



SMART MAINTENANCE PROGRAM



- EXTEND OIL CHANGES
- INCREASE FUEL MILEAGE
- REDUCE DOWNTIME
- RESTORE & INCREASE PERFORMANCE

50 TIMES MORE POWERFUL THAN ORDINARY LUBRICANTS

PRO-ONE INC. 940 SOUTH COAST DRIVE, SUITE 200., COSTA MESA, CA 92626 (714) 327-0262
WWW.PRO1INDUSTRIAL.COM



SMART MAINTENANCE PROGRAM

The ProOne Smart Maintenance Program is designed to provide significant savings and solve challenging problems in fleet maintenance.

ProOne has developed an advanced state-of-the-art lubrication technology that is 50 times more powerful than ordinary lubricants. Including this technology in your maintenance program results in equipment life and service intervals.

ProOne has also designed a fuel conditioning technology formulated to release the fuel's full chemical energy resulting in emission compliance, better performance, and thousands in fuel savings.



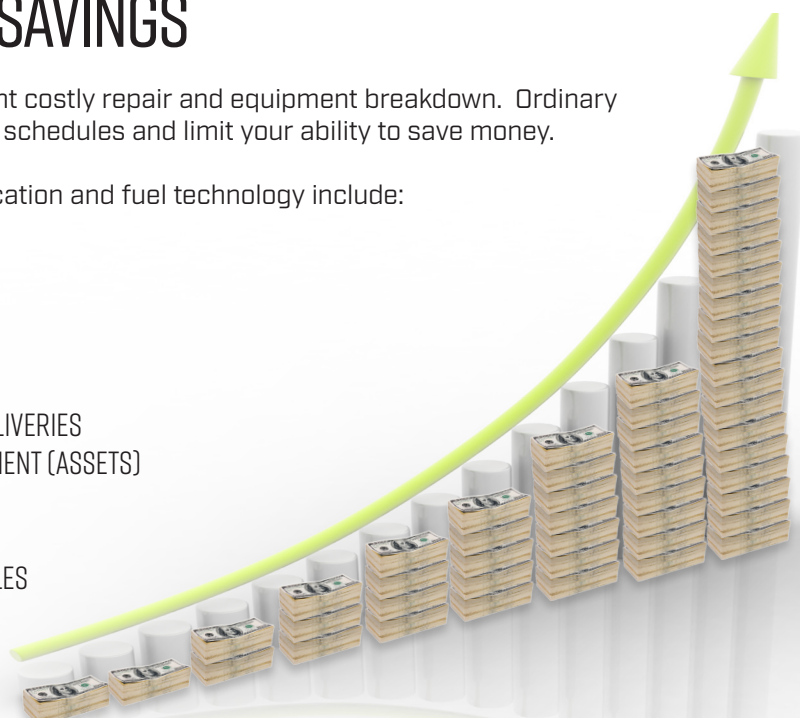
BOTTOM LINE BENEFITS & SAVINGS

The goal of preventative maintenance is to prevent costly repair and equipment breakdown. Ordinary lubricants, greases, and fuel require tight service schedules and limit your ability to save money.

The savings from using ProOne's advanced lubrication and fuel technology include:

- LOWER MAINTENANCE COSTS
- REDUCE UNSCHEDULED DOWNTIME
- REDUCE EQUIPMENT FAILURES
- EXTEND EQUIPMENT LIFE
- INCREASE CUSTOMER SATISFACTION DUE TO ON-TIME DELIVERIES
- IMPROVE PERFORMANCE IN UNDERPERFORMING EQUIPMENT (ASSETS)
- REDUCE PARTS COST UP TO 20% OR MORE
- INCREASE RESALE VALUE OF FLEET VEHICLES
- ENSURE SAFETY AND ROADWORTHINESS OF YOUR VEHICLES

THIS...IS SMART MAINTENANCE.



HEAVY DUTY OIL STABILIZER



ADVANTAGES

- Extend oil life by 25% to 50% or more
- Extreme pressure protection
- Stop oil burning & oil leaks
- Slows blow-by, smoking & oil contamination
- Protect against wear to extend engine life
- Give more power with better fuel economy
- Provide dry start protection
- Easier starting at all temperatures
- Increase oil pressure
- Condition seals to extend life
- Slow thermal breakdown
- Quiet engines & gear boxes

ProOne#	Size	Case Pack
13032	32oz/946mL	12
13001	1 gal/3.785L	4
13005	5 gallon/18.9L Pail	1
13055	55 gallon/208L Drum	1

