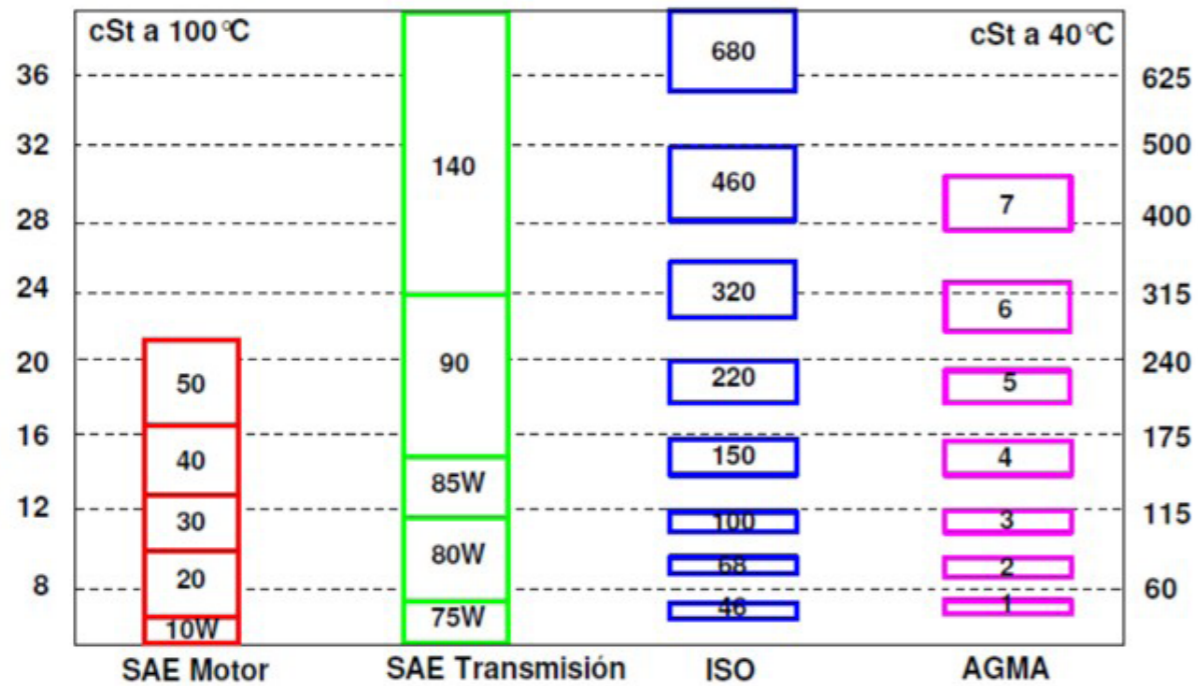
THE CONCISE GUIDE TO LUBRICANTS

There are several scales for measuring the viscosity of a fluid. The most commonly used are SAE and ISO. On the following pages we can see three types of scales.

- SAE grade scales for engine oils.
- SAE grade scales for gear oils

· ISO grade scales for hydraulic or industrial oils The ISO and SAE classifications are based on the measurement of viscosities at different reference temperatures (40°C and 100°C respectively). In order to establish a correlation, it is necessary to assume a certain viscosity index. For example, the following comparison chart is based on IV= 95.

The AGMA classification corresponds to the classification developed by the American Gear Manufacturers Association.



SAE classification

Viscosity classification using the Centistoke (cSt) at 100°C as the unit of measurement. This system is used to classify:

- Lubricants used for the lubrication of internal combustion engines
- Automotive gear lubrication oils.

The SAE index indicates how the oil flows at certain temperatures, i.e. its viscosity. This has nothing to do with oil quality, additive content, performance or application for specialised service conditions.

The SAE classification is based on the viscosity of the oil at two temperatures, in degrees Fahrenheit, 0°F and 210°F, equivalent to -18° C and 99° C, establishing eight SAE grades for monograde and six for multigrade.

SAE viscosity numbers are classifications of lubricating oils in terms of viscosity only. The official values of 0°F and 210°F are those specified in the classification. Centistokes grades represent kinematic viscosity and centipoises represent dynamic viscosity.

SAE Classification Engine Oils

Engine oils are classified by viscosity into “summer” and “winter” grades. Winter grades are identified by a number accompanied by the letter W. Summer grades are identified by a number. In both cases, the higher the number, the higher the viscosity of the oil.

