

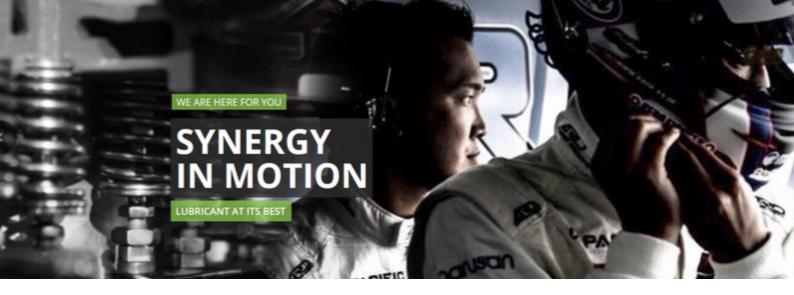
**AUTHORISED SINGAPORE DISTRIBUTOR** 



The First in Synthetics ®







### WELCOME TO OILMAX

Oilmax Singapore Pte Ltd was set up in Singapore in 2014 as the regional office to provide comprehensive and timely support to our customers in the region. As a trusted leading lubricant supplier, we strive to provide automotive and business owners a one stop lubricant solution for all their needs.

Many of these lubricants are specially formulated and selected for the Asia Pacific market requirements. Our technical team recommends the appropriate lubricant based on the Original Equipment Manual and specifications in all areas such as private use, servicing workshops, commercial vehicle fleets or the complex industrial use.

Discover how using the right lubricant can bring you substantial savings by maximizing equipment efficiency, prolong vehicle life and reduce downtime.

In Oilmax, this is our mission : to actively create a sustainable synergy with our customers , Synergy in Motion – Lubricant at its Best

### **BRANDS WE CARRY**



The First in Synthetics ullet











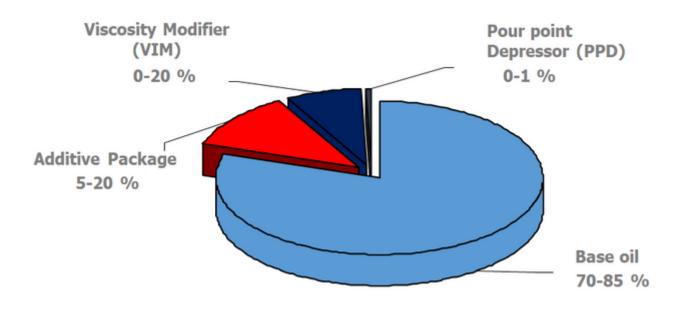


Quality and technology assurance

We recommend according to specification

Always ready to help our customers

# WHAT MAKES A LUBRICANT ?



### **Key Composition**

#### Base Oil

	SATURATED	SULPHUR	VISCOSITY INDEX
GroupI	<90%	>0.03%	>80 a <120
Group II	≥90%	≤0.03%	>80 a <120
Group III	>90%	<0.03%	>120
Group IV	Poly Alpha Olefir	n (PAO)	
Group V	Not included in other groups eg Ester		

#### Generally speaking:

- Group I and II: Mineral
- Group III, IV and V: Synthetic
- Synthetic base oils are used for 2 main reasons
  - Greater oxidation stability (for longer oi life)
  - Low volatility (to decrease oil consumption). In order to meet the ACEA specifications on oil volatility, many lighter engine oil viscosity grades must use a percentage of these products.

