ADDINOL®

THE ART OF OIL • SINCE 1936

Lubricants and specialties for **CLASSIC CARS**

GERMAN QUALITY

90 JAHRE YEARS

www.addinol.de







Solutions for all lubrication-related challenges

ADDINOL is one of the few companies in the German mineral oil industry acting independently of any large business group and has distributor partners on all continents and in more than 120 countries. Our high-performance lubricants are design elements reflecting the highest level of modern technology. In symbiosis with engines, drives, chains, bearings and hydraulic systems they reveal their full performance.

GERMAN QUALITY — Development and production at the company site in Leuna, one of the most modern lubricant factories in Europe

TOP PRODUCT — More than 650 different products, filled, packed, stored and dispatched in line with highest standards

R+D LEADING DEVELOPMENT — Decades of experience and close cooperation with internationally leading OEM and institutes. State-of-the-art instrumental analytics and selected machine test benches in our own laboratory

ADDED VALUE — Extended operating lives, increased energy efficiency, reliable protection of components, extended lifetime and resource-conserving – added value in the long run

WORLDWIDE — Competent partner network in more than 120 countries and on all continents

EXEMPLARY — Our service for you: application-technical support, comprehensive analyses service, trainings at the ADDINOL Academy





ADDINOL Legends

Classic cars are hard to please

The viscosity according to Engler degrees and SAE

The viscosity is decisive for choosing the lubricant since it describes its flowability and depends on temperature. In modern lubricants it is controlled by special additives.

Prior to 1950 lubricants were classified according to Engler degrees depending on their flowability. This specification is given in many operating manuals until about 1950, but also later. Nowadays, viscosity is commonly distinguished according to SAE grades.

Depending on the season mono-grade engine oils used to be applied: in winter low viscosity engine oils with SAE grade 10W or 20W and in summer oils of a higher viscosity meeting SAE grade 30, 40 or 50. Mono-grade oils were also used for the lubrication of gears, such as SAE 80W for winter operations and SAE 140 at higher temperatures.

Depending on their design, multi-grade oils might be applied in classic vehicles as well; such oils can be used throughout the year irrespective of the season.

Viscosity specifications in degrees Engler and SAE grades

Viscosity in degrees Engler (°E, measured at 50°C)		SAE grade	
from	up to	Engine	Transmission
2.4	4.5	10W	75W
4.5	8.8	15/20/25W, 20	80W
8.8	14.6	30	80/85W
14.6	23.4	40	90
23.4	29.2	50	90

Please note: The values given in the table are approximate values.

API, CCMC und ACEA – these specifications characterise the quality

While SAE and Engler degrees describe the flowability of a lubricant only, the specifications of API, CCMC and ACEA also give information on lubricant features such as lubricity, ageing resistance or shear stability.

Engine oils according to API

At first, the following classification of engine oils according to API (American Petroleum Institute) was common:

- **REGULAR: no additives** normal operation without special loads
- **PREMIUM: mild additivation** protection against corrosion and ageing for medium and higher loads
- **HEAVY DUTY: lubricants with additives against corrosion, ageing, wear, often also detergents/dispersants** for high loads and difficult conditions

Soon this rough classification was replaced by API classifications valid until today:

- **API S – for four-stroke gasoline engines**
- **API C – for diesel engines**
- **API T – for two-stroke gasoline engines**

The higher the letter added to the classes S, C and T the higher are the requirements on the engine oil. Older vehicles (models before 1970) mainly require oil specifications API SA, SB, SC and SD for gasoline and API CA, CB, CC and CD for diesel engines. Two-stroke engine oils for older vehicles are classified according to API TA.

Transmission oils according to API

Transmission oils (GL = gear lubricant) are distinguished as follows according to API:

- **GL 1 without additives** for manual transmissions exposed to minor loads
- **GL 3 mild additivation** EP-additives, can also be used in manual transmissions with non-ferrous metals, clutches running in oil bath
- **GL 4 strong additivation** for manual transmissions, hypoid gears (if permitted)
- **GL 5 strong additivation** for hypoid gears

In older antique cars (i.e. veteran and vintage cars) transmission oils according to API GL 1 and GL 3 are applied, in younger (i.e. classic) ones transmission oils of the classes GL 4 and GL 5 might be used as well. Please follow the respective manufacturer instructions.