SAE Grade	Dynamic viscosity (cP) at T (°C)	Limit Temperature Pumping (°C)	Kinematic Viscosity (cSt) at 100°C		Dynamic Viscosity (cP) at 150°C
			Minimum	Maximum	
OW	Maximum 3250 a -30	Maximum -35	3.8	<9.3	2.6
5W	3500 a -25	-30	3.8	<12.5	2.9
10W	3500 a -20	-25	4.1	<16.3	3.7
15W	3500 a -15	-20	5.6	<21.9	3.7
20W	3500 a -10	-15	95.6	<26.1	3.7
25W	6000 a -5	-10	9.3		
20			5.6		
30			9.3		
40			12.5		
50			16.3		
60			21.9		

SAE Classification Gear Oils

Transmission oils are classified by their viscosity into “summer” grades and “winter” grades. Winter grades are identified by a number accompanied by the letter W. Summer grades are identified by a number. In both cases, the higher the number, the higher the viscosity of the oil.

SAE Grade	Max temperature (°C) for viscosity 15000 cP	Kinematic viscosity (cSt) at 100°C	
		Minimum	Maximum
70W	-40	4,1	<11,0
75W	-40	4,1	<13,5
80W	-26	7,0	<24,0
85W	-12	11,0	<41,0
80		7,0	
85		11,0	
90		13,5	
140		24,0	
250		41,0	

According to the SAE viscosity grade, oils are classified as follows:

a. Monograde oils.

They are characterised by having only one degree of viscosity. When accompanied by the letter W (Winter) it indicates that the oil allows easy starting of the engine in cold weather (temperature below 0°C).

According to the ambient temperature below 0°C, the SAE grade is selected with the letter W, as each of these grades is a function of the ambient temperature.

The lower the winter viscosity grade (OW, 5W, 15W, 20W, 25W, etc.) the more fluid the oil is at low temperatures, thus facilitating lubrication at start-up when the engine is cold or at low temperatures.

The other SAE grades without the letter W are used for operations in hot climates and under severe operating conditions.

b. Multigrade oils.

These oils have more than one SAE viscosity grade.

They have a high viscosity index which gives them a uniform behaviour at different temperatures, both in cold and warm climates.

For example, an SAE 10W 50 oil indicates the viscosity of the oil measured at -18 degrees and at 100 degrees, in that order. It tells us that the oil behaves like an SAE 10 when cold and like an SAE 50 when hot.

So, for greater cold protection, an oil with the lowest possible first number should be used, and for a higher degree of hot protection, an oil with a high second number should be used. The higher the summer viscosity (W20, W30, W40, W50, W60, etc.) the higher the viscosity at high temperatures, which provides greater engine protection in hot temperatures.

One of the most important advantages of multigrade oils over monograde oils is the fuel saving due to the reduction of friction in the different parts of the engine, mainly in the upper part of the piston. In addition, a multigrade lubricant is also more stable in the face of the great changes in temperature to which an engine is subjected, avoiding its decomposition due to thermal shock and being more thermally stable. For this reason, multigrade oils last longer than monograde oils, as well as extending the life of the equipment.

· Winter Viscosity Grade Requirements:

- Low temperature start-up
- Ease of pumping
- Minimal viscosity at high temperatures

· Summer Viscosity Grade Requirements:

- Minimal viscosity at high temperatures
- High temperature/high shear stress viscosity The SAE viscosity grade is not a measure of the quality of the oil but gives an indication of the correct application of the lubricant.

If the expected outside temperature is lower than	Typical SAE viscosity grades for passenger cars
0°C	5W20 / 5W30 / 10W30 / 10W40 / 20W50
-18°C	5W20 / 5W30 / 10W30 / 10W40
Below -18°C	5W20 / 5W30

ISO classification

Viscosity classification of oils, using the Centistoke (cSt) at 40°C as the unit of measurement.

This system classifies only industrial oils and makes it possible to quickly and accurately find the viscosity equivalent of an oil in another brand without fear of movement.

Industrial lubricants are classified by viscosity into 18 grades according to a system specified by ISO (International Organisation for Standardisation). Each grade covers a range of kinematic viscosities measured in cSt at 40°C. The mid-point viscosity of each grade is approximately 50 % higher than that of the preceding grade.

