PENHALL, ANAHEIM
RUSSELL SLATER
1801 PENHALL WAY
ANAHEIM, CA 92803

FAX: 714-999-1715
PHONE: 714-778-1138

SAMPLE TYPE: OIL

COMPANY NAME : PENHALL CO - GARDENA
CUSTOMER EQUIP NUM : HR-11
COMPARTMENT NAME : TRANSMISSION POWER SHIFT
SERIAL NUMBER : T0710GX950792
MANUFACTURER : JOHN DEERE
MODEL : 710G_DEERE
JOB SITE : GARDENA
EXT WARR NUMBER :

SHOP JOB NUM :
COMP SERIAL NUM :
COMPARTMENT MODEL :
COMP MANUFACTURER :
SAMPLE LABEL NUM :
FLUID BRAND/WEIGHT : ROSEMEAD/10W-30
FLUID TYPE :
EXT WARR EXPIRE DATE :

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LAB CONTROL NUMBER	SAMPLE DATE	PROCESS DATE	EQUIPMENT METER	METER ON FLUID	FLUID CHANGED	MAKE UP FLUID	MAKE UP FLUID UNITS	FILTER CHANGED
H390-40323-0601	11/15/10	11/19/10	5755 HR	762 HR	Yes	7	QT	Yes
No Action Required	ALL TESTS APPEAR NORMAL. CONTINUE SAMPLING AT NORMAL INTERVAL.							
H390-40207-0601	7/13/10	7/26/10	5417 HR	424 HR	No			Yes
No Action Required	ALL TESTS APPEAR NORMAL. CONTINUE SAMPLING AT NORMAL INTERVAL.							
H390-40028-0604	1/25/10	1/28/10	4979 HR	925 HR	Yes			Yes
No Action Required	ALL TESTS APPEAR NORMAL. MORE SAMPLE HISTORY NEEDED TO ESTABLISH A NORMAL WEAR TREND. CONTINUE SAMPLING AT NORMAL INTERVAL.							
H390-39324-0106	11/16/09	11/20/09	4742 HR	674 HR	No			Yes
Monitor Compartment	PARTICLE COUNT IS ELEVATED. ALL OTHER READINGS APPEAR NORMAL. MORE SAMPLE HISTORY NEEDED TO ESTABLISH A NORMAL WEAR TREND. RESAMPLE IN 250 HOURS TO MONITOR.							

Wear Metals (ppm)	Cu	Fe	Cr	Al	Pb	Sn	Si	Na	K	B	Mo	Ni	Ag	Ti	Sb	Ca	Mg	Zn	P	Ba
H390-40323-0601	94	41	0	1	7	0	4	3	0	12	2	0	2	0	0	2536	92	1095	954	1
H390-40207-0601	79	38	0	1	6	0	3	7	0	12	2	0	0	0	0	2494	94	1029	969	0
H390-40028-0604	132	57	0	1	8	0	4	1	1	19	3	0	1	0	0	2681	73	1162	959	1
H390-39324-0106	115	49	0	0	8	0	4	4	0	18	2	1	1	0	0	2657	72	1075	949	1

Treated with ProOne Hydraulic Treatment

Oil Condition / Particle Count (ct/ml)	ST	OXI	NIT	SUL	W	A	V100	ISO	5µ	10µ	15µ	20µ	25µ	50µ	75µ	100µ
H390-40323-0601	0	7	3	16	N	N	8.2	19/16	3251	858	394	206	129	47	26	17
H390-40207-0601	0	7	4	16	N	N	8.1	19/15	4811	804	288	138	87	41	31	21
H390-40028-0604	0	8	3	17	N	N	7.5	19/14	4297	441	142	71	37	4	2	1
H390-39324-0106	0	7	3	16	N	N	7.9	21/18	16000	4580	1697	761	374	84	21	9

Ag = Silver, Al = Aluminum, B = Boron, Ca = Calcium, Cr = Chromium, Cu = Copper, Fe = Iron, P = Phosphorus, K = Potassium, Mg = Magnesium, Mo = Molybdenum, Na = Sodium, Ni = Nickel, Pb = Lead, Si = Silicon, Sn = Tin, V = Vanadium, Zn = Zinc, A = Antifreeze, F = Fuel, W = Water, P = Positive, N = Negative, T = Trace, E = Excessive, NIT = Nitration, OXI = Oxidation, ST = Soot, SUL = Sulfation, ISO = ISO Rating, PFC = Percent Fuel Content, PQI = Particle Quantifying Index , NaW = Salt Water, FL Pt = Flash Point, TAN = Total Acid Number, TBN = Total Base Number, H2O = Karl Fisher result, V100 = Viscosity@100C, V40 = Viscosity@40C