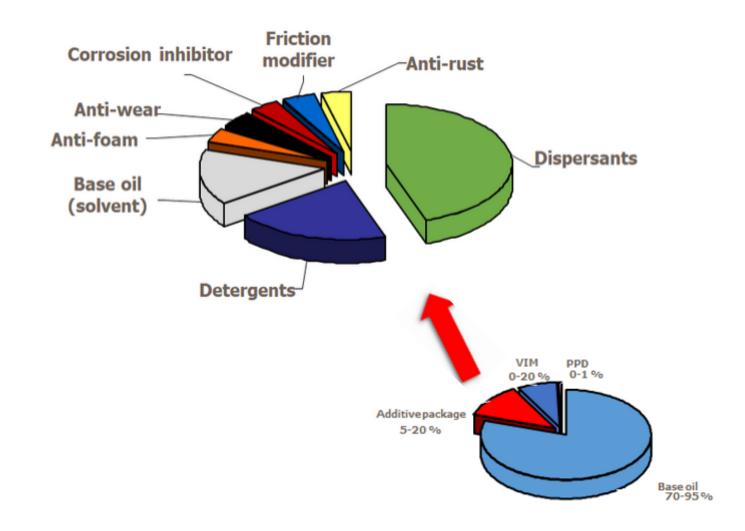
#### **Viscosity Modifier**

These changes the oils rate of thinning or its viscosity index (VI). The higher the VI, the lower rate of thinning of the oil with increase in temperature. They are polymers that expand as temperature increases. They also assist in making oils into multi grades.

#### **Pour Point Depressor**

Reduce the oils tendency to crystallize at very low temperature. Most oils contain wax and at very low temperature, wax can crystallize. PPD assist to lower the temperature at which this occurs.

### WHAT MAKES A LUBRICANT?



### **Additive Package Composition**

#### **Detergents**

Metallic based compounds and they control deposits and keep engines clean

#### **Dispersants**

Polar additives that are used to organic keep contaminants and by-products dispersed in the oil helping to prevent deposits and sludge from forming. Highly effective in controlling low temperature contaminants and keep them so fine in suspension they pass through the oil filter with the oil additives.

#### **Friction Modifiers**

Used to reduce internal engine friction and are common in low viscosity oils where fuel economy is important

#### Anti-wear agents

Prevent wear from seizure or scuffing of metal surfaces that would otherwise rub or contact each other. They are normally zinc and phosphorus or other organo-metallic based compounds.

#### **Rust and Corrosion Inhibitor**

Prevents rust and corrosion attack on metal surfaces from acids that can build up in oils, by helping to neutralize their effects

#### Anti-Foam

Prevents foam from forming., thereby maintaining a lubricating film based on oil not air bubbles, resulting in the ability of the oil to be pumped effectively at the required rate.

### UNDERSTAND VISCOSITY

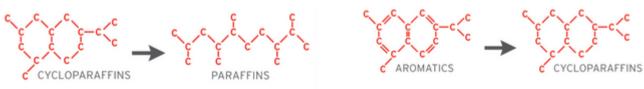
Grade	Cold cranking, CCS	Cold pumping, MRV	Kinematic 100		HTHS*, 150°C
Unit	cP at T°C	cP at T°C	cSt	cSt	cP
	Maximum	Minimum	Minimum	Maximum	Minimum
0W	6200 at -35	60000 at -40	3.8	-	-
5W	6600 at -30	60000 at -35	3.8	-	-
10W	7000 at -25	60000 at -30	4.1	-	- 4
15W	7000 at -20	60000 at -25	5.6	-	-
20W	9500 at -15	60000 at -20	5.6	-	-
25W	13000 at -10	60000 at -15	9.3	-	-
20	-	-	5.6	<9.3	2.6
30	-	-	9.3	<12.5	2.9
40	-	-	12.5	<16.3	2.9 (0W-40, 5W-40, 10W-40)
40	-	-	12.5	<16.3	3.7 (15-40, 20W-40, 25W-40, 40)
50?	-	-	-	-	-

### All you need to know about Viscosity

- SAE stands for Society of Automotive Engineers.
- The SAE developed a classification system to define viscosity or thickness of oil.
- It defines operating temperature engine oil viscosity for different grades and contains specification for cranking viscosity and pumpabillity at start up, the "W" grades or winter.
- For engine oils there is a specification that must be met at 150 degree Celsius known as the HTHS (High Temperature/High Shear) viscosity. HTHS simulates what happens in high stress areas of the engine (eg bearings and cams). It measures the viscosity and indicates the oil film thickness under severe high-speed conditions.
- In addition, gear oils requires a KRL test. This is a severe oil shear test and the oil must stay in grade or within a nominated range after shear. Its severity is the main reason why 75W-X gear oils are expensive as these are difficult to make.
- cSt (Centistokes) are the units viscosity is measured in.
- The number in front of the "W" signifies the viscosity of the oil at cold/start up/ temperature (tested at -10 degree C to 35 degree C depending on the grade. The lower the first number, the faster the oil flows (pumpabillity) when the engine is cold.
- The second number represent the oil's thickness at operating temperature (100 degree C).
   All oils thin out as they get hotter.

