SEMINOL

EN



2026

Product Catalog

Engine oils · Diesel oils · Hydraulic oils

> Seminol motor oil is the pride of the German industry with high quality

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01 The company Seminol – Engine Oils is a young business in Germany

MADE IN GERMANY

We are contracted with German factories and develop innovative high-performance lubricants that are optimally tailored to your needs.

Engine oils for passenger cars and commercial vehicles as well as industrial lubricants in different containers and packaging units – from 1 L cans to 1,000 L IBC tanks – and a wide selection.





Find suitable oils and lubricants and buy them cheaply:

- Perfect quality
- Competitive prices
- Reliable and punctual delivery
- Competent and fast service
- Simple and resource-saving administration

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02 Our product range

MADE IN GERMANY

Every Seminol oil with its specifications, approvals and pack sizes.

Passenger car engine oils

10W-40

Seminol SAE 10W-40 SN

The best matched engine oil for passenger cars. (Benzin, Diesel)....

API SN · ACEA A3/B4

Approvals: VW 501 01 · VW 505 00 · Renault RN0700
Pack sizes: 1 L · 4 L · 5 L · 20 L · 208 L

5W-30

Seminol SAE 5W-30SN

The best low-friction engine oil that is fuel-efficient and optimized for passeng...

10W-30

Seminol 10W-30 SN ECO

A brilliant synthetic high-performance low-friction engine oil for gasoline and...

API SN / CF · ACEA A3/B4

Approvals: MB 229.1
Pack sizes: 1 L · 4 L · 5 L · 20 L · 208 L

5W-20

Seminol 5W-20

Fuel-efficient low-friction engine oil (gasoline, diesel) developed to meet the...

API SN · ILSAC GF-5 / GF-6A

Pack sizes: 1 L · 4 L · 5 L · 20 L · 208 L

0W-40

Seminol 0W-40 SN ECO

Excellent synthetic low-friction engine oil. Best quality for gasoline and diesel...

API SN

Pack sizes: 1 L · 4 L · 5 L · 20 L · 208 L

0W-30

Seminol 0W-30 SN ECO

Excellent synthetic low-friction engine oil for cars. Best quality for gasoline and...

API SN · ACEA A5/B5 · ACEA C2 · ILSAC GF-5

Approvals: MS-6395 · Fiat 9.55535 CR1
Pack sizes: 1 L · 4 L · 5 L · 20 L · 208 L

0W-20

Seminol 0W-20 SN FE

Excellent synthetic low-friction engine oil for cars. (Benzin und Diesel) Best qualit...

API SN · ACEA C5

Pack sizes: 1 L · 4 L · 5 L · 20 L · 208 L

5W-40

Seminol SAE 5W-40 SN

Fuel-saving universal engine oil for passenger cars (petrol). For various...

API SN

Pack sizes: 1 L · 4 L · 5 L · 20 L · 208 L

Diesel & commercial vehicle oils

15W-40

Seminol Super Diesel 15W-40 CI-4

Multi-grade engine oil for cars and trucks with diesel and gasoline engines, with or...

API CI-4 · ACEA E7

Pack sizes: 1 L · 4 L · 5 L · 20 L · 208 L

20W-50

Seminol 20W-50 SL/CF

Multi-grade engine oil for cars and trucks with diesel and gasoline engines, with or...

API SL/CF

Pack sizes: 1 L · 4 L · 5 L · 20 L · 208 L

SAE 50

Seminol SAE 50

Single-grade motor oil for passenger car and truck diesel and gasoline engines,...

API SF/CF · CCMC G4 · MIL-L-2104 D · MIL-L-46152 B

Pack sizes: 1 L · 4 L · 5 L · 20 L · 208 L

Hydraulic oils

HLP 10

Seminol HLP 10 HM

A very reliable alloyed hydraulic oil. It has an outstanding performance level and a...

SAE MS1004 HM · VDMA 24318 · ISO 11158 HM · ISO 6743-4 HM · DIN 51524-2 · AFNOR NF E 48-603 HM

Approvals: Bosch Rexroth RE 90220 · Metso · Danieli Hydraulics · Sauer-Danfoss 520L0463

Pack sizes: 20 L · 208 L

HLP 32

Seminol HLP 32 HM

Made from high-quality mineral oils from crude oil refining. Consisting of carefully...

ISO L-HM · ISO VG 32 · DIN 51524-2 · Central Mining Institute – sign B

Pack sizes: 20 L · 208 L

HLP 46

Seminol HLP 46 HM

Made from high-quality mineral oils from crude oil refining. Consisting of carefully...