PENHALL, ANAHEIM
RUSSELL SLATER
1801 PENHALL WAY
ANAHEIM, CA 92803

FAX: 714-999-1715
PHONE: 714-778-1138

SAMPLE TYPE: OIL

COMPANY NAME : PENHALL, ANAHEIM
CUSTOMER EQUIP NUM : 837
COMPARTMENT NAME : ENGINE
SERIAL NUMBER : PJW01060
MANUFACTURER : CATERPILLAR
MODEL : 345C
JOB SITE :
EXT WARR NUMBER :

SHOP JOB NUM :
COMP SERIAL NUM :
COMPARTMENT MODEL :
COMP MANUFACTURER :
SAMPLE LABEL NUM :
FLUID BRAND/WEIGHT : 15W-40
FLUID TYPE :
EXT WARR EXPIRE DATE :

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LAB CONTROL NUMBER	SAMPLE DATE	PROCESS DATE	EQUIPMENT METER	METER ON FLUID	FLUID CHANGED	MAKE UP FLUID	MAKE UP FLUID UNITS	FILTER CHANGED
H390-40341-0601	12/2/10	12/7/10	4032 HR	300 HR	Yes	0.0		Yes
No Action Required	ALL TESTS APPEAR NORMAL. CONTINUE SAMPLING AT NORMAL INTERVAL.							
H390-40132-0501	5/7/10	5/12/10	3688 HR	300 HR	Unknown			Unknown
No Action Required	ALL TESTS APPEAR NORMAL. CONTINUE SAMPLING AT NORMAL INTERVAL.							
H390-40064-0803	3/2/10	3/5/10	3434 HR	250 HR	Unknown			Unknown
Monitor Compartment	LEAD IS ELEVATED AND MAY INDICATE BEARING WEAR. IRON HAS INCREASED. ALL OTHER READINGS APPEAR NORMAL. CUT OPEN FILTER(S) AND INSPECT FOR DEBRIS. RESAMPLE IN 250 HOURS TO MONITOR.							
H390-39266-0701	9/17/09	9/23/09	2947 HR	350 HR	Unknown			Unknown
No Action Required	NO PROBLEMS PRESENTLY ASSOCIATED WITH THIS SAMPLE. CONTINUE SAMPLING AT THE NORMAL INTERVAL							

Wear Metals (ppm)	Cu	Fe	Cr	Al	Pb	Sn	Si	Na	K	B	Mo	Ni	Ag	Ti	Sb	Ca	Mg	Zn	P	Ba
H390-40341-0601	8	25	1	1	5	1	4	4	0	23	7	0	0	0	0	1331	761	1242	1069	0
H390-40132-0501	9	18	0	1	2	0	3	0	0	12	18	0	0	0	0	1462	753	1156	1092	0
H390-40064-0803	54	35	1	1	7	1	4	5	0	18	15	0	0	0	0	1586	807	1271	1126	0
H390-39266-0701	5	16	1	1	0	0	2	0	0	15	1	0	0	0	1	90	2177	1181	1057	0

Treated with Oil Stabilizer and Fuel Maximizer

Oil Condition / Particle Count (ct/ml)	ST	OXI	NIT	SUL	W	A	F	PFC	V100
H390-40341-0601	8	16	9	21	N	N	N	2.66	13.0
H390-40132-0501	9	16	9	19	N	N	N		14.5
H390-40064-0803	19	20	10	22	N	N	N		14.5
H390-39266-0701	27	18	10	22	N	N	N		14.3

Ag = Silver, Al = Aluminum, B = Boron, Ca = Calcium, Cr = Chromium, Cu = Copper, Fe = Iron, P = Phosphorus, K = Potassium, Mg = Magnesium, Mo = Molybdenum, Na = Sodium, Ni = Nickel, Pb = Lead, Si = Silicon, Sn = Tin, V = Vanadium, Zn = Zinc, A = Antifreeze, F = Fuel, W = Water, P = Positive, N = Negative, T = Trace, E = Excessive, NIT = Nitration, OXI = Oxidation, ST = Soot, SUL = Sulfation, ISO = ISO Rating, PFC = Percent Fuel Content, PQI = Particle Quantifying index , NaW = Salt Water, FL Pt = Flash Point, TAN = Total Acid Number, TBN = Total Base Number, H2O = Karl Fisher result, V100 = Viscosity@100C, V40 = Viscosity@40C