# DIFFERENCE BETWEEN MINERAL, SEMI SYNTHETIC & FULLY SYNTHETIC

- Each of these oils are made with different base oils. MINERAL oils are made with highly refined Group 1 or pure hydro-cracked Group 2 base oils.
- **SEMI SYNTHETIC** oils are made with a minimum of 20% synthetic base oils mixed with mineral base oils.
- FULLY SYNTHETIC oils are made from Group 3, high quality synthetic base oils or from either Group 4 PAO (Poly Alpha Olefin) or Group 5 (such as esters), which are chemically manufactured and pure in structure.



Group 2 Mineral Base

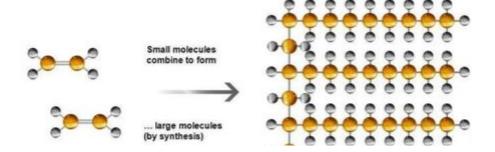
Group 3 Synthetic Base

#### **PAO**

- PAOs are derived from the oligomerization, usually of 1-decene. Oligomerization refers to a process where a monomer or a molecule is linked to many others of the same type to form a long chain.
- PAOs are extremely pure
- · Identical molecules
- No sulphur or phosphorus
- No wax

#### **Benefits of PAOs**

- Excellent cold flow properties
- · Highly resistant to thermal breakdown
- Excellent shear stability



#### Esters

 Manufactured by reacting an acid and an alcohol to give ester plus water. There are many types of esters, such as diesters and polyolesters.

#### **Benefits of Esters**

- Resistant to thermal breakdown
- Good metal-wetting ability
- High film strength
- Good shear stability

# ALL ABOUT API STANDARDS



Category	Status	Publication	
SP	expected	2019	
SN+		2018	
SN		2010	2010 and later
SM	Current	2004	until 2010
SL		2001	until 2004
SJ		1997	until 2001
SH		1994	until 1996
SG		1989	until 1993
SF	Obsolete	1980	until 1988
SE	Obsolete	1972	until 1979
SD		1968	until 1971
sc		1964	until 1967
SB		-	until 1951
SA		-	until 1930

API stands for American Petroleum Institute. In 1970, along with the SAE and ASTM (American Society for Testing and Materials), they established the API Service Classification System to define the performance level of a given oil, unrelated in the main, to oil viscosity.

The API requirements "S" for Spark Ignition (petrol) and "C" for Compression Ignition (diesel) can be briefly described as follows. The latest API "S" and "C" classifications are backwards compatible and suitable for use in place of earlier classifications

API SN Introduced in October 2010, designed to provide improved high temperature deposit protection for pistons, more stringent sludge control and seal compatibility. API SN with Resource Conserving matches ILSAC GF-5 by combining API SN performance with improved fuel economy, turbo charger protection, emission control system compatibility and protection of engines using E85 fuel.

API SN PLUS Introduced in November 2017, this is a new classification that may be used in conjunction with API SN and API SN Resource Conserving. Oils meeting this classification are formulated to provide API SN performance and additional protection against low-speed preignition for turbo charged direct injection petrol vehicles. Backwards compatible to API SN, API SN Resource Conserving and ILSAC GF-5.



**Resource Conserving**: These designations apply to oils intended for petrol engine use. Using these oils my result in an overall saving on fuel use or increased fuel economy.

### ALL ABOUT API SN PLUS





API SN PLUS is a new motor oil specification developed for turbocharged engines that is being developed in response to automakers request for motor oils that protect against Low-Speed Pre-Ignition (LSPI). LSPI is an engine condition known to occur in Turbocharged Gasoline Direct Injection (TGDI) engines that can be mitigated by changing the motor oil formulation.

#### WHY NEED IT NOW

The API SN PLUS motor oil specification is intended to complement API SN and ILSAC GF-5 and aimed at addressing the increasing impact of Low-Speed Pre-Ignition in Turbocharged Gasoline Direct Injection (TGDI) engines.

