

# fluidBUZZ

Monthly Newsletter from Aryan Lubricants Pvt. Ltd.

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the leader**

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## Birthday Wishes to Our Respected Managing Director

On this special occasion, we extend our heartfelt wishes to our esteemed Managing Director, **Mr. Amit Ghodasara**. Your visionary leadership, dedication, and unwavering commitment continue to inspire us all. May this year bring you immense joy, success, and good health. We are grateful for your guidance and the incredible impact you have on our organization. Wishing you a fantastic birthday and a year ahead filled with prosperity and happiness!

**Atlantis**

**Bharosa<sup>®</sup>  
DESH KA**

*Happy*  
**BIRTHDAY**

*Amit Sir*  
Managing Director

you're not only an incredible boss but a wonderful person. your kindness, empathy, and knowledge you bring to our team. Warmest birthday wishes to a wonderful boss who is not just a leader but a true inspiration. Your dedication to excellence, compassion in leadership, and commitment to team growth have driven our success and made the workplace more enjoyable and meaningful.

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## Distributor Certificate Distribution



Distributor Certificate Presented to  
New Laxmi Lubricants, Siwan



Distributor Certificate Presented to  
Shah & Sons, Purnia

## Gift Distribution



Gift distribution by Rajdhani Auto  
Distributor under Central Zone with  
TSE Girish Biswal.



Gift distribution by Rida Enterprises,  
Sitapur, under North 1 Zone with  
TSE Akiph Ahmad Siddiqi

## Product Display



Product Display at Ahanger Eng Works,  
Pattan, J&K, under distributor Assad  
Global Tradings, North 2 Zone.

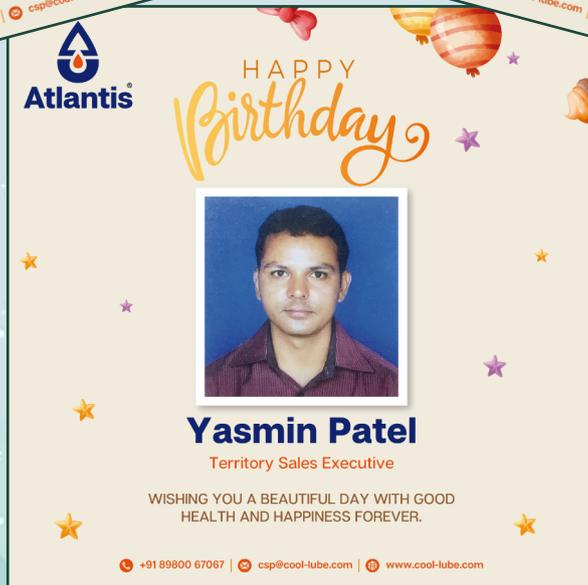
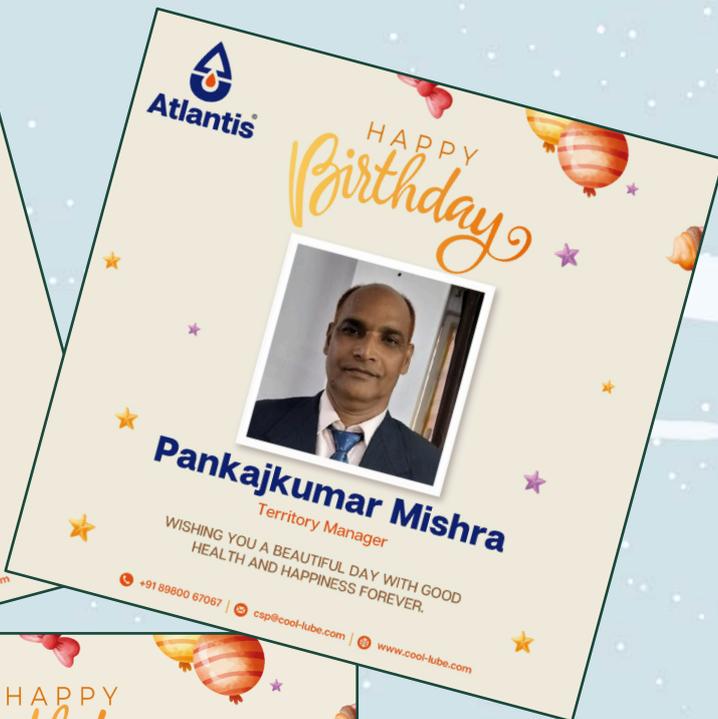
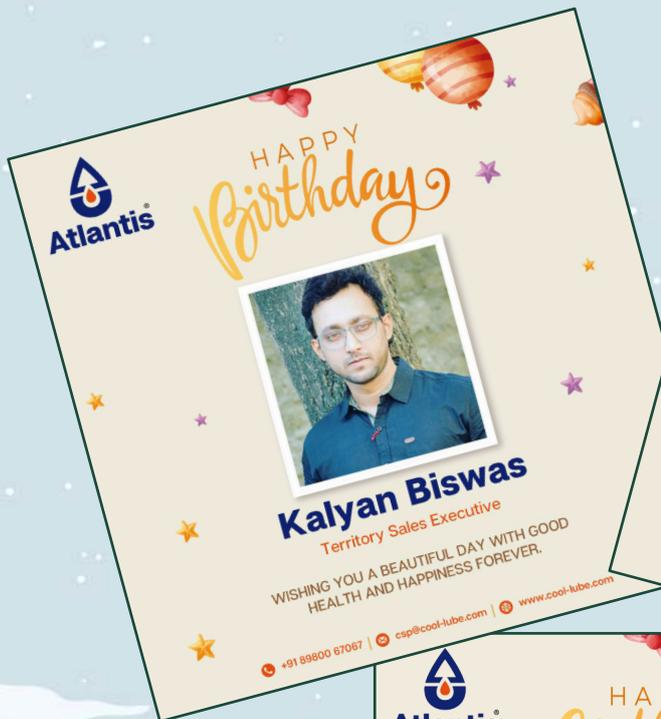