ISO L-HM · ISO VG 46 · DIN 51524-2 · Central Mining Institute – sign B

Pack sizes: 20 L · 208 L

HLP 68

Seminol HLP 68 HM

Made from high-quality mineral oils from crude oil refining. Consisting of carefully...

ISO L-HM · ISO VG 68 · DIN 51524-2 · Central Mining Institute – sign B

Pack sizes: 20 L · 208 L



03 ACEA specifications – guidelines for European cars

ACEA 2012

There are three main factors that especially affect the European market:

1 Extended oil drain intervals

2 Fuel savings

3 Exhaust gas composition

The different uses of the engine oils are labelled by the European ACEA 2012 classification by letter:

A/B
For passenger cars with gasoline and light diesel engines

C
For passenger cars with diesel particulate filter

E
For commercial vehicles with heavy duty diesel engines

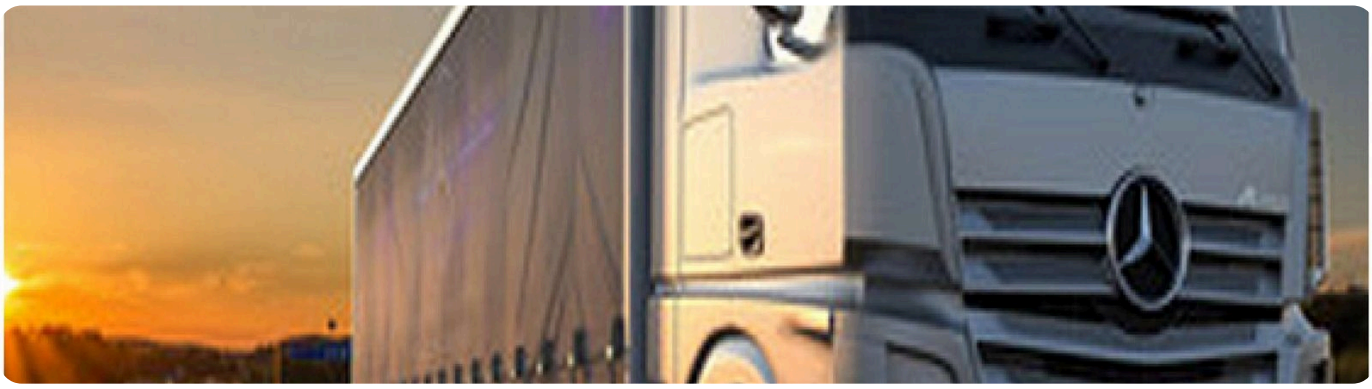
ACEA A/B for gasoline and light diesel engines

A1/B1	Stable, stay-in-grade oils; for use in extended oil change intervals in gasoline and diesel engines, both passenger cars and light vans. Specifically designed to be capable of using smooth-running low viscosity oils with a high temperature/high shear viscosity (HTHS) of 2.6 mPa·s for xW-20 and 2.9 to 3.5 mPa·s for all other viscosity grades. These oils are not suitable for all vehicle engines. For detailed information, refer to the vehicle manual or contact your vehicle dealer. Special approval of the manufacturer required.
A3/B3	Stable, stay-in-grade oils; for use in high-performance gasoline and diesel engines, both for passenger cars and light vans. Enable extended oil change intervals specified by engine manufacturers. Low viscous oils can be used all year round. In addition, these oils are particularly suitable for heavy duty conditions defined by engine manufacturers.
A3/B4	Stable, stay-in-grade oils; intended for use in high-performance gasoline and direct injection diesel engines, but also suitable for applications described under A3/B3.
A5/B5	Stable, stay-in-grade oils; intended for use in extended oil change intervals in gasoline and diesel engines, both for passenger cars and light vans. Designed to be capable of using smooth-running with low viscosity and a high temperature/high shear viscosity (HTHS) of 2.9 to 3.5 mPa·s. These oils are not suitable for all vehicle engines. For detailed information, refer to the vehicle manual or contact your vehicle dealer. Special approval of the manufacturer required.