The high pressures from turbocharging combined with direct fuel injection into the combustion chamber in these smaller TGDI engines makes them susceptible to a phenomenon known as Low Speed Pre-Ignition, or LSPI. While the mechanism of LSPI is not yet fully understood, research has shown that motor oil properties may be a contributing factor. Automakers can mitigate LSPI by adjusting the engine operating conditions, but in doing so inhibit some high efficiency engine operating conditions.

Amid growing concerns about LSPI among Automakers, the urgent need for a supplemental motor oil specification became evident. This new supplemental specification, known as API SN PLUS, includes the testing protocol for API SN and a special test for LSPI, the API Sequence IX test.

#### WHAT IS LSPI (LOW SPEED PRE IGNITION)

Low-Speed Pre-Ignition (LSPI) is an abnormal combustion phenomenon observed at low engine speeds in which the fuel/air mixture in the combustion chambers ignites before spark timing. LSPI can cause engine knock, broken spark plugs and cracked pistons, and, in severe cases, catastrophic engine failure.

There are multiple theories about what causes LSPI in downsized TGDI engines, although it is widely accepted that motor oils can play a role. Research has shown that during LSPI a drop of oil in the cylinder may be combining with fuel droplets to create hots spots in the combustion chamber and prompting ignition before spark timing is intended to occur. Research has also shown that motor oils can be re-formulated to significantly reduce their contribution to LSPI, which is the goal of the new API SN PLUS supplemental motor oil specification.

GM chose to address LSPI with the introduction of its dexos1<sup>™</sup> Gen 2 specification, which went into effect on September 1, 2017.

#### DOES MY CAR NEEDS AN API SN PLUS OIL?

To find out if your vehicle has a turbocharged engine and requires an API SN PLUS motor oil, we recommend checking your vehicles owner's manual. While not all engines need additional protection against LSPI, all of our products meeting API SN PLUS also meet or exceed all API SN standards.

### ALL ABOUT ILSAC STANDARDS



#### API certification mark or "Starburst"

- An oil showing this Mark identifies it as meeting the current ILSAC (international lubricant standardization and approval committee) performance standard for engine protection and fuel economy requirements. The ILSAC GF-5 minimum performance standard is the current basis for issuing a license to use the API certification mark or "Starburst"

### ILSAC (International Lubricants Standardisation and Approval Committee)

includes the major automobile manufacturers that manufacture vehicles in the USA and Japan. Effectively, ILSAC specifications are the fuel economy version of the API specifications

Category	Status
GF-5	Current
GF-4	Current
GF-3	
GF-2	Obsolete
GF-1	

GF-1 Is obsolete.

GF-2 Is equivalent to API SJ.

GF-3 Is equivalent to API SL.

GF-4 Is equivalent to API SM.

GF-5 Is equivalent to API SN.

ILSAC grades only apply to viscosity XW-20 & XW-30. GF-4 has introduced a phosphorus limit of 0.08% maximum and a sulphur limit of 0.2% maximum, GF-5 is similar, but it introduced new requirements relating to phosphorus volatility and compatibility with ethanol fuels. The latest ILSAC specification, GF-5 is backwards compatible and is suitable for use in place of earlier ILSAC classifications

### ALL ABOUT ACEA STANDARDS





ACEA stands for Association des Constructuers Européens de l'Automobile. This classification system is the European equivalent of the API classification system, but is stricter and has more severe requirements. Hence an oil that meets both API & ACEA specifications uses a better additive package than one that is designed to meet only API specifications. Unlike the API, ACEA has three main groups – "A/B"for petrol (A) and light duty diesel (B) engines, "C" for light duty three way catalyst (TWC) and Diesel Particulate Filter (DPF) compatible oils, usually Low and Mid SAPS (Sulphated Ash Phosphorus Sulphur) and "E" for heavy duty diesel engines. These can be defined as follows. ACEA specificationoils have tighter shear stability and oil volatility requirements than equivalent API specificationoils.

### OEM'S SPECIFICATION



**API & ACEA - Basic Requirement** 

#### OEM's specifications

- Beyond API/ACEA/ILSAC
- Engine tests needed
- Demanding physico-chemical parameters
- Formal approvals are a guarantee for the user and increase the product cost.