50 TIMES MORE POWERFUL THAN ORDINARY LUBRICANTS

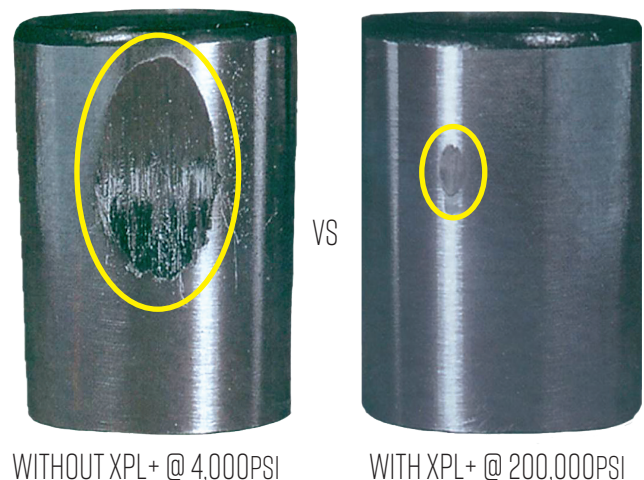
This high performance heavy-duty formula is designed to fortify your oil to provide extra protection and enhance the performance of your engine or gearbox. It is formulated with XPL+ Technology which offers 50 times more film strength protection other stabilizers can't provide. It provides exceptional results in engines that are burning, leaking, or using oil.

HOW XPL+ TECHNOLOGY WORKS

On a bench cross axis friction machine test, bearings are subjected to pressure on a spinning race.

Using a leading oil without XPL+, the bearing sustains severe damage at only 4,000 pounds per square inch of pressure.

With ProOne's exclusive XPL+ Technology, there is minimal damage at 200,000 per square inch of pressure...over 50 times the pressure!

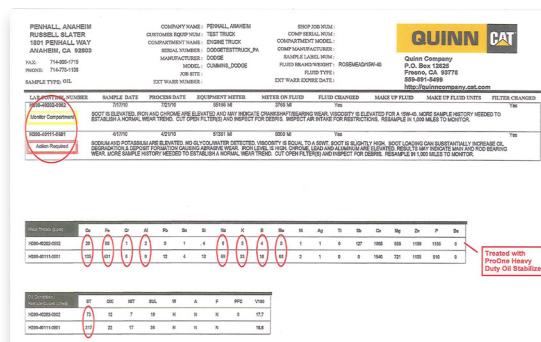


OIL ANALYSIS TESTING

DODGE CUMMINS

This is an example from a major construction equipment company that was notified of immediate action from an oil analysis test on their Cummins engine due to high levels of iron, chrome, lead, aluminum and soot.

After adding XPL+ at only one oil change interval, subsequent testing shows XPL+ still adhered to the metal protecting the engine and significantly reduce wear metals.



Wear Metals (ppm)	Cu	Fe	Cr	Al	Pb	Sn	Si
H390-40202-0902	20	68	1	2	9	1	4
H390-40111-0601	135	431	6	9	12	4	12

WEAR METALS

Oil Condition / Particle Count (ct/ml)	ST	OXI	NIT	SUL	W	A	F	PFC	Y100
H390-40202-0902	73	12	7	19	N	N	N	0	17.7
H390-40111-0601	317	22	17	36	N	N	N		16.6

SOOT

RESULTS:

Copper (Bushings, Bearings) = 135ppm to 20ppm **85% REDUCTION**
 Iron (Cylinders, Rings, Crankshaft) = 431ppm to 68ppm **84% REDUCTION**
 Aluminum (Pistons, Bearings, Pumps) = 9ppm to 2ppm **77% REDUCTION**

317ct/ml to 73ct/ml = **76% REDUCTION**

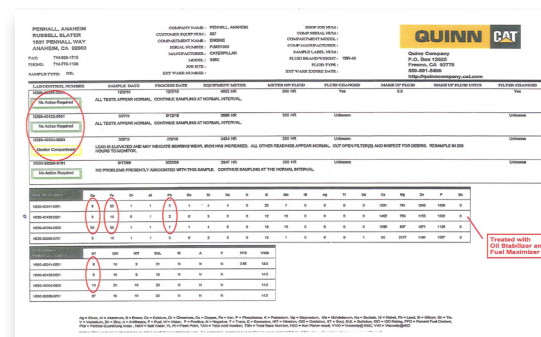
Soot is a by-product of diesel fuel, and improper air/fuel ratio which contaminates the oil. By reducing friction less fuel is required. In addition, ProOne's XPL+ technology frees stuck rings restoring compression and reducing soot from contaminating the oil.

OIL ANALYSIS TESTING

CATERPILLAR 345C ENGINE

Before ProOne, high amount of lead was detected indicating bearing wear. Iron levels also increased.

After adding XPL+ lead, iron, and copper levels dropped dramatically.