ISO Grade	Kinematic viscosity mid-point (cSt) at 40°C	Viscosity Limits kinematic (cSt) at 40°C	
		Minimum	Maximum
2	2,2	1,98	2,42
3	3,2	2,88	3,52
5	4,6	4,14	5,06
7	6,8	6,12	7,48
10	10,0	9,00	11,0
15	15,0	13,5	16,5
22	22,0	19,8	24,2
32	32,0	28,8	35,2
46	46,0	41,4	50,6
68	68,0	61,2	74,8
100	100,0	90,0	110,0
150	150,0	135,0	165,0
220	220,0	198,0	242,0
320	320,0	288,0	352,0
460	460,0	414,0	506,0
680	680,0	612,0	748,0
1000	1000,0	900,0	1100,0
1500	1500,0	1350,0	1650,0

API Classification

Classification system based on the quality level of the product. The API (AMERICAN PETROLEUM INSTITUTE) is a technical and trade organisation representing petroleum product manufacturers in the USA. Through partnership with the SAE (SOCIETY OF AUTOMOTIVE ENGINEERS) and ASTM (AMERICAN SOCIETY FOR TESTING MATERIALS) they have developed various tests to correlate to everyday use.

Use: Automotive oils.

Petrol engine oils (S)

The API classifies them with 2 letters, the first letter indicates the type of engine, in this case a petrol engine, and the second, following the alphabetical order, is in accordance with the technological advance of the engines. The classification is as follows:

SA	Petrol engines manufactured before 1930. Automotive oils composed solely of the lubricant base. Contains no additives. DESIGNATION OUT OF SERVICE.
SB	Petrol engines manufactured before 1951 Automotive oils composed of the lubricant base and anti-rust and anti-corrosion additives. DESIGNATION OUT OF SERVICE.
SC	Petrol engines manufactured before 1967. Meets lubrication requirements for engines manufactured between 1964 and 1967. DESIGNATION OUT OF SERVICE.
SD	Petrol engines manufactured before 1971. Meets lubrication requirements for engines manufactured between 1968 and 1971 DESIGNATION OUT OF SERVICE.
SE	Petrol engines manufactured before 1979. Meets lubrication requirements for engines manufactured between 1972 and 1979 DESIGNATION OUT OF SERVICE.
SF	Petrol engines manufactured before 1988. Meets lubrication requirements for engines manufactured between 1980 and 1988 DESIGNATION OUT OF SERVICE.
SG	Petrol engines manufactured before 1993. Meets lubrication requirements for engines manufactured between 1989 and 1993 DESIGNATION OUT OF SERVICE.
SH	Petrol engines manufactured before 1996. Meets lubrication requirements for engines manufactured between 1994 and 1996 DESIGNATION OUT OF SERVICE.
SJ	Petrol engines manufactured before 2001.
SL	Petrol engines manufactured before 2004.
SM	Petrol engines manufactured before 2010.
SN	Petrol engines manufactured from 2011 onwards. Designed to provide improved high temperature deposit protection for pistons, tighter sludge control and sealing compatibility. API SN with Resource Conserving matches ILSAC GF-5 by combining the performance of API SN with improved fuel economy, turbocharger protection, emission control system compatibility and protection of engines running on fuels containing ethanol up to E85.
SP	SP is the API's newest service category. And applies to those heavier viscosity grades like 10W40 and 20W50. API SP is fully backwardcompatible with previous API service categories, including API SN PLUS, SN, SM, SL or SJ.

Diesel engine oils (C)

The API classifies them with two letters. The first (C) indicates the type of engine, in this case Diesel, and the second the conditions under which the engine operates.

CA	Naturally aspirated diesel engines. Minimal protection against corrosion, wear and deposits. DESIGNATION OUT OF SERVICE.
CB	Naturally aspirated diesel engines For diesel engines which are subjected to moderate duty (trucks, buses, etc.) and use good quality fuel. DESIGNATION OUT OF SERVICE.
CC	Naturally aspirated, turbocharged or supercharged diesel engines. Moderate to severe engine conditions. Provides protection against corrosion, rust and deposit formation. DESIGNATION OUT OF SERVICE.
CD	Naturally aspirated, turbocharged or supercharged diesel engines, which require increased and effective control of deposits and wear. DESIGNATION OUT OF SERVICE.
CD - II	Two-stroke diesel engines requiring effective wear and deposit control. DESIGNATION OUT OF SERVICE.
EC	Turbocharged or supercharged diesel engines for severe duty. Control of oil consumption and thickening, deposit and wear. Aimed at multigrades. DESIGNATION OUT OF SERVICE.
CF	Naturally aspirated, turbocharged or supercharged diesel engines, which can use diesel with different sulphur contents. Effective control of piston deposits, wear and corrosion in bearings. Replaces CD level. DESIGNATION OUT OF SERVICE.
CF - 2	Two-stroke diesel engines requiring effective control of ring and cylinder wear and deposit formation. Replaces CD - II level. DESIGNATION OUT OF SERVICE.
CF - 4	Turbocharged or supercharged diesel engines for severe service, especially on-road. They replace the CE level with better control of oil consumption and piston deposit formation. DESIGNATION OUT OF SERVICE.
GC - 4	Diesel engines for extreme service, both on-road - low sulphur content: 0.05% p - and off-road - maximum sulphur content 0.5% - Effective control of high temperature deposits, wear, corrosion, foaming, oil oxidation and soot accumulation. DESIGNATION OUT OF SERVICE.