# ALL ABOUT ACEA STANDARDS



#### **DESIGNATION AND DESCRIPTION:**

#### A1/B1

For use in petrol and light duty diesel engines capable of using low friction, low viscosity, and low HT/HS shear (2.9 to 3.5cP) oils.

#### A3/B3

Stable, stay in grade oil intended for use in high performance petrol and diesel engines or extended drain intervals.

#### A3/B4

For use in direct injection diesel engines where special oils may be required, but also suitable for applications described under A3/B3.

#### A5/B5

Similar to A1/B1 but for high performance engines capable of using low friction, low viscosity as well as low HT/HS oils. May be unsuitable for use in some engines.

#### C1

Stable, stay in grade oil for use in vehicles fitted with DPFs & TWCs and in high performance diesel and petrol engines requiring low friction, low viscosity and Low SAPS (Sulphated Ash ≤0.5%) oils, with a minimum HT/HS viscosity of 2.9 cP.

#### C2

Stable, stay in grade oil for use in vehicles fitted with DPFs & TWCs and in high performance diesel and petrol engines requiring low friction, low viscosity and Mid SAPS (Sulphated Ash ≤0.8%) oils, with a minimum HT/HS viscosity of 2.9 cP.

#### **C3**

Stable, stay in grade oil for use in vehicles fittedwith DPFs & TWCs and in high performance diesel and petrol engines requiring low friction, low viscosity and Mid SAPS (Sulphated Ash ≤0.8%) oils, with a minimum HT/HS viscosity of 3.5 cP. These oils may also meet A3/B4\* and API SN.

#### C4

Stable, stay in grade oil similar to C1 but with tighter volatility limits, no lower limit on phosphorus and with a minimum HT/HS viscosity of 3.5 cP.

#### **C5**

Stable, stay-in-grade Engine Oil with Mid-SAPS level, for further improved fuel economy, intended for use as catalyst compatible Oil at extended drain intervals in vehicles with all types of modern after treatment systems and high performance passenger car & light duty van gasoline & DI diesel engines that are designed to be capable and OEM-approved for use of low viscosity oils with a minimum HT/HS Viscosity of 2.6 mPas.

#### **MERCEDES BENZ**



#### MB 226.5

This specification is required for Mercedes vehicles with gasoline engines supplied by the Renault-Nissan Alliance. Specification requirements are similar to MB 229.5.

#### MB 226.51

This specification is based on RN0720 and is recommended for Mercedes vehicles with DPF fitted diesel engines supplied by Renault. Oils meeting this specification have very good thermal stability and aftertreatment compatibility.

#### MB 229.1

For petrol and diesel engines. Minimum quality required ACEA A2/B2 with additional limits on engine.

#### MB 229.3

For petrol and diesel engines. Minimum quality required ACEA A3 / B3 / B4 and MB 229.1. It can only certify 0/ 5 W-x oils.

#### MB 229.31

Multigrade, low SAPS engine oil, advised for both diesel and petrol engines of Mercedes Benz, Smart and Chrysler. Only low viscosity engine oils which can realize a 1,0% saving on used fuel in the M111 Fuel economy test (CEC L-54-T-96) can get this approval. In this test the fuel savings are compared to the performance of the Reference oil RL 191 (SAE 15W-40).

#### MB 229.5

MB sheet for energy conserving oils for certain car and van engines. Approved oils must meet ACEA A3, B3 and B4 specification and some additional demands by Daimler Chrysler AG. Oil must be on the approval list.

#### MB 229.51

Low SAPS Long Life engine oil for diesel engines with particle filter meeting emission EU-4 -> standards.

#### MB 229.52

Oils meeting this specifications must have lower ash content, at least 1% better fuel economy compared to the requirements of MB 229.31 and MB 229.51 and better oxidation stability for biofuel compatibility. Can also be used where an MB 229.31 or an MB 229.51 oil is required. Just like MB 229.5 and MB 229.51 this spec requires a long life oil

#### **PORSCHE**



#### Porsche A40

Introduced in 2009 for all Porsche petrol cars from 1994 onwards, except long drain applications for Cayenne V6

#### Porsche C30

Porsche engine oil specification for diesel engines. Equivalent to VW 504 00/507 00

#### **BMW**



#### BMW Longlife-98 (BMW LL-98)

Special long-life engine oil, approved by BMW. Also meets ACEA A3/B3, API SJ/CD, EC SAE 5W-40. Usually required for BMWs manufactured before MY 2002. Obsolete since 2009.

