**Biggest Lubricant Oils Blending Plant in UAE**

Yet while greases have seen their fair share of change over the years, NLGI’s globally recognized mark has not. When it was created, for example, vehicles did not have such long warranties and greases did not need to operate in such a wide temperature range. Many manufacturers have actually exceeded the standards, the technology overtaking them.

Now, 30 years after their introduction, Chuck Coe, consultant with **Grease** Technology Solutions who also sits on the NLGI board of directors, says it is time the NLGI grease specifications were enhanced to meet today’s performance and market needs.

The changes will be twofold. First, said Coe, the existing GC-LB performance classification is being “upgraded, “along with standards organization ASTM International, focused on revising and improving current test methods.

Originally targeting the **automotive oils** sector, GC-LB has long been recognized by specifiers as an indicator of quality and performance for greases used on wheel bearings and chassis systems.

These past few decades, grease producers have been able to meet certain criteria and register their products so they can bear the mark on their packaging. In September 2019, a total of 308 products had been licensed, proving that they comply with ASTM D4950, “Standard Classification and Specification for Automotive Service **gear oils**.”

It was recognized that some of the tests had precision problems, so ASTM is currently working on overhauling several of the tests. Specifically, this includes addressing the precision of the current wheel bearing life test, as well as ironing out problems with the fretting wear test.

NLGI is hashing out a new high-performance multiuse (HPM) grease specification, said Coe. This is being finalized and, despite the current coronavirus lockdown, it remains on track to launch in January 2021.

The HPM standard is aimed at industrial applications and has been developed to cover everything from pumps to conveyor belts, rather than the automotive sector already served by GC-LB, he noted.

The new **lubricant oils** certification mark will not replace the long-standing GC-LB standard but will run in parallel, setting out criteria for high-performance multiuse greases. NLGI has committed to continuing support of GC-LB certification and the use of the mark.

“As users come to realize HPM is actually superior and it becomes more widely recognized, it wouldn’t surprise me if they eventually shifted across to this new specification, but we will not be ending our support for the GC-LB spec,” Coe assured.

Besides a base HPM specification, there will also be five sub-categories: Enhanced Water Resistance (WR), Enhanced Load Carrying Capacity (HL), Enhanced Salt Water Corrosion Resistance (CR), Enhanced Long Life (LL), and Enhanced Low Temperature (LT) greases. Contact **technolubeuae** today.