Engine oils according to CCMC

In the 1970s the European vehicle manufacturers (Comité des Constructeurs d'Automobiles du Marché Commun/Commitee of Common Market Automobile Constructors) introduced their own specification based on strict European test procedures: the CCMC classification. Gasoline engine oils were marked with the letter G, diesel engine oils with D and diesel engine oils for passenger cars with PD.

Engine oils according to ACEA

ACEA (Association des Constructeurs Européens de l'Automobile) replaced this classification in 1996. ACEA specifications are subject to ongoing development. Their currently valid versions sum up the requirements of European vehicle manufacturers and pour these into a common level shared by all of them.



Comparison CCMC – API – ACEA

CCMC	API	ACEA
Gasoline engines		
G1	SE/CC	
G2	SF/CC	
G3	SF Low viscosity	
G4	SG	A2-1996
G5	SG Low viscosity	A3-1996
Diesel engines		
D1	SE/CC	
D2	CD	
D3	SHPD	
D4	heavy loads	E2-1996
D5	heaviest loads, SHPD for extended service intervals	E3-1996
PD2	diesel engines of passenger cars	B2-1996

Source: compare Mineralölalphabet kompakt, S. 20-21,
Ed.: Technischer Dienst UNITI, Hamburg 2007

Please note: CCMC engine oil specifications meet API classifications to a large extent; API classifications however do not completely meet CCMC requirements. The requirements of the tests within ACEA cannot be compared to the requirements of CCMC and API specifications directly. Please follow instructions of engine and aggregate manufacturers.



Engine oils

Classic range

ADDINOL	SAE	API	Characteristics
30s till 50s Regular			
Legends M 30 **M 50**	30 50	SA/CA	Mono-grade engine oils for gasoline and diesel engines, especially four-stroke vintage cars, based on mineral oil, no additivation, for low requirements, ageing-resistant, reliable protection against corrosion and wear, for vehicles with or without oil filter, M 30: preferred for winter operations, M 50: preferred for summer operations
50s till 70s Premium			
Legends 10W-30 **15W-40**	10W-30 15W-40	SF/CC	Mineral oil basis, mild additivation, for low to medium requirements, reliable wear protection, high thermal-oxidative stability, minimum evaporation tendency, good cleaning properties – only suited for vehicles with oil filter
from 70s Heavy Duty			
Legends 10W-40 **20W-50**	10W-40 20W-50	SG/CF	Multi-grade engine oils for old- and youngtimer requiring multi-grade characteristics or low to medium requirements according to API or obsolete CCMC-specification
Mono-grade oils			
Turbo Diesel MD 105 **MD 205**	10W 20W-20	SJ/CG-4	Based on mineral oil, mild additivation, for diesel engines with or without charging, best wear protection, keeps dirt and dust particles in suspension – for vehicles with oil filter, preferred for winter operations
MT 16 P	40	CF	Mineral oil based, mild additivation, for large diesel engines with and without charging, also for locomotive, tank and ship engines, plunger and cross-head diesel engines, ensures engine cleanliness, achieves long operating lives based on best ageing stability
2-stroke			
Legends 2T MZ 405		TC	Mineral oil based, mild additivation, suited for air- and water-cooled two-stroke engines with mixed lubrication and fresh oil automatics/separate lubrication, best protection against corrosion and wear, red colour, self-mixing – for mixing ratio please follow manufacturer instructions

Transmission oils

Classic range

ADDINOL	SAE	Former denomination	API	Application
Mono-grade oils				
Legends M 30 **M 50**	30 50		GL 1	Mono-grade engine oils which can be used for power transmission and gear lubrication if required acordingly, mineral oil based, no additivation
Legends GL 80W **GL 90** **GL 140**	80W 90 140	GL 60, GH 60, GL 100 G 15, G 20, GL 125, GL 220 GHD, GL 240, GL 265, GL 460	GL 3	Mineral oil based, mild additivation, for the lubrication of common manual transmissions and minor loads, best wear and corrosion protection for transmission components, good anti-foam behaviour, ageing stability
ATF				
Legends ATF	10W-40 20W-50		SG/CF	Mineral oil based, with additives, for semi- and fully automatic transmissions, long operating lives, reliable protection against corrosion and wear
Mono-grade oils				
Transmission oil GS 80 W	80W	GS 100 R	GL 4	Mineral oil based, with additives, for heavy loaded hypoid axle drives with minor offset and synchronised manual transmissions, also suited for steering gears and transfer cases, outstanding scuffing load capacity and shear stability for high loads, reliable corrosion protection, low foaming tendency, thermal-oxidative stability
Multi-grade oils				
Transmission oil GS 85W-140	85W-140	GS 200, GS 240, GS 460	GL 4	
Transmission oil GH 85W-90 **GH 85W-140**	85W-90 85W-140	GH 200 GH 125, GS 125, GS 125 E, GH 200, GH 460	GL 5 GL 5	Mineral oil based, with additives, for heavy loaded hypoid axle drives with large offset, suited for synchronised and non-synchronised manual, transfer and auxiliary transmissions, ageing resistant, highest scuffing load capacity and shear stability for high loads, ensures protection against corrosion and wear