Wear Metals (ppm)	Cu	Fe	Cr	Al	Pb	Sn	Si	Na	K	B	Mo
H390-40344-0501	8	25	1	1	5	1	4	4	0	23	7
H390-40132-0501	9	18	0	1	2	0	3	0	0	12	18
H390-40054-0803	54	35	1	1	7	1	4	5	0	18	15
H390-39285-0701	5	18	1	1	0	0	2	0	0	15	1

Oil Condition / Particle Count (ct/ml)	ST	OXI	NIT	SUL	W	A	F	PFC
H390-40344-0501	8	16	9	21	N	N	N	2.65
H390-40132-0501	9	16	9	19	N	N	N	
H390-40054-0803	19	20	10	22	N	N	N	
H390-39285-0701	27	18	10	22	N	N	N	

SOOT

19ct/ml to 8ct/ml = **77% REDUCTION**

RESULTS:

Copper (Bushings, Bearings) = 54ppm to 8ppm **85% REDUCTION**
 Iron (Cylinders, Rings, Crankshaft) = 35ppm to 18ppm **48% REDUCTION**
 Lead (Bearing Overlays) = 7ppm to 2ppm **71% REDUCTION**

Soot is a by-product of diesel fuel, and improper air/fuel ratio which contaminates the oil. By reducing friction less fuel is required. In addition, ProOne's XPL+ technology frees stuck rings restoring compression and reducing soot from contaminating the oil.

OIL ANALYSIS TESTING

LubeWatch®
Maintenance Management System

UIN 05BC379

Diesel Engine
Unit No. T-534
Unit: Diesel Engine
Make: Volvo
Model: D7
Serial No.
Capacity: Ltrs

Customer:
PRO ONE LUBRICANTS
840 South Coast Dr Ste 125
Costa Mesa CA 92626
USA

DIAGNOSIS

Engine wear levels appear satisfactory for run-in period. The higher than normal copper level is due to leaching of copper oxide from the oil cooler, and does not indicate a related wear problem. Abrasive and other contaminant levels are acceptable. Results indicate a mixture of oils. FTIR result invalid and not reported due to a mixture of oils or different oil in service. Viscosity high for specified oil grade.
Action: Resample next recommended service interval to further monitor. Please confirm type and grade of oil used in this component.

ANALYST: chris.willmon

LEGEND	
	Caution
	Severe
	Abnormal
	Warning
	Normal

DATE SAMPLED	01-Mar-17	01-Dec-16
DATE RECEIVED	15-Mar-17	13-Mar-17
DATE REPORTED	16-Mar-17	16-Mar-17
LAB NO	44021574789	44021574788
SIF NO	31946542	31946541
TIME ON UNIT	19285	15179
MI		
OIL BRAND	Chevron	Chevron
OIL TYPE	Delo 400 LE	Delo 400 LE
OIL GRADE	SAE 15W40	SAE 15W40
OIL ADDED		
FILTER		
OIL CHANGED		
WO NUMBER		
Metals (ppm)		
Iron (Fe)	60	109
Chromium (Cr)	1	3
Lead (Pb)	4	9
Copper (Cu)	165	105
Tin (Sn)	<1	3
Aluminum (Al)	3	10
Nickel (Ni)	1	2
Silver (Ag)	<1	<1
Titanium (Ti)	<1	<1
Vanadium (V)	<1	<1
Contaminants (ppm)		
Silicon (Si)	6	15
Sodium (Na)	5	5
Potassium (K)	6	8
Additives (ppm)		
Magnesium (Mg)	410	663
Calcium (Ca)	1494	248
Barium (Ba)	<1	<1
Phosphorus (P)	928	787
Zinc (Zn)	1147	963
Molybdenum (Mo)	103	81
Boron (B)	262	303
Contaminants		
Water (%)	<0.05	<0.05
Coalant	No	No
Physical Tests		
Viscosity (cSt 100C)	17.3	15.0
Fuel (%)	<1	<1
Soot (%) Infrared	2.4	2.6
SAE Flaming Determination	50	40
Physical / Chemical		
Base Number (mgKOH/g)	5.3	3.8
Oxidation (Abs) E2412/D7414	N/A	<1

In December 2016 an oil analysis from a Volvo D7 Engine revealed high concentrations of Iron and Copper.

After adding XPL+ at only one oil change interval the Iron levels dropped.

High copper levels are due to leaching of copper oxide from the oil cooler. Leaching occurs when zinc reacts with the copper at high temperatures. The drop may indicate a drop in oil temperature causing less reaction resulting in less oxides.

Other than Iron, there's no significant increase in other metals ruling out accelerated bearing wear.

RESULTS:

Copper (Bearings, Oil Cooler) = 165ppm to 105ppm **36% REDUCTION**
 Iron (Cylinders, Rings, Crankshaft) = 109ppm to 60ppm **44% REDUCTION**
 Lead (Bearing Overlays) = 9ppm to 4ppm **55% REDUCTION**

OIL ANALYSIS TESTING

Analysts, Inc.