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RUSSELL SLATER
1801 PENALL WAY
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FAX: 714-999-1715
PHONE: 714-778-1138

SAMPLE TYPE: OIL

COMPANY NAME : PENHALL, ANAHEIM
CUSTOMER EQUIP NUM : RUSSELL
COMPARTMENT NAME : ENGINE GASOLINE
SERIAL NUMBER : TAHOE-1_PA
MANUFACTURER : CHEVROLET
MODEL : TAHOE_CHEVROLET
JOB SITE :
EXT WARR NUMBER :

SHOP JOB NUM :
COMP SERIAL NUM :
COMPARTMENT MODEL :
COMP MANUFACTURER :
SAMPLE LABEL NUM :
FLUID BRAND/WEIGHT : VALVOLINE/5W-30
FLUID TYPE :
EXT WARR EXPIRE DATE :

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LAB CONTROL NUMBER	SAMPLE DATE	PROCESS DATE	EQUIPMENT METER	METER ON FLUID	FLUID CHANGED	MAKE UP FLUID	MAKE UP FLUID UNITS	FILTER CHANGED
H390-40110-0701	4/16/10	4/20/10	127174 MI	3000 MI	Yes			Yes
No Action Required	ALL TESTS APPEAR NORMAL. CONTINUE SAMPLING AT NORMAL INTERVAL.							
H390-40019-0301	1/15/10	1/19/10	124000 MI	4300 MI	Yes			Yes
No Action Required	VALVOLINE HAS SODIUM AS AN ADDITIVE PACKAGE IN ITS OIL. ALL TESTS APPEAR NORMAL. MORE SAMPLE HISTORY NEEDED TO ESTABLISH A NORMAL WEAR TREND. CONTINUE SAMPLING AT NORMAL INTERVAL.							
H390-39259-0701	9/14/09	9/16/09	116480 MI	2950 MI	Yes			Yes
No Action Required	RE-INTERPRETED SAMPLE ON 9-17-2009. THIS ENGINE WAS USING VALVOLINE OIL. VALVOLINE OIL HAS SODIUM AS AN ADDITIVE PACKAGE. ALL TESTS APPEAR NORMAL. CONTINUE SAMPLING AT NORMAL INTERVAL. E-MAILED RESULTS TO CUSTOMER							
H390-39161-0702	6/8/09	6/10/09	110000 MI	3000 MI	Yes	6	QT	Yes
Monitor Compartment	SODIUM LEVEL IS HIGH. NO GLYCOL/WATER DETECTED. ALL OTHER READINGS APPEAR NORMAL. MONITOR FLUID LEVELS/USAGE. RESAMPLE IN 2,000 MILES TO MONITOR. PLEASE SUBMIT SAMPLE OF NEW OIL FOR ANALYSIS.							

Wear Metals (ppm)	Cu	Fe	Cr	Al	Pb	Sn	Si	Na	K	B	Mo	Ni	Ag	Ti	Sb	Ca	Mg	Zn	P	Ba
H390-40110-0701	13	10	0	1	1	0	4	271	1	3	10	1	1	0	0	1760	7	1477	1388	0
H390-40019-0301	7	12	1	1	1	0	6	110	0	3	49	1	1	0	1	2046	9	1497	1409	0
H390-39259-0701	5	7	0	1	2	0	6	255	0	9	20	1	0	0	0	1691	12	1511	1499	0
H390-39161-0702	11	12	1	1	3	0	8	107	0	21	38	1	0	0	0	1939	32	857	751	0

Treated with ProOne Engine Life Treatment

Oil Condition / Particle Count (ct/ml)	ST	OXI	NIT	SUL	W	A	V100
H390-40110-0701	0	18	8	25	N	N	10.4
H390-40019-0301	0	19	7	25	N	N	10.9
H390-39259-0701	0	19	7	25	N	N	10.3
H390-39161-0702	0	18	12	24	N	N	11.1