ACEA C for catalyst compatible oils

C1	Stable, stay-in-grade oils; intended for use as catalyst compatible oil in vehicles with DPF and TWC in high-performance car and light van diesel and gasoline engines requiring smooth-running, low viscosity, Low SAPS oils with a minimum HTHS viscosity of 2.9 mPa·s. These oils will increase the DPF and TWC life and maintain the vehicle's fuel economy. Warning: these oils have the lowest SAPS limits and are not suitable for all vehicle engines. For detailed information, refer to the vehicle manual or contact your vehicle dealer.
C2	Stable, stay-in-grade oil; intended for use as catalyst compatible oil in vehicles with DPF and TWC in high-performance car and light van diesel and gasoline engines designed to be capable of using smooth-running, low viscosity oils with a minimum HTHS viscosity of 2.9 mPa·s. These oils will increase the DPF and TWC life and maintain the vehicle's fuel economy. Warning: these oils are not suitable for all vehicle engines. For detailed information, refer to the vehicle manual or contact your vehicle dealer. Special approval of the manufacturer required.
C3	Stable, stay-in-grade oil; intended for use as catalyst compatible oil in vehicles with DPF and TWC in high-performance car and light van diesel and gasoline engines, with a minimum HTHS viscosity of 3.5 mPa·s. These oils will increase the DPF and TWC life. Warning: these oils are not suitable for all vehicle engines. For detailed information, refer to the vehicle manual or contact your vehicle dealer. Special approval of the manufacturer required.
C4	Stable, stay-in-grade oil; intended for use as catalyst compatible oil in vehicles with DPF and TWC in high-performance car and light van diesel and gasoline engines requiring Low SAPS oil with a minimum HTHS viscosity of 3.5 mPa·s. These oils will increase the DPF and TWC life. Warning: these oils are not suitable for all vehicle engines. For detailed information, refer to the vehicle manual or contact your vehicle dealer.

ACEA E for heavy duty diesel engines



E4	Stable, stay-in-grade oils; ensure excellent piston cleanliness, very good wear protection and a stable lubricity. In addition, they prevent soot deposits. They are particularly suitable for use in heavy duty, high-performance diesel engines meeting Euro I, II, III, IV and V emission standards (even under the most severe conditions). These oils are designed for engines without particulate filters, for selected EGR engines and engines with SCR NOx reduction system. The recommendations of the engine manufacturer can be different. For detailed information, refer to the vehicle manual or contact your vehicle dealer. Special approval of the manufacturer required.

E6	Stable, stay-in-grade oils; ensure excellent piston cleanliness, very good wear protection and a stable lubricity. In addition, they prevent soot deposits. They are particularly suitable for use in heavy duty, high-performance diesel engines meeting Euro I, II, III, IV and V emission standards (even under the most severe conditions). E6 is recommended for engines equipped with diesel particulate filter in combination with sulfur-free fuel. Furthermore, these oils are designed for EGR engines with or without particulate filters and for engines with SCR NOx reduction system. The recommendations of the engine manufacturer can be different. For detailed information, refer to the vehicle manual or contact your vehicle dealer. Special approval of the manufacturer required.
E7	Stable, stay-in-grade oils; control the piston cleanliness and prevent bore polishing. Furthermore, these oils are characterized by high wear protection, low deposits in the turbocharger and stable lubricity. They are particularly suitable for use in heavy duty, high-performance diesel engines meeting Euro I, II, III, IV and V emission standards (even under the most severe conditions). These oils are designed for engines without particulate filters, for a variety of EGR engines and engines with SCR NOx reduction system. The recommendations of the engine manufacturer can be different. For detailed information, refer to the vehicle manual or contact your vehicle dealer directly. Special approval of the manufacturer required.
E9	Stable, stay-in-grade oils; control the piston cleanliness and prevent bore polishing. Furthermore, these oils are characterized by high wear protection, low deposits in the turbocharger and stable lubricity. They are particularly suitable for use in heavy duty diesel engines meeting Euro I, II, III, IV, V and VI emission standards (even under the most severe conditions). E9 is recommended for engines equipped with diesel particulate filter in combination with sulfur-free fuel. These oils are designed for engines with or without particulate filters, for a variety of EGR engines, and engines with SCR NOx reduction system. The recommendations of the engine manufacturer can be different. For detailed information, refer to the vehicle manual or contact your vehicle dealer directly. Special approval of the manufacturer required.



04 API classification

API · SAE · EOLCS

The API classification has been made by the AMERICAN PETROLEUM INSTITUTE (API), ENGINE OIL LICENSING AND CERTIFICATION SYSTEM (EOLCS).

Engine oil guide

1

Performance level

API S: oils specifically designed for gasoline engines (such as passenger cars and light vans) are classified under the API classification “S” (Service). API C: oils specifically designed for diesel engines (such as trucks or diesel engines under the most severe conditions) are classified under the API classification “C” (Commercial). Exact descriptions of the current and obsolete API classes can be found in the charts for gasoline and diesel engines.