STATUS WAS **Normal** ON 21-08-12

ISO 9001 REGISTERED
3401 39th Northridge Ave
Hawthorne, CA 90220
PH: (310)219-5000 FAX: (310)219-5005
(800)263-0099

UNIT I.D.: CAT C-15 2005
COMPONENT: ENGINE
COMP. REF. NO.: 10287814
P.O. REF. NO.:

WORKSITE	UNIT MANUFACTURER	OLT TYPE
	CATERPILLAR C-15	CHEVRON 15W40
COMPONENT TYPE	COMPONENT MANUFACTURER AND MODEL	COMPONENT SERIAL NUMBER
DIESEL ENGINE	CATERPILLAR C-15 2005	

MAINTENANCE & RECOMMENDATIONS FOR LAB NO. 6453 Reported On: 2012-10-29

ANALYSIS INDICATES COMPONENT & LUBRICANT CONDITIONS ARE ACCEPTABLE. If still in service, the oil is suitable for continued use. RESAMPLE at the next scheduled interval.

SPECTROCHEMICAL ANALYSIS IN PARTS PER MILLION BY WEIGHT

LAB NO.	Fe	Cr	Pb	Cu	Sn	Al	Ni	Ag	Ti	V	Si	Na	K	Mg	Ca	Ba	P	Zn	Mo	B				
6452	109	3	9	165	<1	10	2	<1	<1	<1	15	5	8	663	1494	<1	928	1122	2160	<1	23	<1	<1	26-Aug-12
6453	60	1	4	105	<1	3	1	<1	<1	<1	6	5	6	410	1494	<1	787	930	1839	<1	146	<1	<1	21-Oct-12

Iron reduced by 35%
 Chromium reduced by 50%
 Nickel reduced by 100%
 Aluminum reduced by 66%
 Lead reduced by 75%

SAMPLE INFORMATION		PHYSICAL TEST RESULTS	
LAB NO.	15HR	MTR	DI
6452	23200	2	y
6453	23200	1	n

INTERPRETATION: THESE TESTS INDICATE OIL QUALITY. MAINTENANCE TIME MAY BE REQUIRED IF INDICATED. THESE TESTS DO NOT INDICATE WEAR OR DAMAGE TO THE ENGINE. IF YOU HAVE ANY QUESTIONS, PLEASE CONTACT US AT 800-263-0099. ANALYSIS PERFORMED BY A QUALIFIED LABORATORY. PLEASE ADVISE US OF ANY SERVICE REPAIRS PERFORMED IN THE LAB.

FOR LEGEND AND EXPLANATION OF PHYSICAL PROPERTY TESTS PLEASE SEE: [http://www.proone.com/analyst](#)

NOTE: TEST RESULTS MAY VARY Slightly FROM THE VALUES LISTED IN THIS REPORT DUE TO ROUNDING OR OTHER FACTORS.

ANALYST: CHRIS WILLMON

FORM NO. 005-0300

The first sample without ProOne was drawn 8/26/12 after three months of use. After ProOne was added Iron, Chromium, Nickel, Aluminum, and Lead levels were reduced.

Maintenance recommendation concluded the oil is still suitable for continued use. Demonstrating ProOne's ability to not only reduce wear metals, but extend the overall life of the oil saving money.

RESULTS:

Aluminum (Pistons, Bearings) = 3ppm to 1ppm **66% REDUCTION**
 Iron (Cylinders, Rings, Crankshaft) = 70ppm to 45ppm **75% REDUCTION**
 Lead (Bearing Overlays) = 4ppm to 1ppm **75% REDUCTION**

FUEL MAXIMIZER FUEL CONDITIONING CATALYST



BOTTOM LINE BENEFITS:

- Improvement in fuel economy
- Virtually eliminates opacity
- Reduces ash formation
- Adds lubricity to diesel fuels
- Prevents carbon buildup
- Improves engine performance
- Increases BTU's
- Cleans fuels system and injectors
- No mixing-blends instantly

TREATMENT RATIO

1:4,000 or 1oz per 30 gallons
Double dose first tank

BREAKS DOWN HARD-TO-BURN PARTICULATES LIBERATING FUELS CHEMICAL ENERGY

ProOne's Fuel Maximizer is a super-concentrated fuel catalyst/conditioner that liberates fuel's chemical energy and addresses fuel problems. This allows more oxygen and helps create better performance, significantly reduce fuel consumption and dramatically lower emissions even under high loads. It will also clean carbon and soot, keeping parts clean and reducing downtime caused by carbon build up.

"WE HAVE SPENT IN EXCESS OF \$15,000 IN THE ANAHEIM LOCATION ALONE ON FUEL RELATED ISSUES IN THE PAST 6 MONTHS OR SO, BUT ZERO ON THE TEST UNITS I HAVE BEEN RUNNING THE PRO-ONE FUEL MAXIMIZER."