#### BMW Longlife-01 (BMW LL-01)

Special BMW approval for fully synthetic long-life oil. Product meets ACEA A3/B3 and API: SJ/CD EC-II. Usually required for BMWs built after MY 2002. Can also be used where a BMW Longlife-98 oil is recommended.

#### BMW Longlife-01 FE (BMW LL-01 FE)

Fully synthetic long-life oil with fuel economy properties. Oils meeting this specifications must have a low HTHS viscosity to meet the manufacturer's fuel economy requirements. These oils are only suitable for the following engines: N1x, N2x, N54, N55, N63, N74.

#### BMW Longlife-04 (BMW LL-04)

Special BMW approval for fully synthetic long-life oil. Viscosities are SAE 0W-30, 0W-40, 5W-30 and 5W-40. Usually required for BMWs equipped with a diesel particulate filter (DPF). Can also be used where a BMW Longlife-98 or BMW Longlife-01 oil is recommended.

#### BMW Longlife-12 (BMW LL-12)

Special motor oil for certain approved gasoline engines and the following diesel engines only: Nx7K1, Nx7U1, Nx7O1 from model year 2013. Not suitable for engines with 2 or 3 turbos.

#### BMW Longlife-14+ (BMW LL-14+)

Special motor oil for the following gasoline engines only: N20, Bx8 from model year 2014. Not allowed for diesel engines.



#### **GM DEXOS MOTOR OIL**



#### **GM Dexos 1**

Designed with gasoline engines in mind GM Dexos 1 replaces the GM-LL-A-025, GM6094M and GM4718M specifications. This specification is usually recommended for GM vehicles built for the North American and Asian markets. Compared to ILSAC GF-5 it has stricter requirements regarding piston deposit formation, aeration, oxidation stability, wear, low-temperature pumpability and volatility.

#### **GM Dexos 2**

The GM Dexos 2 specification is meant to be the replacement for both GM-LL-A-025 (gasoline) and GM-LL-B-025 (diesel) specifications for the European market. Oils meeting GM Dexos 2 are required for vehicles manufactured from MY2011 onward but they are also backward compatible with older models. This specification is built on the ACEA C3 standard but also contains elements from the ILSAC GF-4 deposit formation test and low-temperature sludge build-up test.

#### GM-LL-A-025

Special GM approval for long-life engine oil for gasoline engines. Viscosity is SAE 0W-30. Product meets ACEA A3/B3. Drain interval can be as long as 30 000 kms. Recommended for vehicles built before MY2011.

#### **GM-LL-B-025**

Special GM approval for long-life engine oil for diesel engines. Viscosity is SAE 5W-40. Product meets ACEA A3/B3/B4. Drain interval can be as long as 50 000 kms. Recommended for vehicles built before MY2011.

#### **Automatic Transmission Fluids**

#### **Dexron IIIF**

GM specification for Automatic transmission oil introduced in 1994. Successor of Dexron IID and IIE.

#### **Dexron IIIG**

Successor of Dexron III(F) automatic transmission fluid. This has the same low temperature characteristics as Dexron IIE, but with modifications to anti-oxidancy and friction material. Introduced in 1997.

#### **Dexron IIIH**

Dexron III licence H was introduced in June 2003 to replace the Dexron III G fluid. It has an oxidatively stable base oil (group 2 or group 3). Oils according to this specification have longer maintenance of friction properties and anti-shrudder properties, better foam control and a longer fluid life.

#### **Dexron VI**

Specification introduced in 2005 to replace Dexron IIIH. This specification requires better stay-in-grade properties, oxidative stability and anti-foam characteristics. Oils meeting this specification can be used with extended drain intervals and are energy conserving.

#### **VOLKSWAGEN**



#### VW 502.00

Oil for gasoline engines. Successor of VW 501.01 and VW 500.00 specification.

