

CURRENT INDUSTRY HEADLINES - June, 2006

- American Petroleum Institute's (API) Category CJ-4
With 2007 engines now equipped with Diesel Particulate Filters to lower emissions, engine oil additives are being reformulated, primarily with less sulfated ash, sulfur and phosphorous. We will upgrade our **Universal Dezol** and **Dyna-Plex 21C SHPD** brand engine oils to the new API category CJ-4 quality oil by late Summer 2006. These oils will be "backwards compatible", meaning they can be used in all engines prior to 2007. The current API category, CI-4+, cannot be used in the new engines without fouling out the particulate filters.
- Mack to establish their own engine oil requirements
Mack engines will have their own set of engine oil test and upgraded performance requirements that will require the use of Universal's **Dyna-Plex 21C Durazol** brand to maintain warranty. Dyna-Plex 21C Durazol, will be backwards compatible and suitable for use in all manufacturers engines, including Mack.
- Avoid using diesel engine oil in gasoline engines
Gasoline engine manufacturers are recognizing the use of commercial engine oils (10W30, 15W40, 20W50) may be causing the catalytic converters in newer engines to foul prematurely due to their boosted additive system (primarily phosphorous). Universal's recommends customers discontinue use of any diesel-designed engine oil in gasoline applications and switch to an API SM gasoline engine oil such as **Universal XHD** 5W20, 5W30 or 10W30 engine oils.
- Ultra-low diesel fuels are on the horizon
Sulfur levels of diesel fuel have been mandated by the EPA to be reduced to less than 15 parts per million (ppm), down from their current average of 400-500 ppm, to further reduce harmful emissions. This fuel will cause fewer acid byproducts to be produced in engines and, as a result, engine oils will better protect against wear. We do expect some seal problems similar to the last reduction of sulfur levels, so have a reputable supplier of your fuel ensure proper additives (seal-swell, lubricity) to combat these expected problems. There may also be a shortage in #1 (winter blend) fuel, which means a higher likelihood of fuel gelling, so be sure to look at anti-gel additives to help you through the shortage. Universal can supply a suitable additive to keep you protected from these concerns.

- Cleaner fluids for long component life
For some time now, Caterpillar has published and promoted lubricant cleanliness guidelines to help achieve maximum component life. Fluid cleanliness is measured by “ISO cleanliness codes” which assign a coded value to the content of particles and their micron sizes in a fluid sample (from primarily the hydraulic and transmission systems). It appears more dealers are starting to enforce the monitoring of these cleanliness codes and possibly using the reported measured results when negotiating warranty claims. Filtration of fluids from any container is a key ingredient in keeping the fluids clean and as close to the recommended guidelines as possible. Visit with your Universal Sales Representative for more details.
- Additions to **Dyna-Plex 21C Synzol** line of synthetic products
In addition to our current synthetic Synzol 50 Transmission Oil, we now offer synthetic Synzol LDS 75W90 and Synzol LDS 80W140 Gear Lubricants (both designed for use in extended warranty situations), and synthetic Synzol HD ATF Automatic Transmission Fluid suitable for use in Allison transmissions calling for the use of an “Allison TES-295” specification fluid. Also available are synthetic Synzol 800 EPG (“EP” extreme pressure) series and synthetic Synzol 900 ROC (non-EP, “R&O”) series Industrial Gear Lubricants, and synthetic Synzol CO (PAO) and DE (Diester) Compressor Oils.

As always, if you have any questions about our lubricants or your equipment applications, please feel free to call our **Technical Services Department at 1-800-444-OILS (6457)**. We also have many helpful technical bulletins posted on our website www.universallubes.com.

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