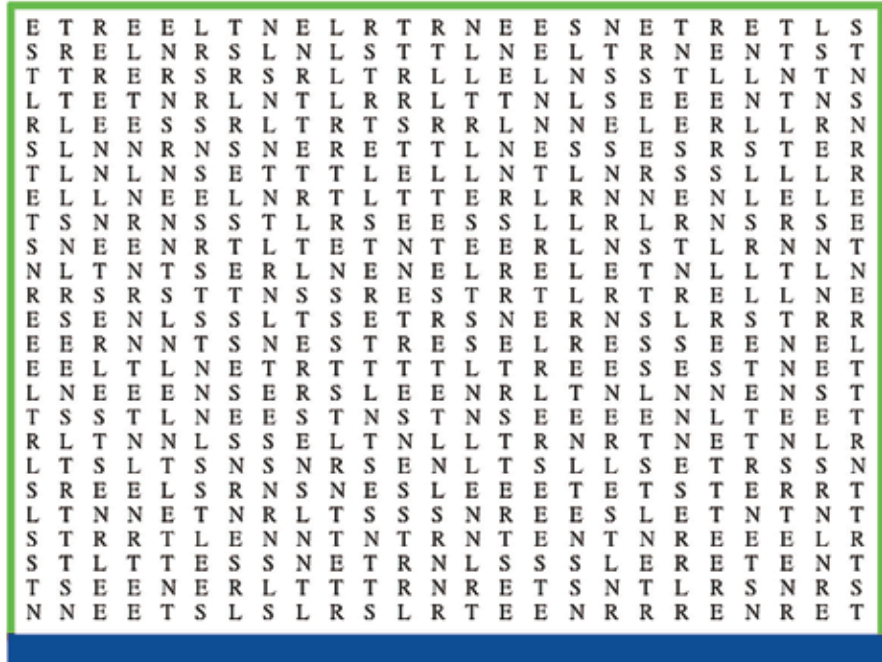


# Word Search



GLOBAL COOLANT  
OIL DRUM  
LUBRICATION  
HYDRAULIC  
GEAR OIL  
ANTIFREEZE  
QUALITY  
GREASE  
CONTAMINATION  
VISCOSITY

COMPATIBILITY  
OEM  
SYN TRAX  
IDO  
SYNTHETIC  
HYDRAULIC  
LUBRICATION  
OIL DRUM  
ANTIFREEZE  
PIPROTHERM



## Everything Lubricants

You could win a brand new iPod Shuffle 2GB MP3 Player. It's the world's smallest digital music player that lets you wear up to 480 songs on sleeve, or lapel, or belt.

Just complete the word search and send it along with your name and contact information by either fax: (506) 632-7001 or mail it to Coastal Blending & Packaging- P.O. Box 1169, Saint John, N.B., E2L 4E6 or Email it to [audreyrose.mcbay@coastalbp.com](mailto:audreyrose.mcbay@coastalbp.com).

We welcome your feedback on the articles in our newsletter. You can send us your comments via email to [Audreyrose.Mcbay@irvingoil.com](mailto:Audreyrose.Mcbay@irvingoil.com) Subject line "Newsletter Commentary" or through snail mail at;  
COASTAL Blending & Packaging  
PO Box 1169, Saint John, NB E2L 4E6  
All entries to be received by 04/09

## API Diesel Engine Categories

The API diesel engine oil categories describe the service classifications and performance requirements for heavy-duty diesel engine oils. They are intended as a guide to help in the selection of the proper diesel engine oil.

### Each service category provides information about:

- The performance qualities of the oil
- The engine designs and applications for which the oil was developed
- The diesel fuels with which the oil is compatible
- Compatibility with previous categories.