2

Viscosity grade

A measure of viscosity and fluidity at certain temperatures. Vehicle requirements may vary. Manufacturer recommendations, according to the prescribed SAE viscosity grade, must be observed.

3

Resource Conserving and Energy Conserving

The terms “Resource Conserving” (RC) and “Energy Conserving” (EC) apply to vehicles with gasoline engines in cars and light vans.

4

Multiple performance levels

Lubricants developed for diesel engines may also be suitable for gasoline engines. For these oils the designation is the “C” classification first, followed by the “S” classification. Classification “C” oils have been formulated primarily for diesel engines and may not provide all of the performance requirements consistent with vehicle manufacturers’ recommendations for gasoline-fuelled engines.

SAE viscosity grades for passenger car engine oils

If lowest expected outdoor temperature is	Typical SAE viscosity grades for cars
0 °C (32 °F)	0W-20 · 0W-30 · 5W-20 · 5W-30 · 10W-30 · 10W-40 · 20W-50
–18 °C (0 °F)	0W-20 · 0W-30 · 5W-20 · 5W-30 · 10W-30 · 10W-40
Below –18 °C (0 °F)	0W-20 · 0W-30 · 5W-20 · 5W-30



API S for gasoline engines in passenger cars

SN CURRENT	Introduced in 2010, designed to provide improved high temperature deposit protection for pistons, more stringent sludge control, and seal compatibility. API SN with “Resource Conserving” (RC) matches ILSAC GF-5 by combining API SN performance with improved fuel economy, turbocharger protection and emission control system compatibility. In addition, these oils provide good protection for engines that use ethanol-containing fuels up to E85.
SM CURRENT	For 2010 and older automotive engines.
SL CURRENT	For 2004 and older automotive engines.
SJ CURRENT	For 2001 and older automotive engines.
SH OBSOLETE	For 1996 and older automotive engines.
SG OBSOLETE	CAUTION: not suitable for use in most gasoline-powered automotive engines built after 1993. May not provide adequate protection against build-up of engine sludge.
SF OBSOLETE	CAUTION: not suitable for use in most gasoline-powered automotive engines built after 1988. May not provide adequate protection against build-up of engine sludge.
SE OBSOLETE	CAUTION: not suitable for use in gasoline-powered automotive engines built after 1979.
SD OBSOLETE	CAUTION: not suitable for use in gasoline-powered automotive engines built after 1971. Use in more modern engines may cause unsatisfactory performance or equipment harm.

SC OBSOLETE	CAUTION: not suitable for use in gasoline-powered automotive engines built after 1967. Use in more modern engines may cause unsatisfactory performance or equipment harm.
SB OBSOLETE	CAUTION: not suitable for use in gasoline-powered automotive engines built after 1951. Use in more modern engines may cause unsatisfactory performance or equipment harm.
SA OBSOLETE	CAUTION: contains no additives. Not suitable for use in gasoline-powered automotive engines built after 1930. Use in more modern engines may cause unsatisfactory performance or equipment harm.

API C for diesel engines (commercial classification)

FA-4 CURRENT	Describes certain xW-30 oils specifically formulated for use in selected high-speed 4-stroke diesel engines. API FA-4 oils are formulated in an HTHS range of 2.9 to 3.2 mPa·s to support the reduction of greenhouse gas emissions and to meet the corresponding limits as of model year 2017. These oils are particularly effective in the permanent maintenance of emission control systems where particulate filters and other modern exhaust aftertreatment systems are used. API FA-4 oils are not backward compatible with API CK-4, CJ-4, CI-4 PLUS, CI-4 and CH-4 oils. Refer to engine manufacturer recommendations to determine if API FA-4 oils are suitable for use. API FA-4 oils are not recommended for use with fuels having greater than 15 ppm sulfur. For fuels with sulfur contents greater than 15 ppm, refer to engine manufacturer recommendations.
CK-4 CURRENT	Describes oils for use in high-speed 4-stroke cycle diesel engines designed to meet 2017 model year on-highway and Tier 4 non-road exhaust emission standards as well as for previous model year diesel engines. These oils are formulated for use in all applications with diesel fuels ranging in sulfur content up to 500 ppm. However, the use of these oils with greater than 15 ppm sulfur fuel may impact exhaust aftertreatment system durability and/or oil drain interval. API CK-4 oils are especially effective at sustaining emission control system durability where particulate filters and other advanced aftertreatment systems are used. In addition, these oils exceed the performance criteria of API CJ-4, CI-4 PLUS, CI-4 and CH-4 and provide good lubricity of engines requiring these API service categories. When using CK-4 oil with higher than 15 ppm sulfur fuel, consult the engine manufacturer for service interval recommendations.
CJ-4 CURRENT	For high-speed 4-stroke cycle diesel engines designed to meet 2010 model year on-highway and Tier 4 non-road exhaust emission standards as well as for previous model year diesel engines. These oils are formulated for use in all applications with diesel fuels ranging in sulfur content up to 500 ppm (0.05% by weight). However, the use of these oils with greater than 15 ppm (0.0015% by weight) sulfur fuel may impact exhaust aftertreatment system durability and/or drain interval. CJ-4 oils are especially effective at sustaining emission control system durability where particulate filters and other advanced aftertreatment systems are used. API CJ-4 oils exceed the performance criteria of API CI-4 PLUS, CI-4, CH-4, CG-4 and CF-4 and also provide very good lubricity for engines that require these 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 4-stroke diesel engines that meet the 2004 emissions standard. CI-4 oils have been developed to ensure engine durability when using exhaust gas recirculation (EGR). Furthermore, they are suitable for the use of diesel fuels with sulfur content up to 0.5%. They can be used instead of API CD, CE, CF-4, CG-4 and CH-4 oils. Some CI-4 oils are also suitable for the CI-4 PLUS specification.