Lubricating greases and sprays

ADDINOL	NLGI	Base oil	Thickener	Application	Advantages
Lubricating greases					
Liquid grease SGA 600	0	mineral oil	natrium soap	low-viscosity grease for closed gears (»Ambroleum«)	perfectly fit for gears of older models which are not suited for oil lubrication, excellent material compatibility
Multi-purpose grease L 2, L 2 G	2	mineral oil	lithium soap	universal grease for the lubrication of motor vehicles, lubrication and sealing of roller and sliding bearings as well as sliding surfaces	long operating life, reliable protection against corrosion, L 2: useable as substitute for »Stauffer grease«, L 2 G: with graphite for improved emergency lubricating properties
Sprays					
ACP ADDINOL Care Protect		synthetic	ester	versatile for use on components and parts in the automotive sector	effective protection against corrosion and wear; high penetrating capacity; penetrates rust, preserves and cleans; suitable for use in hot, cold and wet conditions
Multifunctional spray		mineral oil	fatty acid ester	universal application for all mechanical components	lubricates, protects, maintains; economical consumption; resistant against humidity; contains graphite for improved emergency lubricating properties
Anti-corrosion spray KO 6-F		mineral oil		suited for the temporary protection of metallic surfaces	low in aromatic hydrocarbons, contains solvents; reliable protection against corrosion; excellent penetrating properties, penetrates rust, displaces water
Adhesive chain spray		semi-synthetic		for heavy loaded chains of motorbikes	outstanding adhesive and penetrating properties for optimum lubrication, long-term protection against corrosion, economical usage
Silicone spray		silicone oil		highly fit for the protection and preservation of sealing components made of rubber	forms protective film which is odourless, water- and weatherproof and lightfast

Function fluids and special products

ADDINOL	Specification	Application	Advantages
Shock absorber oils			
Fork oil 10W	SAE 10W ISO-VG 32	fork and shock absorber oil, application at telescopic forks of motorcycles	excellent pressure absorption, optimum damping also at extreme conditions, reliable protection against corrosion
Shock absorber oil B	SAE 5W ISO-VG 15	for shock absorbers, steering dampers and suspension struts	good absorption behaviour at all temperatures, balanced additivation, ensures good material compatibility
Corrosion protection			
KO 32 C	ISO-VG 220	anti-corrosion agent based on mineral oil, temporary protection of metallic surfaces, ideal for underbody protection	free of solvents, displaces water; good compatibility with paints, plastics, elastomers and further materials
Function fluids			
Brake Fluid DOT 4	DOT 3 DOT 4	fully-synthetic brake fluid, for drum and disc brakes, nearly universal application	protects against corrosion, ageing resistant, outstanding material compatibility, no evaporation losses, high wet boiling range
Antifreeze CHB		cooler-protecting agent based on ethylene glycol, blue-green	all-season use, miscible with water at will – frost protection adjusted to respective conditions, reliable protection against corrosion, long lifetime, neutral towards rubber and plastics



ADDINOL Legends

True love just keeps going

It is much more than a fascinating hobby to drive a classic car – it is a philosophy. As owner of such a vehicle you appreciate the exceptional, even if a lot of effort sometimes is required for the cars' or motorbikes' maintenance and care.

The right lubricants and functional fluids play a vital role in maintenance and upkeep. That is why the ADDINOL range not only offers engine and transmission oils meeting the latest specifications and approvals, but also includes tried-and-tested lubricants for older vehicles – from engine and transmission oils and functional fluids right through to handy aids such as sprays and greases. This is because classic and modern classic cars place very different demands on their lubrication than today's vehicles. Incompatibility with seal materials and the metals used can lead to leaks and engine damage. Furthermore, the cleaning properties of modern, highly additive-enriched engine oils, for example, can dislodge deposits inside the engine, causing blockages in the oil passages and, as a result, serious engine damage. With ADDINOL products, which have proven their worth in use for decades, classic and modern classic cars can still be driven safely today.



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