Category	Status	Service
CJ-4	Current	Introduced in 2005. For high-speed, four-stroke engines designed to meet 2007 model year on-highway exhaust emission standards. CJ-4 oils are formulated for use in all applications with diesel fuels ranging in sulfur content up to 500 ppm (0.05% by weight). However, use of these oils with greater than 15 ppm (0.0015% by weight) sulfur fuel may impact exhaust aftertreatment system durability and/or oil drain interval. CJ-4 oils are effective at sustaining emission control systems durability where particulate filters and other advanced aftertreatment systems are used. Optimum protection is provided for control of catalyst poisoning, particulate filter blocking, engine wear, piston deposits, low- and high-temperature stability, soot handling properties, oxidative thickening, foaming, and viscosity loss due to shear. API CJ-4 oils exceed the performance criteria of API CI-4 with CJ-4 PLUS, CH-4, CG-4 and CF-4 and can effectively lubricate engines calling for those API Service Categories. When using CJ-4 oil with higher than 15 ppm sulfur fuel, consult the engine manufacturer for service interval.
CI-4	Current	Introduced in 2002. For high-speed, four-stroke engines designed to meet 2004 exhaust emission standards implemented in 2002. CI-4 oils are formulated to sustain engine durability where exhaust gas recirculation (EGR) is used and are intended for use with diesel fuels ranging in sulfur content up to 0.5% weight. Can be used in place of CD, CE, CF-4, CG-4, and CH-4 oils. Some CI-4 oils may also qualify for the CJ-4 PLUS designation.
CH-4	Current	Introduced in 1995. For high-speed, four-stroke engines designed to meet 1995 exhaust emission standards. CH-4 oils are specifically formulated for use with diesel fuels ranging in sulfur content up to 0.5% weight. Can be used in place of CD, CE, CF-4, and CG-4 oils.
CG-4	Current	Introduced in 1995. For severe duty, high-speed, four-stroke engines using fuel with less than 0.5% weight sulfur. CG-4 oils are required for engines meeting 1994 emission standards. Can be used in place of CD, CE, and CF-4 oils.
CF-4	Obsolete	Introduced in 1990. For high-speed, four-stroke, naturally aspirated and turbocharged engines. Can be used in place of CD and CE oils.
CF-2	Current	Introduced in 1994. For severe duty, two-stroke-cycle engines. Can be used in place of CD-8 oils.
CF	Current	Introduced in 1994. For offroad, indirect injected and other diesel engines including those using fuel with over 0.5% weight sulfur. Can be used in place of CD oils.
CE	Obsolete	Introduced in 1985. For high-speed, four-stroke, naturally aspirated and turbocharged engines. Can be used in place of CC and CD oils.
CD-II	Obsolete	Introduced in 1985. For two-stroke cycle engines.
CD	Obsolete	Introduced in 1985. For certain naturally aspirated and turbocharged engines.
CC	Obsolete	CAUTION: Not suitable for use in diesel-powered engines built after 1960.
CB	Obsolete	CAUTION: Not suitable for use in diesel-powered engines built after 1961.
CA	Obsolete	CAUTION: Not suitable for use in diesel-powered engines built after 1959.



# Newsletter

6th Edition, 2009

## Different Name, Same Company

As you might be aware by the letters that were sent out a short time ago that our company formerly Irving Lubricant is as of January 1st is operating as COASTAL Blending & Packaging. It's business as usual at COASTAL Blending & Packaging despite a few administrative updates. If have any concerns about the change please talk to your local territory manager.

### Word to the wise...

*"Do not go where the path may lead, go instead where there is no path and leave a trail."*

Ralph Waldo Emerson

We cannot discover new oceans until we have the courage to lose sight of the shore.

Muriel Chien

## Lubricant Industry Headliners

### Cat's Out Of the Bag

Caterpillar Inc. is getting out of the on-highway heavy duty diesel engine business in the North American market. The explanation that was given in a letter from Cat was that a "significant reduction in OEM order rates" forced them to "drastically" change our 2009 outlook.

Cat the world's largest maker of mining and construction equipment lost its dominant position has become less dependant on sales of on-highway engines in North America. They continue their focus outside of north America were they supply approximately 400,000 diesel engines annually,

"Caterpillar and our dealers will continue to provide product support and service beyond 2010 for all Caterpillar on-highway engines regardless of truck brand," said Douglas R. Oberhelman, Caterpillar Group President.

