



BRIEFING NOTE – 22nd June 2022

Restart of Production: AeroShell Grease 5, 6, 7 & 22

Dear Customer,

Further to our letter dated 31st May 2022, we are delighted to inform you that production of AeroShell clay grease has restarted at a new manufacturing site for the following grades:

- AeroShell Grease 5
- AeroShell Grease 6
- AeroShell Grease 7
- AeroShell Grease 22

Following a fire that destroyed our third-party supplier's facility in June 2021, AeroShell has worked tirelessly to set-up and gain approval for the new facility and in addition, provided an alternative manufacturing location and solutions to improve supply security. This means that all grades are now approved for sale with immediate effect. The formulations of our clay grease portfolio remain unchanged.

Given the on-going global logistics constraints, we anticipate that fully restoring clay grease inventory to normal operating levels for all products pack sizes may take up to six months depending on new order demand.

We will continue to proactively manage our existing inventories. Orders will be allocated on a case-by-case basis until further notice.

Your AeroShell Account Manager remains available to discuss any specific concerns you may have. Please accept our sincere apologies for any inconvenience this supply disruption may have caused you. We thank you for your patience and cooperation over the last 12 months as we have worked hard to resolve the issue.

Yours faithfully,

Saskia Boeve

Global General Manager
Shell Aviation Lubricants
Shell Centre
London SE1 7NA

Appendix

Proposed Alternatives

Customers should choose the appropriate products for their needs and refer to the OEM's manuals. Options for consideration are:

- **AeroShell Grease 5:** ASG 5 is approved by OEMs and to Mil-G-3545C (obsolete). Subject to the approval of the OEM, AeroShell Grease 58 may be an acceptable alternative, in particular for wheel bearing applications where ASG 58 is already approved for Parker and other OEM wheels. ASG 58⁽¹⁾ has also been used as a General Aviation aircraft grease following specific OEM approval.
- **AeroShell Grease 6:** ASG 6 is the only grease approved to MIL-PRF-24139A (NATO Code G-450). There are no currently identified alternatives.
- **AeroShell Grease 7:** ASG 7 is the only grease approved to MIL-PRF-23827 Type II. Subject to the approval of the OEM, AeroShell Grease 33⁽²⁾ may be an acceptable alternative. ASG 33 is approved to MIL-PRF-23827 Type I and a favoured general aircraft grease by leading OEMs.
- **AeroShell Grease 22:** ASG 22 is approved to MIL-PRF-81322, DOD-G-24508 (NATO code G395). Subject to the approval of the equipment OEM, AeroShell Grease 58 may be an acceptable alternative, in particular for wheel bearing applications where ASG 58 is approved for many applications.

The mixing of Microgel® or clay thickened grease with other thickener types should generally be minimized or avoided.

Lithium complex grease generally has superior additive tolerance allowing for more sophisticated performance characteristics such as corrosion protection, load carrying ability, and mechanical stability.

(1) ASG 58 is a synthetic hydrocarbon, lithium-complex-thickened grease designed as the next generation wheel bearing grease. ASG 58 is approved to SAE AMS 3058. It shares the same technology proven AeroShell Lithium Complex thickener systems used in ASG 33 and ASG 64.

(2) ASG 33 is lithium-complex-thickened grease with synthetic hydrocarbon and ester base oil and is an industry accepted alternative to ASG 7. It is approved to MIL-PRF-23827 Type I, Boeing BMS 3-33 and SAE AMS 3052. There is an aviation industry trend to move away from clay-based grease such as Microgel to lithium complex grease.