Product display at Bharuch under  
West 1 Zone.



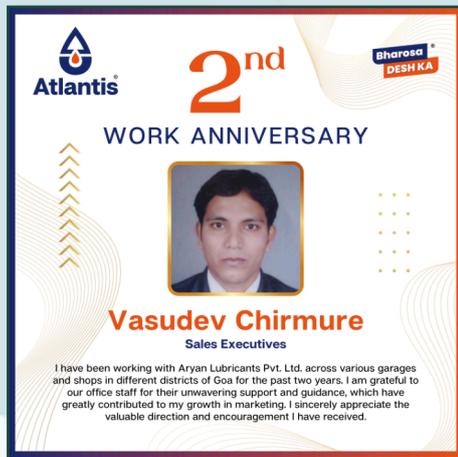
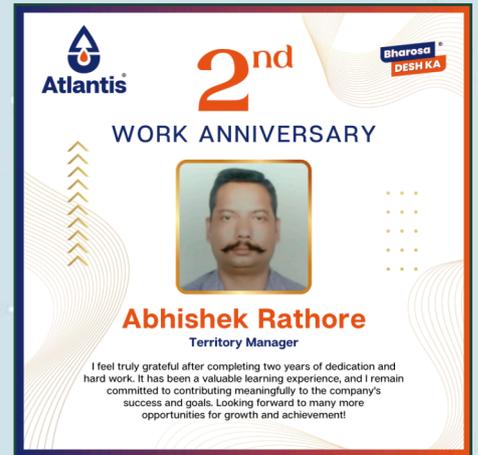
## Employee Corner

### Birthday Wishes



## Work Anniversary

Abhishek Rathore - I feel truly grateful after completing two years of dedication and hard work. It has been a valuable learning experience, and I remain committed to contributing meaningfully to the company's success and goals. Looking forward to many more opportunities for growth and achievement!



Vasudev Chirmure - I have been working with Aryan Lubricants Pvt. Ltd. across various garages and shops in different districts of Goa for the past two years. I am grateful to our office staff for their unwavering support and guidance, which have greatly contributed to my growth in marketing. I sincerely appreciate the valuable direction and encouragement I have received. I look forward to continued support from everyone as we work together to elevate Aryan Lubricants Pvt. Ltd. (Atlantis) to new heights.