The engine maker will continue to provide heavy duty engines in 2009 while supplies last and continue to deliver field support to dealers and customers.

## Upcoming Trade Shows:

### Here are some upcoming shows we will be exhibiting at in the coming months

ExpoCam 2009- April 16-18th, Place Bonaventure, Montreal, QC - <http://www.expo-cam.com>

Speedsport Car Show April 24-26th, Moncton, N.B- <http://www.speedsporteast.com/>

Northeastern Forest Products Equipment Show May 1-2, Bangor, ME - <http://nefpexpo.net/Bindex.htm>

Atlantic Truck Show - June 12-13th, Moncton, NB- <http://www.masterpromotions.ca/atlantic-truck-show.asp>



## Product Talk

### Industry Tidbits

#### Why Good Oil Goes Bad

Many people have the misconception that as long as you keep oil clean that it won't go bad and don't change the oil in their machines. This is absolutely not true. All in-service lubricants will fail at some point but there is ways to manage the condition of the lubricants and extend its life considerably.

There are three root causes that would necessitate and oil change: degradation of the base oil, depletion of additive and contamination, depletion of the additives and contamination.

##### Base Oil Degradation

Base oil degradation may be the most common reason for oil failure. The most common type of base oil failure is likely oxidation. When oil oxidizes, the primary bi-products are acid and insoluble materials, which can lead to serious surface deposits and corrosive wear. Oxidation inhibitors are used up as they perform their intended function.

Many other factors contribute to oxidation including heat, contaminants and base oil quality.

##### Additive Depletion

If a lubricant's base oil is in good condition, the lubricant can no longer perform all of its duties when certain additives are depleted and, therefore, must be changed. Additives are depleted by a number of different mechanisms. Water can react with certain additives (hydrolysis),

and also can attract and remove others (water washers). Some additives are removed by particle contaminants (particle scrubbing), and others are simply used up when performing their intended functions.

These processes cannot always be eliminated, but they can be minimized by using a well-chosen lubricant, maintaining proper oil temperature and controlling contamination, you can prevent additive loss and extend the useful life of the lubricant

##### Contamination

Many types of contaminants contribute to the degradation of lubrication oils. Contaminants such as particles are responsible for the majority of mechanical wear in many machine components. Because of this, we often change oil before it fails, simply to remove the contamination. For some systems such as mechanical filters, this is the only way to control contaminants and ensure proper lubricating conditions.

Additionally, the new oil is likely to be contaminated already, unless it was properly filtered before application. It is therefore, more effective to prevent contamination and. ir have the means to remove it from the machine through the use of good filtration, contamination exclusion and proper handling methods for new oil.

**Just remember to keep the oil clean, cool and dry.**

Source: Machinery Lubrication.com

#### 2008 Crude vs. Base Oil

#### Price Fluctuations:

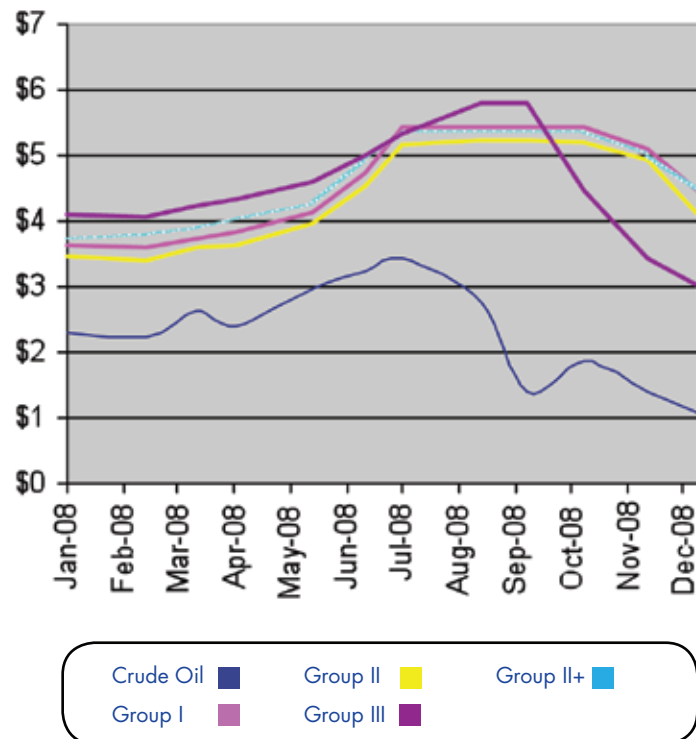
#### It's Been a Roller Coaster Ride!