Ag = Silver, Al = Aluminum, B = Boron, Ca = Calcium, Cr = Chromium, Cu = Copper, Fe = Iron, P = Phosphorus, K = Potassium, Mg = Magnesium, Mo = Molybdenum, Na = Sodium, Ni = Nickel, Pb = Lead, Si = Silicon, Sn = Tin, V = Vanadium, Zn = Zinc, A = Antifreeze, F = Fuel, W = Water, P = Positive, N = Negative, T = Trace, E = Excessive, NIT = Nitration, OXI = Oxidation, ST = Soot, SUL = Sulfation, ISO = ISO Rating, PFC = Percent Fuel Content, PQI = Particle Quantifying Index , NaW = Salt Water, FL Pt = Flash Point, TAN = Total Acid Number, TBN = Total Base Number, H2O = Karl Fisher result, V100 = Viscosity@100C, V40 = Viscosity@40C

PENHALL, ANAHEIM
RUSSELL SLATER
1801 PENHALL WAY
ANAHEIM, CA 92803

FAX: 714-999-1715
PHONE: 714-778-1138

SAMPLE TYPE: OIL

COMPANY NAME : PENHALL, ANAHEIM
CUSTOMER EQUIP NUM : TEST TRUCK
COMPARTMENT NAME : ENGINE TRUCK
SERIAL NUMBER : DODGETESTTRUCK_PA
MANUFACTURER : DODGE
MODEL : CUMMINS_DODGE
JOB SITE :
EXT WARR NUMBER :

SHOP JOB NUM :
COMP SERIAL NUM :
COMPARTMENT MODEL :
COMP MANUFACTURER :
SAMPLE LABEL NUM :
FLUID BRAND/WEIGHT : ROSEMEAD/15W-40
FLUID TYPE :
EXT WARR EXPIRE DATE :

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LAB CONTROL NUMBER	SAMPLE DATE	PROCESS DATE	EQUIPMENT METER	METER ON FLUID	FLUID CHANGED	MAKE UP FLUID	MAKE UP FLUID UNITS	FILTER CHANGED
H390-40202-0902	7/17/10	7/21/10	65166 MI	3766 MI	Yes			Yes
Monitor Compartment	SOOT IS ELEVATED. IRON AND CHROME ARE ELEVATED AND MAY INDICATE CRANKSHAFT/BEARING WEAR. VISCOSITY IS ELEVATED FOR A 15W-40. MORE SAMPLE HISTORY NEEDED TO ESTABLISH A NORMAL WEAR TREND. CUT OPEN FILTER(S) AND INSPECT FOR DEBRIS. INSPECT AIR INTAKE FOR RESTRICTIONS. RESAMPLE IN 1,000 MILES TO MONITOR.							
H390-40111-0601	4/17/10	4/21/10	61381 MI	8000 MI	Yes			Yes
Action Required	SODIUM AND POTASSIUM ARE ELEVATED. NO GLYCOL/WATER DETECTED. VISCOSITY IS EQUAL TO A 50WT. SOOT IS SLIGHTLY HIGH. SOOT LOADING CAN SUBSTANTIALLY INCREASE OIL DEGRADATION,& DEPOSIT FORMATION CAUSING ABRASIVE WEAR. IRON LEVEL IS HIGH. CHROME, LEAD AND ALUMINUM ARE ELEVATED. RESULTS MAY INDICATE MAIN AND ROD BEARING WEAR. MORE SAMPLE HISTORY NEEDED TO ESTABLISH A NORMAL WEAR TREND. CUT OPEN FILTER(S) AND INSPECT FOR DEBRIS. RESAMPLE IN 1,000 MILES TO MONITOR.							

Wear Metals (ppm)	Cu	Fe	Cr	Al	Pb	Sn	Si	Na	K	B	Mo	Ni	Ag	Ti	Sb	Ca	Mg	Zn	P	Ba
H390-40202-0902	20	68	1	2	9	1	4	6	5	4	8	1	1	0	127	1085	658	1189	1136	0
H390-40111-0601	135	431	6	9	12	4	12	69	33	18	68	2	1	0	0	1540	721	1105	910	0

Treated with ProOne Heavy Duty Oil Stabilizer

Oil Condition / Particle Count (ct/ml)	ST	OXI	NIT	SUL	W	A	F	PFC	V100
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