GENERAL SERVICE MANAGER - LEADING CONSTRUCTION COMPANY

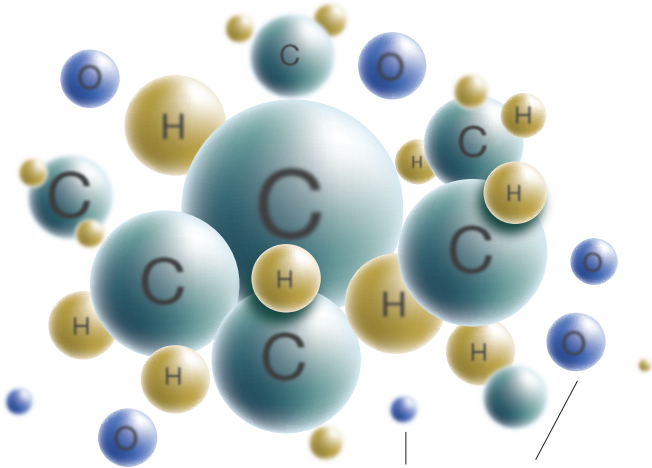
PROBLEM SOLVING FUEL TECHNOLOGY
AGAINST CARBON

ProOne#	Size	Case Pack
32010	10oz/295ml	12
32001	1 Gallon/3.78L	4
32055	55 Gallon Drum /208L	1

HOW IT WORKS

WITHOUT FUEL MAXIMIZER

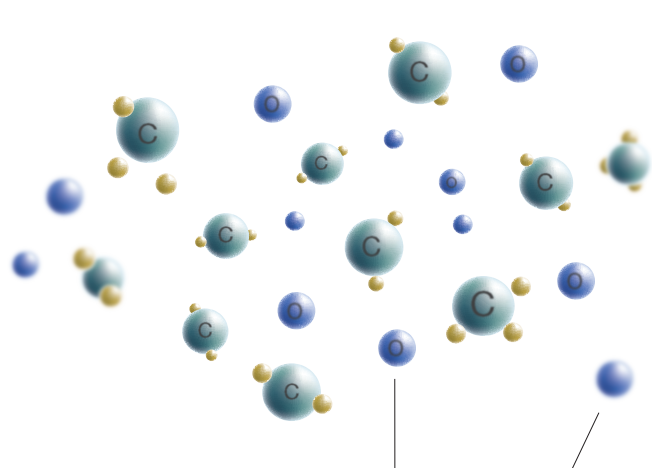
Fuel's chemical energy is stored in a hydrocarbon. In this state, Hydrocarbons do not burn completely resulting in carbon, soot, and harmful emissions



OXYGEN IS REQUIRED TO CREATE EFFICIENT COMBUSTION. HOWEVER, ITS ABILITY TO PERFORM ITS FUNCTION IS DIMINISHED BY NOT BEING ACCESSIBLE RESULTING IN UNBURNED HYDROCARBONS

WITH FUEL MAXIMIZER

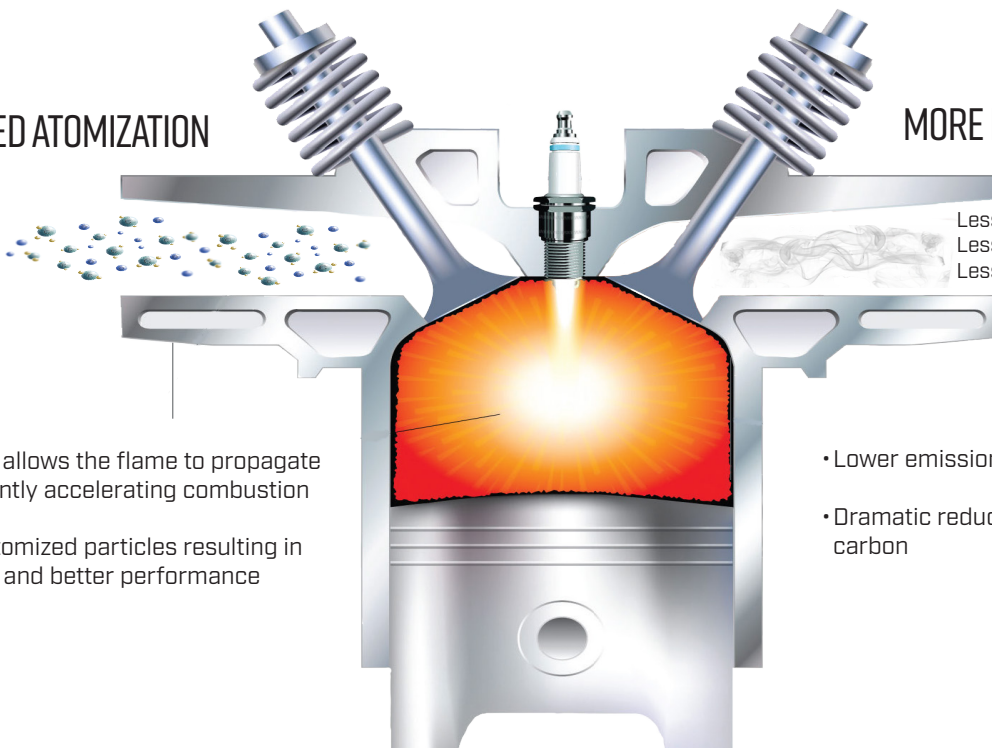
Fuel Maximizer is a catalyst that breaks apart large particulates, accelerating the chemical reaction of the fuel thus liberating its chemical energy.