Recommended for those which are subject to arduous conditions. It must not be used for any engines with variable service intervals or any which are referred to under other specifications.

#### VW 503.00

Long-life gasoline engine oil for VW cars with WIV (system for longer service intervals). Also meets ACEA A1, SAE 0W-30 or 5W-30 specification.

#### VW 503.01

This specification is specifically for Audi RS4, Audi TT, S3 and Audi A8 6.0 V12 models with outputs of more than 180bhp, running with variable service intervals (30,000km or 2 years). Now superceeded by the VW 504.00 specification.

#### VW 504.00

The VW 504 00 specification superceedes the VW 503 00 and VW 503.01 specifications. VW 504 00 oils are suitable for engines meeting the demands of Euro IV emissions standards.

#### VW 505.00

Passenger car diesel engine oil specification, minimum performance level CCMC PD-2. Lists viscosities SAE 5W-50, 10W-50/60, 15W-40/50, 20W-40/50 requiring 13% max. evaporation loss and SAE 5W-30/40, 10W-30/40 requiring 15% max. evaporation loss.

#### VW 505.01

Special engine oil for VW turbodiesel engines with pump-injector-unit and for the V8 Commonrail turbodiesel engines. Meets ACEA B4 SAE 5W-40 specification.

#### VW 506.00

These oils are suitable for diesel engines with extended service intervals of up to 50,000km / 2 years. Not for use on engines with a single injector pump. Oil change is indicated by the electronic service indicator. Viscosity is SAE 0W30.

#### VW 506.01

These oils are especially for "Pumpe-Düse" (unit injector or "PD" engines) running on extended service intervals (30,000 - 50,000km / 24 months). Oil change is indicated by the electronic service indicator.

#### VW 507.00

Low SAPS oils suitable for Euro 4 engines and almost all VAG diesel engines from 2000 onwards with extended service intervals, unitary injector pumps and also Pumpe-Düse ("PD") engines. Excludes V10, R5 engines and VW Commercial vehicles without fitted DPF (diesel particulate filters) – these must use a 506 01 specification oil.

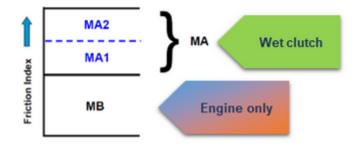
#### VW 508.00/509.00

This specification combo (508.00 for petrol, 509.00 for diesel) requires a 0W20 viscosity, fuel economy oil with long life additives. These specifications are NOT backward compatible with the earlier VW specifications. Recommended for the new 2.0 TFSI 140 kW and 3.0 TDI CR 160 kW VW/Audi engines.

# MOTORCYCLE OIL- JASO T903:2016

Classification		Range of Index		
Evaluation Item	Test Procedure	MA	MB	
DFI (Dynamic Friction Characteristic Index-DFI) SFI (Static Friction Characteristic Index-SFI) STI (Stop Time Index-STI)	JASO T 903:2016 (Annex A)	≥1.35 and <2.50 ≥1.45 and <2.50 ≥1.40 and <2.50	≥0.40 and <1.35 ≥0.40 and <1.45 ≥0.40 and <1.40	
Classification Evaluation Item	Test Procedure	Range of MA2	of Index MA1	
DFI (Dynamic Friction Characteristic Index-DFI)		≥1.50 and <2.50	≥1.35 and <1.50	
		≥1.60	≥1.45	
SFI (Static Friction Characteristic Index-SFI)	JASO T 903:2016 (Annex A)	and <2.50	and <1.60	

### Recommended for:



#### FRICTION PARAMETERS

Dynamic friction index (DFI): measures how the rider feels the gear change and how the power is transferred under slip-conditions

Static friction index (SFI): measures the capacity and the resistance of the clutch under high torque conditions

Stop time index (STI). How fast the clutch engages

### **Dry Transmission (CVT)**

#### **Lubricant Requirement**

Engine: JASO MB, JASO MA or API SX Rear Transmission: JASO MA or 80W-XX

# Wet Transmission (Gear-Clutch) Lubricant Requirement

Engine: JASO MA/MA2/MA1







For questions and concerns, call (65) 66834384 or email orders@oilmax.com.sg

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