Ag = Silver, Al = Aluminum, B = Boron, Ca = Calcium, Cr = Chromium, Cu = Copper, Fe = Iron, P = Phosphorus, K = Potassium, Mg = Magnesium, Mo = Molybdenum, Na = Sodium, Ni = Nickel, Pb = Lead, Si = Silicon, Sn = Tin, V = Vanadium, Zn = Zinc, A = Antifreeze, F = Fuel, W = Water, P = Positive, N = Negative, T = Trace, E = Excessive, NIT = Nitration, OXI = Oxidation, ST = Soot, SUL = Sulfation, ISO = ISO Rating, PFC = Percent Fuel Content, PQI = Particle Quantifying Index , NaW = Salt Water, FL Pt = Flash Point, TAN = Total Acid Number, TBN = Total Base Number, H2O = Karl Fisher result, V100 = Viscosity@100C, V40 = Viscosity@40C

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PHONE: 714-778-1138

SAMPLE TYPE: OIL

COMPANY NAME : PENHALL, ANAHEIM
CUSTOMER EQUIP NUM : 2902
COMPARTMENT NAME : ENGINE
SERIAL NUMBER : 86G03461
MANUFACTURER : CATERPILLAR
MODEL : 973
JOB SITE :
EXT WARR NUMBER :

SHOP JOB NUM : WE52073-5M
COMP SERIAL NUM :
COMPARTMENT MODEL :
COMP MANUFACTURER :
SAMPLE LABEL NUM :
FLUID BRAND/WEIGHT : 15W-40
FLUID TYPE :
EXT WARR EXPIRE DATE :

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LAB CONTROL NUMBER	SAMPLE DATE	PROCESS DATE	EQUIPMENT METER	METER ON FLUID	FLUID CHANGED	MAKE UP FLUID	MAKE UP FLUID UNITS	FILTER CHANGED
H390-40090-0401	3/30/10	3/31/10	9358 HR	259 HR	No			No
No Action Required	ALL TESTS APPEAR NORMAL. CONTINUE SAMPLING AT NORMAL INTERVAL. E-MAILED RESULTS TO SERVICE BRANCH							
H390-40064-0802	3/2/10	3/5/10	9351 HR	250 HR	Unknown			Unknown
Monitor Compartment	SILICON AND ALUMINUM ARE ELEVATED AND MAY INDICATE DIRT ENTRY. ALL OTHER READINGS APPEAR NORMAL. INSPECT FOR POSSIBLE DIRT ENTRY INTO THE SYSTEM. RESAMPLE IN 250 HOURS TO MONITOR.							
H390-39296-0301	10/21/09	10/23/09	9276.2 HR		Unknown			Unknown
Monitor Compartment	UNKNOWN HOURS ON THE OIL. VISCOSITY IS LOW FOR A 15W40 OIL. FUEL TEST IS NEGATIVE. ALL OTHER READINGS APPEAR NORMAL. MONITOR FLUID LEVELS/USAGE. RESAMPLE IN 125 HOURS TO MONITOR. E-MAILED RESULTS TO SERVICE BRANCH							
H390-39089-1501	3/25/09	3/30/09	9099 HR	348 HR	Yes	7.25	GAL	Yes
Monitor Compartment	IRON LEVEL HAS DECREASED. SILICON AND ALUMINUM LEVELS HAVE DECREASED, BUT RESULTS REMAIN ELEVATED AND MAY INDICATE DIRT ENTRY. ALL OTHER READINGS APPEAR NORMAL. INSPECT FOR POSSIBLE DIRT ENTRY INTO THE SYSTEM RESAMPLE IN 125 HOURS TO MONITOR.							

TREATED

Wear Metals (ppm)	Cu	Fe	Cr	Al	Pb	Sn	Si	Na	K	B	Mo	Ni	Ag	Ti	Sb	Ca	Mg	Zn	P	Ba
H390-40090-0401	2	19	0	3	2	0	12	5	0	18	7	0	1	0	0	1756	647	1298	1140	0
H390-40064-0802	11	47	1	6	5	1	15	6	1	64	26	1	1	0	0	1686	465	1166	1045	0
H390-39296-0301	16	54	1	3	8	2	7	4	0	2	25	1	0	0	0	1168	812	1223	1071	0
H390-39089-1501	5	51	0	8	0	0	27	0	2	12	40	0	2	1	0	1520	916	1348	1217	0