MAKES OXYGEN AVAILABLE TO BURN MORE COMPLETELY

IN YOUR EQUIPMENT HOW IT SHOULD RUN

OPTIMIZED ATOMIZATION



- Atomization allows the flame to propagate more efficiently accelerating combustion
- Burns the atomized particles resulting in more power and better performance

MORE EFFICIENT COMBUSTION

Less Unburned Hydrocarbons - HC's
Less Carbon Monoxide - CO
Less Nitrogen Oxides - NOx

- Lower emissions per unit of fuel burned
- Dramatic reduction of ash and unburned carbon

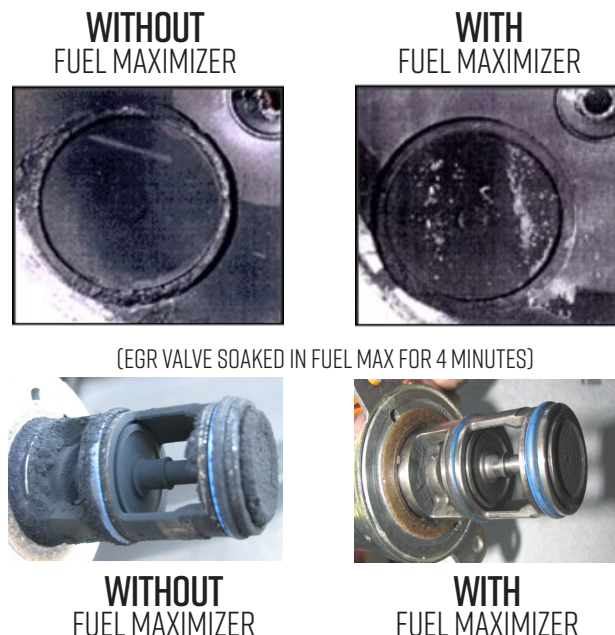
TESTED & PROVEN

CARBON & SOOT

90% OF ALL ENGINE PROBLEMS CAUSED BY INCOMPLETE COMBUSTION RESULTING IN CARBON BUILD UP.

Incomplete combustion results in carbon and soot buildup which will:

- Contaminate your oil and clog oil and fuel filters
- Increase oil viscosity and create sludge
- Cause detrimental wear in cylinders and valve components
- Rob your engine of fuel economy and performance



WATER CONTAMINATION

Water contamination creates a harmful breeding ground for Bacteria & Algae. This leads to:

- Fuel filter contamination
- Dramatic acceleration of oxidation THEN corrosion
- Poor fuel detonation = Lower fuel efficiency



WATER CONTAMINATION



ALGAE/FUNGI



CORROSION

FUEL STORAGE



#2 DIESEL 95ML



TREATED @ 1:30 RATIO 98ML



58% WATER REMOVED
42% EMULSIFIED

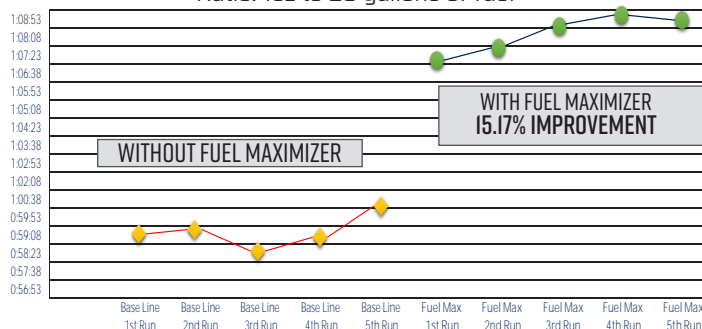
FUEL ECONOMY

Fuel does not completely atomize, even with today's modern engine designs:

- Robbing performance and fuel economy
- Results in an increase in emissions and carbon build-up
- Which eventually contaminate your oil and could result in engine failure

MPG+ SAE J1321 FUEL CONSUMPTION TEST RESULTS

Engine: Cummins N14 with #2 Sinclair Diesel
Ratio: 1oz to 23 gallons of fuel



TESTED & PROVEN

ULSD & LUBRICITY

The EPA has mandated ULSD fuels to reduce emissions, dropping sulphur content from 500ppm to 15ppm.

This unfortunately results in:

- Low lubricity = injector and pump failure, excessive carbon build-up, upper cylinder wear
- Increased NOx emissions
- Provides a breeding ground for microbes and bacteria which will expand and clog filters and lead to fuel starvation or catastrophic failure

INJECTOR SPRAY

Common injector malfunction is caused by carbon build-up, contaminated fuel and lack of lubrication (ULSD, Ethanol Fuels)

- Spray pattern must allow fuel to fully atomize for ideal burn
- Steady stream will not burn efficiently and creates carbon



WITHOUT FUEL MAXIMIZER



WITH FUEL MAXIMIZER

CLEANLINESS TEST

Cummins L-10 Injector Cleaning Test

Test method designed for evaluation of diesel fuel and overall quality for deposit reduction.