## Appreciation Certificate



## FAQ of Lubes (Part - 1)

### 1. What are lubricants composed of?

Lubricants primarily consist of base oils, making up about 90% of their composition. These base oils form the foundation of lubricants, while the remaining portion includes various additive packages that enhance performance.

### 2. Is base oil the same as crude oil?

No, base oils are derived from crude oil during the refining process. They are a byproduct, not the raw crude itself.

### 3. How are base oils produced?

Base oils are obtained during crude oil refining, where hydrocarbons are separated based on weight. Lighter hydrocarbons are used for fuels like gasoline, while heavier hydrocarbons contribute to the production of base oils and bitumen.

### 4. How many types of base oils exist?

Base oils are categorized into five groups: Group I, Group II, Group III, Group IV, and Group V.

### 5. What differentiates the five groups of base oils?

**Group I :** The least refined, processed through solvent refining. It contains less than 90% saturates, a sulfur content of 0.03% or higher, and a viscosity index ranging from 80 to 120. Temperature range: 0-65°C.

**Group II :** Further refined through partial Hydrocracking, making the oil clearer. It contains 90% or more saturates, has a sulfur content of 0.03% or lower, and shares the same viscosity index as Group I (80-120).

**Group III :** Fully Hydrocracked, offering the best petroleum-based quality. It consists of at least 90% saturates, a sulfur content of 0.03% or less, and a viscosity index exceeding 120.

**Group IV :** Known as synthetic base oils, these are made from Polyalphaolefins (PAO) via synthesis. They exhibit excellent stability in extreme temperatures and feature highly uniform molecular structures.

**Group V :** Any base oil not fitting into Groups I-IV, including naphthenic oils, polyalkylene glycols (PAG), biolubes, and esters. These are also considered synthetic oils.

### 6. How is lubricant quality assessed?

Lubricant quality is determined by checking its viscosity and Total Base Number (TBN). These factors indicate its thickness, shear resistance, and ability to prevent acid and sludge buildup.

### 7. What is viscosity and viscosity index?

Viscosity measures a lubricant's resistance to flow at specific temperatures. If too thin, it fails to protect moving metal parts; if too thick, it struggles to reach tight spaces and may cause excessive heat buildup. Viscosity index represents how much viscosity changes with temperature. It is commonly measured in Saybolt Universal Seconds (SUS) or centistokes (cSt).

### 8. What is TBN, and why does it matter?

TBN (Total Base Number) indicates a lubricant's ability to neutralize acidic byproducts. A higher TBN value means the oil can better counteract acid formation, making it crucial for engine oils.

### 9. What do pour point and flash point signify?

**Pour Point:** The lowest temperature at which oil remains fluid. It is vital for lubricants operating in cold environments.

**Flash Point:** The temperature at which oil vapors ignite when exposed to an open flame. This ranges between 132°C and 327°C, reflecting oil volatility and consumption rate.



### 10. What does “SAE 20W/50 API SL” mean?

This notation classifies a lubricant based on standards set by the Society of Automotive Engineers (SAE) and the American Petroleum Institute (API). The ‘20W’ indicates its viscosity performance in winter conditions, while ‘50’ represents its viscosity at 100°C. The ‘SL’ grade meets API’s specifications for engine protection.

### 11. What does SAE stand for in lubricant names?

SAE (Society of Automotive Engineers) establishes numerical codes to classify motor oils based on viscosity characteristics, ensuring standardization in the industry.

### 12. Why is the API grade important for passenger vehicles?

API grades evolve periodically, incorporating the latest advancements in engine protection and performance. Similar to how new car models are introduced, API updates provide improved formulations to meet evolving industry needs.

### 13. What information can be derived from an API grade?

API grades starting with ‘S’ are for gasoline engines, while those beginning with ‘C’ are for diesel engines. Successive updates in API grades are denoted by advancing letters (e.g., SG → SH → SJ → SL → SM → SN for gasoline engines).

Diesel engine grades have also progressed over the years, with the latest being CK-4, introduced in 2017.