CH - 4	High-speed, four-stroke cycle diesel engines designed to meet 1998 exhaust emission standards. They are specifically composed for use with diesel fuels ranging in sulphur content up to 0,5 % by weight. Can be used in place of CD, CE, CF-4 and CG-4 oils.
IQ - 4	High-speed, four-stroke cycle diesel engines designed to meet the 2004 exhaust emission standards implemented in 2002. They are formulated to maintain engine durability where exhaust gas recirculation (EGR) is used and are intended for use with diesel fuels ranging in sulphur content up to 0,5 % by weight. They may be used in place of CD, CE, CF-4, CG-4 and CH-4 oils. Some CI-4 oils may also qualify for CI-4 PLUS designation.
CJ - 4	High-speed, four-stroke cycle diesel engines designed to meet 2010 model year on-road and Tier 4 off-road exhaust emission standards, as well as for previous model year diesel engines. These oils are formulated for use in all applications with diesel fuels ranging in sulphur content up to 500 ppm (0,05 % by weight). However, the use of these oils with more than 15 ppm (0.0015 % by weight) of sulphur fuel may affect the durability of the exhaust aftertreatment system or the oil drain interval. API CJ-4 oils exceed the performance criteria of API CI-4 oils with CI-4 PLUS, CI-4, CI-4, CH-4, CG-4 and CF-4, and can effectively lubricate engines requiring those API service categories.
CK - 4	High-speed, four-stroke cycle diesel engines designed to meet 2017 model year on-road and Tier 4 off-road exhaust emission standards, as well as for previous model year diesel engines. These oils are formulated for use in all applications with diesel fuels ranging in sulphur content up to 500 ppm (0,05 % by weight). However, the use of these oils with more than 15 ppm (0.0015 % by weight) of sulphur fuel may affect the durability of the exhaust aftertreatment system or the oil drain interval. These oils are especially effective in maintaining emission control system durability when particulate filters and other advanced after-treatment systems are used. They are designed to provide enhanced protection against oil oxidation, viscosity loss due to oil shear and aeration, as well as protection against catalyst poisoning, particulate filter blockage, engine wear, piston deposits, low or high temperature property degradation, and soot-related viscosity increase. API CK-4 oils exceed the performance criteria of API CJ-4, CI-4 with CI-4 PLUS, CI-4 and CH-4 oils, and can effectively lubricate engines requiring those API service categories.

Example: A lubricating oil is marked SAE 50 and API CF/SF. This means that it has a viscosity grade (Unigrade) SAE 40 and is suitable for lubricating supercharged and turbocharged Diesel (CD) engines as well as gasoline (SF) engines.

Gear Oils (GL)

The API established a set of specifications to determine the quality level of automotive gear oils. These specifications are based on the type of unit that makes up the gears and the degree of anti-wear protection required.

For identification purposes, these specifications consist of two letters (GL: Gear Lubrication) and a number. The two letters indicate that the oil is for mechanical transmissions and the number indicates the quality level, 1 being the lowest.

GL-1	Manual transmissions operating under light conditions. Mineral oils are used where friction modifiers or extreme pressure additives are not permitted. DESIGNATION OUT OF SERVICE.
GL-2	Worm gears operating under load conditions at temperature and sliding speeds, where GL-1 type lubricants do not perform satisfactorily. DESIGNATION OUT OF SERVICE.
GL-3	Manual transmissions and differentials with bevel gears operating under moderate load and speed conditions, where a GL-2 oil will not perform satisfactorily. The level of service is lower than GL-4. DESIGNATION OUT OF SERVICE.
GL-4	Manual transmissions and differentials with bevel gears operating under moderate load and speed conditions, where a GL-2 oil will not perform satisfactorily. The level of service is lower than GL-4. DESIGNATION OUT OF SERVICE.
GL-5	Manual transmissions and differentials with hypoid gearing of passenger cars and other similar equipment operating under high-speed low-torque and low-speed high-torque conditions. Lubricants for this service contain high activity extreme pressure additives and additives that protect against scuffing.
GL-6	Hypoid differentials with large crown and pinion gear wheelbases DESIGNATION OUT OF SERVICE.
MT-1	Non-synchronised manual gearboxes operating in very severe service (Buses and heavy-duty trucks). They provide protection against the combination of thermal degradation, component wear and oil seal deterioration, which is not provided by lubricants that meet API GL-4 and API GL-5 requirements only. Less oxidation and longer life than a GL-4 or GL-5.