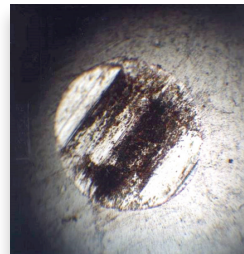
Inadequate fuel quality affects:

- Deposit tendency
- Corrosivity
- Lubricity
- Injector performance

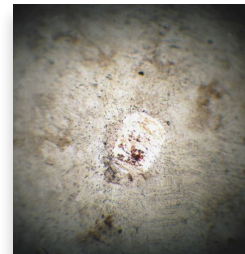
PLUNGER RATING - REMOVED AND RATED FOR INJECTOR DEPOSITS. THE LOWER THE PERCENTAGE, THE LESS CARBON THERE IS ON THE INJECTOR PREVENTING FLOW LOSS OF FUEL.

ASTM D6079 LUBRICITY TEST

Improves Lubricity in Fuel



BEFORE

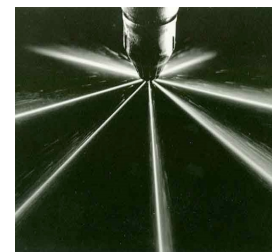


AFTER

WITHOUT
FUEL MAXIMIZER



WITH
FUEL MAXIMIZER



FUEL MAXIMIZER HELPS SAFELY REMOVE EXISTING CARBON BUILD-UP, ALLOWING INJECTORS TO OPERATE

IMPROVES DIESEL FUEL CLEANLINESS



WITHOUT FUEL MAXIMIZER

PLUNGER RATING - UNTREATED AVERAGE 23.38%



WITH FUEL MAXIMIZER

PLUNGER RATING - W/FUEL MAXIMIZER 8.2%

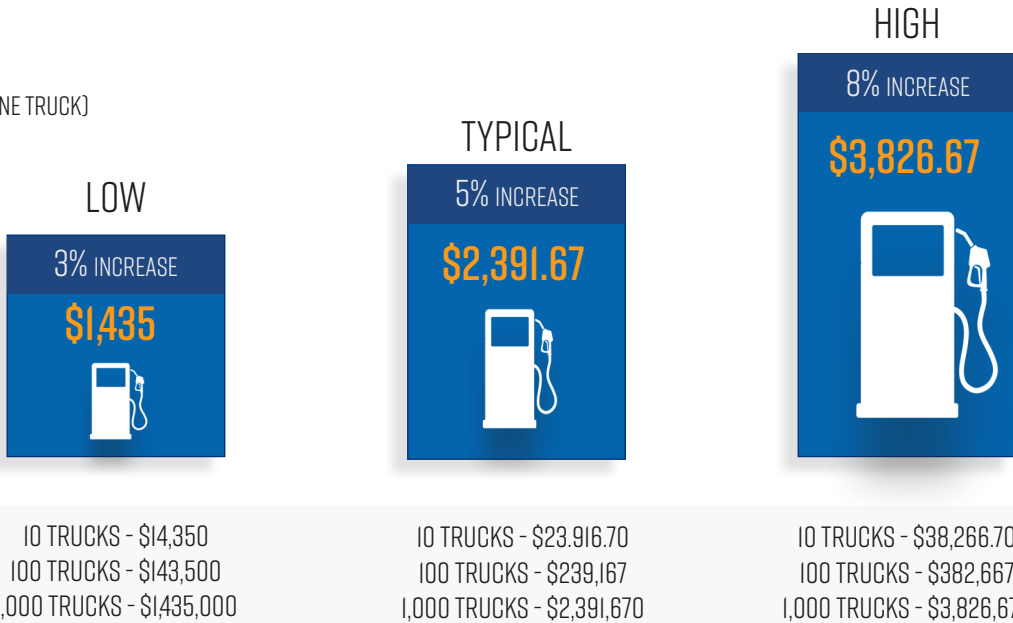
TYPICAL SAVINGS

ProOne can significantly lower operating costs in many important ways by improving fuel economy, extending oil change intervals, and reducing downtime.

Using the matrix below, these would be your typical savings using ProOne's Lubrication and Fuel Technology.

FUEL ECONOMY (ONE TRUCK)

MILEAGE PER YEAR: 100,000 MILES
 DIESEL FUEL COST: \$2.87/GALLON
 MPG - NATIONAL AVE. 6 MPG
 FUEL TANK: 300 GALLONS



OIL CHANGES

As shown in oil analysis, ProOne's Heavy Duty Oil Stabilizer reduces wear metals by 50 to 80%. The additive packs extend the life of your oil which extend your oil service intervals, making you money.

Below is your typical savings using ProOne's Heavy Duty Oil Stabilizer.