CH-4 CURRENT	Introduced in 1998. For high-speed 4-stroke diesel engines designed to meet 1998 exhaust emission standards. CH-4 oils are specifically compounded 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 OBSOLETE	Introduced in 1995. For severe duty, high-speed 4-stroke diesel 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 4-stroke diesel engines, naturally aspirated and turbocharged engines. Can be used in place of CD and CE oils.
CF-2 CURRENT	Introduced in 1994. For severe duty, 2-stroke cycle engines. Can be used in place of CD-II oils.
CF CURRENT	Introduced in 1994. For off-road, 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	CAUTION: not suitable for use in diesel-powered engines built after 1994.
CD-II OBSOLETE	CAUTION: not suitable for use in diesel-powered engines built after 1994.
CD OBSOLETE	CAUTION: not suitable for use in diesel-powered engines built after 1994.
CC OBSOLETE	CAUTION: not suitable for use in diesel-powered engines built after 1990.
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.



05 We master canisters

MADE IN GERMANY

Seminol Engine Oils combines consistency, innovation and flexibility under one roof – from blow-moulding our own canisters to filling, labelling and packing on modern production lines.













06 Package sizes

1 L – 1,000 L

From the 1-litre can for workshops to the 1,000-litre IBC tank for industry and fleets.



1 L · 4 L · 5 L
CAN



20 L
CANISTER



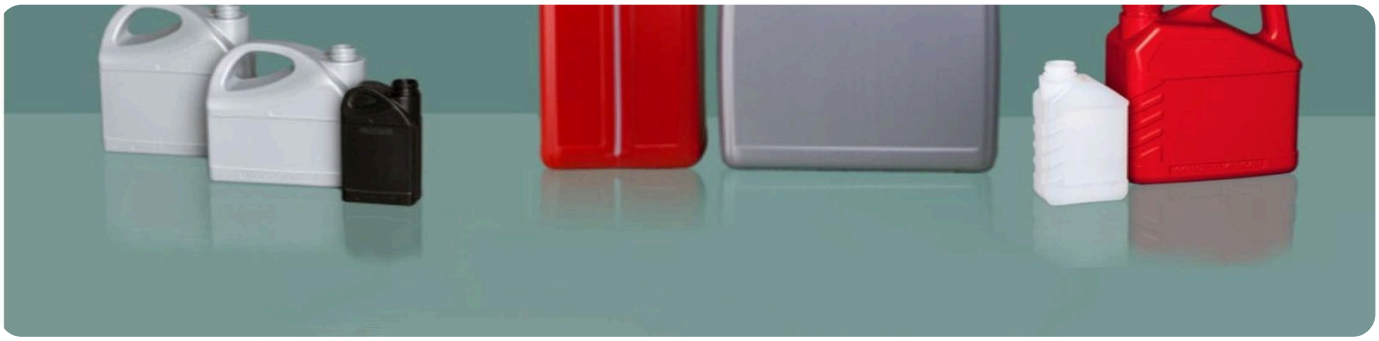
60 L
DRUM



200–208 L
DRUM



1,000 L
IBC TANK





07 Private label

PRIVATE LABEL





We are able to completely service our private label customers' manufacturing, packaging and distribution needs.

- Your brand on German-made oil
- Canisters, drums and IBC tanks in your colours
- Filling, labelling and logistics from one partner





Contact us

Any further questions? Our team is always happy to help.

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