ILSAC classification

The INTERNATIONAL LUBRICANT STANDARDISATION AND APPROVAL COMMITTEE (ILSAC) is an organisation founded in 1992 that develops minimum performance standards for gasoline engine oils. ILSAC standards, denoted by the terminology ILSAC GF-x, are based on API service categories and bring additional performance requirements, e.g. fuel economy improvements and restrictions on viscosity grades that can claim to meet an ILSAC standard.

ILSAC uses the API Engine Oil Licensing and Certification System (EOLCS) which is a voluntary licensing and certification programme that authorises engine oil marketers who meet specified requirements to use the API Engine Oil Quality Marks.

GF-1	Corresponding to an API SH oil. In order to obtain the "Energy Conserving" designation and to be able to promote it together with the API symbol, an oil of a certain viscosity had to provide a fuel saving of 1.5% compared to another oil of the same viscosity but which did not achieve this Energy Conserving certification. Fuel economy improvements are always measured against a reference oil. DESIGNATION OUT OF SERVICE.
GF-2	Corresponding to an API SJ oil replacing GF-1. This licence required an additional fuel economy of 0.5% at viscosities of 0.5%. 10W30 and 1.1% in SAE 5W30. DESIGNATION OUT OF SERVICE.
GF-3	Corresponding to an API SL oil, This licence reduces the Phosphorus and other anti-wear content compared to its predecessor and improves the oil's share of emissions. It improves oil stability at high temperatures (higher Viscosity indexes) and carbon deposits. DESIGNATION OUT OF SERVICE.
GF-4	It corresponds to an API SM oil, although during the period of API SM's emergence, some API SJ lubricants were ILSAC GF-4 compliant. DESIGNATION OUT OF SERVICE.
GF-5	The ILSAC GF-5 standard is the most recent (2010). It corresponds to an API SN oil. Improved high-temperature deposit protection for pistons and turbochargers, tighter sludge control, improved fuel economy, improved emission control system compatibility, sealing compatibility and protection of engines running on fuels containing ethanol up to E85.
GF-6	GF-6 will replace GF-5 category and is divided into two sub-categories: - GF-6A: Fully backward-compatible for older vehicles that previously used GF-5 oils. - GF-6B: Covers the new, lower-viscosity oil grade OW-16 and will NOT be backward-compatible in most cases (unless specified by the OEM).

ACEA Classification

ACEA (ASSOCIATION OF EUROPEAN AUTOMOBILE BUILDERS) tests are based on laboratory and dynamometer tests. Some of these tests are the same as those used by the API, others are not.

The parameters tested are:

- Wear protection
- Engine cleaning
- Oxidation resistance
- Resistance to increase in viscosity (due to thickening by soot)
- Shear stability (resistance of the oil to high stresses)
- Mechanics
- High temperature viscosity and high shear strength
- Elastomer compatibility
- Tendency to foam formation

Each product is designated by a code comprising:

- A letter to define the CLASS (e.g. C) and
- A number to define the CATEGORY (e.g. C1).

In addition, for industrial use, each sequence has a two-digit number to identify the YEAR of application of that severity level (e.g. A3/B4-16).

Class

Indicates oil intended for a general type of engine - currently available:

- A/B: Petrol and light diesel engines
- C: Catalyst compatible oils for petrol and light diesel engines with aftertreatment devices.
- E: Heavy diesel engines

Additional classes may be added in the future if, for example, natural gas engines require oil characteristics that cannot be easily incorporated into existing classes.

Category

Indicates different purposes or applications within that general class, related to some aspect(s) of the performance level of the oil.

The specific applications of each sequence are the responsibility of each engine manufacturer for their own vehicles and engines. Oils of one category may also meet the requirements of another category, but some engines may only be suitable for oils of one category within a class.