WITHOUT PRO-ONE		WITH PRO-ONE	
11 GALLONS X \$10.00	\$110.00	9 GALLONS X \$10.00	\$90.00
OIL FILTER	\$40.00	OIL FILTER	\$40.00
LABOR	\$100.00	LABOR	\$100.00
	<u>\$250.00</u>	2 GALLONS HDO @\$42.99	<u>\$85.98</u>
OIL CHANGES PER YEAR	X 6	OIL CHANGES PER YEAR	X 4
ANNUAL COST	\$1,500.00	ANNUAL COST	\$1,263.92

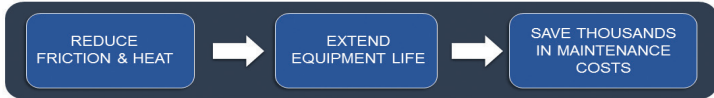
10 TRUCKS - \$15,000 10 TRUCKS - \$12,369.20
 100 TRUCKS - \$150,000 100 TRUCKS - \$126,392.00
 1,000 TRUCKS - \$1,500,000 1,000 TRUCKS - \$1,263,920

\$236,080 SAVINGS

SAVE THOUSANDS MORE!

EP-2 Industrial Grease

Extreme Pressure Performance
from **-40°F to 615°F!**



Delivers outstanding extreme pressure protection to help maximize equipment life and performance, and help improve fuel economy, even under the harshest conditions.

Approved by Ford TOX# 185984

ADVANTAGES:

- Extreme pressure protection - Heavy load carrying capability
- Shear stability - Oxidation resistant - Corrosion resistant
- Reduces noise - Reduces downtime - Reduces power consumption
- Cling capability - Seal compatibility - Extreme temperature range

ProOne#	Size	Case Pack
46014	14 oz./397g Cartridge	12
46035	35 lb./15.9 kg Pail	1
46120	120 lb./54.4 kg Keg	1
46400	400 lb./181.4 kg Drum	1

XPL-101 Penetrating Lubricant Spray

Most Powerful Spray Lubricant
on the Market!

No other penetrating lubricant offers XPL+ lubrication technology which protects metal surfaces from heat, friction, moisture and the elements, and easily loosens rusted or sticky mechanisms. We guarantee that once you use this environmentally friendly formula you will never settle for anything else.



APPROVED BY FORD
TOX# 186095 (AEROSOL) AND #186018 (SPRAY)

BENEFITS:

- Extreme performance film strength
- 50 times more powerful than typical spray lubricants
- Penetrates and bonds to metal
- Reduces friction and heat
- Stops squeaks and reduces noise
- Major air tool protectant
- Frees sticky, corroded rust parts
- Protects metal from rusting
- Displaces water & moisture
- Non-toxic, environmentally friendly

ProOne#	Size	Case Pack
40004	4 oz./113g Aerosol	12
40012	11.5 oz./326g Aerosol	12
40022	22 oz./650mL Trigger	6
40001	1 Gallon/3.785L	4
40005	5 Gallon/18.9L Pail	1
40055	55 Gallon/208L Drum	1

WHAT OUR CUSTOMERS SAY

HEAVY DUTY OIL STABILIZER SLOWS OIL BURNING & BLOW-BY

“After 200 hours on a 10-day trip we would have to add 1 gallon of a make-up oil. After using the Heavy Duty Oil Stabilizer, we only have to add one quart, and the engine is no longer leaking oil. On the fuel side I was burning 33gph, now I’m burning 29gph with the Fuel Maximizer.” - **Captain Paul Strasser/ Independence/ Newport Beach, CA**

8.2 - 17.5% FUEL MILEAGE INCREASE IN SCHOOL BUSES

“In a controlled test with four different school buses over a four month period, we achieved an 8.2% improvement in fuel economy. All four buses showed an increase in MPG, and one of them increased by 17.5%.” - **Jon K., School district, NV**

50-80% DROP IN ENGINE WEAR METALS

“SOS lab reports from CAT show up to 50 - 80% drop in wear metals. These ProOne products work!”
- **Russ Slater/General Services Manager for a Major Construction Company, Anaheim, CA**

SAVED THOUSANDS ON REBUILD

“After trying everything else, we were going to rebuild an Ingersoll 185 that was overheating. We tried ProOne Oil Stabilizer and it cooled down right away, ran quieter and has been back in the field for over 6 months!”
- **Joe V./Heavy duty equipment rental company, Foothill Ranch, CA**

COOLANT IN OIL, NO BEARING DAMAGE!

“One of our Detroit Diesels in our sheriff’s rescue boat had a failed water cooler. Although the coolant entered the burn chamber, no damage could be found on the bearings or any of the internal parts. The chief mechanic attributed ProOne Heavy Duty Oil Stabilizer to saving their engine from further damage.” - **Los Angeles Sheriff’s Boat Operations/ Harbor Patrol, Long Beach, CA**



PRO-ONE, INC. - CORPORATE HEADQUARTERS
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WWW.PRO1INDUSTRIAL.COM

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