### 14. What are the different API grades, and which is the most relevant?

For Gasoline Engines:

API (American Petroleum Institute) categorizes engine oils based on their performance standards. The latest API service category encompasses the properties of earlier categories and can be used in older engines where previous API grades were recommended. Vehicle owners should always refer to their owner’s manual before selecting an oil.

#### Below are the API service categories for gasoline engines:

- SN (Current):** Introduced in October 2010, this grade offers enhanced protection against high-temperature deposits on pistons, better sludge control, and improved seal compatibility. API SN with "Resource Conserving" meets ILSAC GF-5 standards and provides benefits such as improved fuel efficiency, turbocharger protection, and compatibility with ethanol fuels (up to E85).
- SM (Current):** Suitable for engines manufactured in 2010 or earlier.
- SL (Current):** Recommended for engines built in 2004 or earlier.
- SJ (Current):** Compatible with vehicles manufactured in 2001 or before.
- SH (Obsolete):** Not advised for gasoline engines built after 1996 due to insufficient protection against sludge formation, oxidation, and wear.
- SG (Obsolete):** Not recommended for engines built after 1993 for similar reasons as SH.
- SF (Obsolete):** Unsuitable for gasoline engines manufactured post-1988 due to inadequate sludge protection.
- SE (Obsolete):** Should not be used in engines made after 1979.
- SD (Obsolete):** Not suitable for vehicles produced after 1971, as it may result in performance issues or engine damage.
- SC (Obsolete):** Recommended only for engines built before 1967; using it in modern engines may cause serious issues.
- SB (Obsolete):** Not appropriate for gasoline engines built after 1951.
- SA (Obsolete):** Contains no additives and is not recommended for engines made after 1930, as it may lead to performance problems or equipment failure.



**For Diesel Engines:**

API also classifies oils for diesel engines based on emission standards, sulfur content compatibility, and overall performance. Always follow the vehicle manufacturer's guidelines before selecting a grade.

**Below are the API service categories for diesel engines:**

- CK-4 (Current):** Designed for high-speed, four-stroke diesel engines meeting 2017 on-highway and Tier 4 non-road emission standards. Suitable for engines using diesel fuel with sulfur content up to 500 ppm. It provides improved oxidation stability, protection against viscosity loss, and better engine wear prevention. It also surpasses API CJ-4, CI-4, and CH-4 performance levels.
- CJ-4 (Current):** Recommended for engines meeting 2010 on-highway and Tier 4 non-road emission standards. Compatible with diesel fuel up to 500 ppm sulfur but may impact exhaust after-treatment systems if used with fuel exceeding 15 ppm sulfur.
- CI-4 (Current):** Introduced in 2002 for engines complying with 2004 emission norms. Designed for engines with Exhaust Gas Recirculation (EGR) and can be used as a replacement for CD, CE, CF-4, CG-4, and CH-4 oils.
- CH-4 (Current):** Launched in 1998 for high-speed, four-stroke engines meeting 1998 emission standards. Can replace CD, CE, CF-4, and CG-4 oils.
- CG-4 (Obsolete):** Not recommended for diesel engines built after 2009.
- CF-4 (Obsolete):** Unsuitable for most diesel engines built after 2009.
- CF-2 (Obsolete):** Not advised for post-2009 diesel engines. Two-stroke engines may require different lubricants, so always check manufacturer recommendations.
- CF (Obsolete):** Not appropriate for diesel engines built after 2009. Newer "C" category oils are preferred for vehicles that previously used CF-grade oils.
- CE (Obsolete):** Not suitable for engines made after 1994.
- CD-II (Obsolete):** Should not be used in engines manufactured post-1994.
- CD (Obsolete):** Not recommended for diesel engines built after 1994.
- CC (Obsolete):** Not fit for engines produced after 1990.
- CB (Obsolete):** Unsuitable for diesel engines built post-1961.
- CA (Obsolete):** Not advised for engines manufactured after 1959.



**“Hellooo!!!**

Send me all the good news and accolades that can be use in this amazing newsletter.

Stay Tuned for more updates....

Mr. Atlantis

Behind the Newsletter :  
**Pubali Mukherjee (BDM)**