Number

ACEA Sequence year numbers are intended for industrial use only and indicate the year of application of that severity level for the particular category. A new year number will indicate, for example, that a new test, parameter or limit has been incorporated into the category to satisfy new or updated performance requirements, while still being compatible with existing applications. An update must always satisfy the applications of the previous edition. Otherwise, a new category will need to be created.

Petrol (A)/ Light Diesel (B) Engine Oil

A1/B1	Standard quality. Fuel saver.	0/5W20/30	Utility and small vehicles urban. They may not be suitable for some engines.
A3/B3	Standard quality. Without fuel economy requirements.	0/15/20W/30/40/50	Low-performance petrol engines performance and diesel with indirect injection.
A3/B4	High level of quality and performance. Synthetic and semi-synthetic oils.	0/5/10W/20/30/40	All high-performance engines with long oil change intervals, petrol and diesel with direct injection.
A5/B5	Highest level of quality and performance. Synthetic, fuel-saving oils fuel.	0/5W20/30	High performance vehicles with long oil change intervals, petrol and diesel with direct injection. These lubricants may not be suitable for some engines.

Light Diesel Engine Oils with particulate filters (C)

C1	Very high quality level. Low ash content and fuel saving.	0/5W20/30	Compatible with aftertreatment systems and particulate filters (DPF, FAP, CRT, CAT). May not be suitable for engines requiring high viscosity.
C2	Very high quality level. Low ash content and fuel saving.	5/10/15W/30/40	Compatible with aftertreatment systems and particulate filters (DPF, FAP, CRT, TWC, CAT). May not be suitable for some engines.
C3	Very high quality level. Low ash content and fuel saving.	0/10/15W/30/40	Compatible with aftertreatment systems and particulate filters (DPF, FAP, CRT, TWC, CAT). May not be suitable for some engines.
C4	Very high quality level. Low ash content and fuel saving.	0/5W20/30	Compatible with aftertreatment systems and particulate filters (EGR, DPF, FAP, CRT, CAT). Suitable for all engine types.
C5	Stable, permanent quality engine oil with medium SAPS level to further improve fuel economy.	0/5W20/3	Compatible with catalytic converters at extended change intervals in vehicles with all types of modern aftertreatment systems and high-performance DI petrol and diesel passenger car and light van engines designed to be suitable and approved by OEMs for the use of low viscosity oils with a minimum HTHS viscosity of 2.6 mPas.

Heavy Diesel Engine Oils (E)

E4	Performance Lubricant Ultra-high. Extremely high stable, maintaining its viscosity grade. They boost fuel economy, provide better piston cleanliness, better antiwear properties and better soot control than E3.	10W-40	Heavy-duty diesel engines with high power output under very severe operating conditions complying with Euro I, Euro II, Euro III and Euro IV standards. Suitable for engines without particulate filter, some engines equipped with EGR and some equipped with SCR for NOx reduction. They allow a considerable lengthening of the drain periods according to the manufacturer's recommendations.
E6	Highly stable lubricant for remain with the SAE grade. Provide excellent control of cleaning of the pistons, wear, soot management, and lubricant stability. Lubricant with levels of sulphate ash, phosphorus, and low sulphur (Low SAPS).	10W-40	Heavy-duty, high-performance diesel engines under extremely demanding operating conditions which comply with Euro I, Euro II, Euro III and Euro IV standards. Suitable for engines with EGR with or without particulate filter (strongly recommended for engines with DPF particulate filter) and for engines equipped with SCR. For use in low sulphur diesel fuels (≤ 50 ppm). For significantly extended drain periods following manufacturer's recommendations.
E7	Highly stable lubricant for remain with the SAE grade. Provide effective control of the cleaning of the pistons, the liner polishing and lubricant stability, excellent control of turbocharger wear and deposits, soot management. Contains many elements of API CI4 specification.	5/10/15W-40	High power diesel engines under very severe operating conditions complying with Euro I, Euro II, Euro III and Euro IV standards. Suitable for engines without particulate filter and for most engines with EGR and SCR. For significantly extended drain periods following manufacturer's recommendations.
E9	Lubricants with low levels of sulphated ash, phosphorus and sulphur (Low SAPS). It contains many elements API CJ-4 specification.	5/10/15W/40/30	Engines with after-treatment system or DPF, EGR and/or SCR aftertreatment, in combination with low sulphur fuel. Prolonged drainage periods. For Euro VI engines.



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ENDLESS POSSIBILITIES

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