As we have seen in the past, base oil prices are closely related to crude. Then why is there such a lag in lubricant pricing as crude pricing has decreased?

There is not one contributing factor to answer this question. Like crude, gasoline and distillates are traded on commodity markets. As crude price rises or falls, light products follow suit as the market is impacted by the same factors, such as refining capacity, futures, inventories, and speculation. Unlike crude and light products, base oils are not considered a commodity. Pricing is set by base oil refiners with variations for regional differences. Lubricant blenders generally purchase base oil through contract purchasing, which is tied to a pricing index. The index may be tied to an average or a particular manufacturer. A base oil refiner will set price based on competition, margin opportunity, and supply.

Base oil is also complex. Unlike fuels, there are a variety of viscosities and grades. Not all base oils are the same, even if the same group or viscosity. Many of the approvals on lubricants are based on specific base oils and additive combinations, further causing stress on the supply chain. In this instance, supply and demand are drivers of price.

2008 Base & Crude Oil Trends Comparison Price/Gallon



## Product Talk

### Vision Plus Premium

Vision Plus Premium is our best product ever. Not only does it offer the same performance as our regular vision plus, we add Surfactex® creating an invisible water repelling barrier on the windshield for beading action along with a pleasant scent you can smell so you know it is working. Vision plus premium is available in two purple winter versions (-45°C & -20°C) as well as a red 3-season summer version.

Vision premium plus fluids use super-pure and filtered ingredients, and they will not harm automotive paint, brightwork, wiper blades or other rubberized components. All fluids are available in our exclusive "easy-pour" 3.78 Liter bottle.



#### This is one Cobra that bites back at the competition!

Cobra UTF (Universal Tractor Fluid) is a multi application lubricant used to lubricate the moving parts of off-highway mobile equipment. These fluids are used to lubricate the transmissions, differentials, final drive planetary gears, wet brakes and hydraulic systems of farm tractors and construction equipment that have a common fluid reservoir calling for a combination lubricant and power transmission fluid.

The properties of these products provide unique characteristics since the same fluid must lubricate the transmission as well as the final drive, actuate hydraulic type disc brakes which are submerged in oil, and serve as a hydraulic fluid to operate power steering units, power take-offs, implements and attachments. Cobra UTF has been formulated to provide a cost effective fluid without sacrificing performance. They offer excellent low temperature fluidity, which is helpful to construction equipment that must work in winter, as well as high temperature protection, and they meet the stringent viscosity requirements of specifications of John Deere and other manufacturers of such equipment.



#### API

American Petroleum Institute

#### DSG

Direct Shift Gearbox

#### AW

Anti-wear

#### R&O

Rust & Oxidation

#### ILMA

Independent Lubricant Manufacturers Association

#### MERCON®

Ford ATF Specification

#### OEM

Original Equipment Manufacturer

#### DEXRON®

General Motors ATF Specification

#### EMA

Engine Manufacturers Association

#### LS

Limited Slip

#### ATF

Automatic Transmission Fluid

#### ULSD

Ultra Low Sulfur Diesel

#### PCMO

Passenger Car Motor Oil

#### DDC

Detroit Diesel Corporation

Did you know? - Industry Acronyms