TREATED

Oil Condition / Particle Count (ct/ml)	ST	OXI	NIT	SUL	W	A	F	V100
H390-40090-0401	5	13	7	17	N	N	N	13.0
H390-40064-0802	22	15	8	20	N	N	N	13.0
H390-39296-0301	23	11	7	18	N	N	N	11.3
H390-39089-1501	1	11	6	16	N	N	N	13.9

TREATED

Ag = Silver, Al = Aluminum, B = Boron, Ca = Calcium, Cr = Chromium, Cu = Copper, Fe = Iron, P = Phosphorus, K = Potassium, Mg = Magnesium, Mo = Molybdenum, Na = Sodium, Ni = Nickel, Pb = Lead, Si = Silicon, Sn = Tin, V = Vanadium, Zn = Zinc, A = Antifreeze, F = Fuel, W = Water, P = Positive, N = Negative, T = Trace, E = Excessive, NIT = Nitration, OXI = Oxidation, ST = Soot, SUL = Sulfation, ISO = ISO Rating, PFC = Percent Fuel Content, PQI = Particle Quantifying Index , NaW = Salt Water, FL Pt = Flash Point, TAN = Total Acid Number, TBN = Total Base Number, H2O = Karl Fisher result, V100 = Viscosity@100C, V40 = Viscosity@40C

Tim Wagner

From: David Conroyd [davidconroyd@comcast.net]
Sent: Friday, December 10, 2010 12:49 PM
To: 'Tim Wagner'
Subject: RE: [Product Information] Price and Availability; Questions

Hi Tim,

Thank you for speaking with me on the phone again (about a month ago) about my '03 Volvo semi-truck with a Cummins ISX 450 and Eaton Super 10.

I just thought you might be interested to know that I had the truck on a dynamometer after I had added 1 gallon of Pro-One HDOS as an "emergency preventative" after I bought the truck. The dyno report showed a manometer reading of about 15 to 15.5" of water. The shop foreman said that Cummins says that up to 18" is acceptable on this engine (before recommending a rebuild). I then added a 2nd gallon of HDOS and and a follow-up dynamometer run gave a reduced manometer reading of about 12.5 to 13" of water. I can't attribute the improvement to anything except the additional gallon of HDOS. (I have to wonder if the reading might have been about 17 " before I added the first gallon of HDOS.) I will continue to increase the percentage of HDOS, but I'm not sure when I will spring for the money to put this truck on the dyno again anytime soon. (I later had them check the valve adjustements and they were all fine, so apparently the blowby is mostly through the rings, I guess.)

Though the engine is now quieter than before, it does shake quite a bit at idle (about 510 RPM) and should probably be rebuilt (though I'm trying to figure out how to do that for a minimum amount of money, and still get decent quality parts, including a balanced set of pistons and connecting rods).

On the subject of horsepower, the dyno snapshot said it produced 366 HP @ 1700 RPM. The shop foreman said that was acceptable as it was about 81% of the rated HP (assuming a typical 15-20% loss of power between the flywheel and the drive wheels). But, I think that perhaps about 10% of that HP was from the Pro-One Fuel Maximizer, though he didn't <u>believe</u> it. But, I don't know how the blowby could be so high, yet still deliver good HP, unless it was being helped by the Fuel Maximizer. Assuming it was, then without the Fuel Maximizer, the HP would have been about 330 HP, which would be about 73% of the rated HP, which would seem more in line with an engine with high blowby.

I also had the shop drain 20% of the oil from the transmission and differentials and replace with Pro-One HDOS. They are now both noticably quieter than before. Also, I now worry less about damage from any accidental grinding of gears!

I don't know how long any of these truck parts will last, but I'm no longer worried that any of them might be failing anytime soon, now that they are largely protected from further wear damage by the Pro-One HDOS! :-)

Thanks again,

David
H:708-444-7365

From: Tim Wagner [mailto:twagner@pro-one.us]
Sent: Friday, July 09, 2010 2:43 PM
To: 'David Conroyd'

pro1one EXTREME LUBRICANTS

Professional MARINE PRODUCTS

Mariners Agree…It works!

"Prior to our adding Fuel Maximizer, a noticeable amount of black soot and ash was floating on the water. After the treatment, it could no longer be seen in the exhaust or in the water. ***ProOne Fuel Maximizer reduced the soot and ash by 90%"***

– Elser Morales/ Head of Maintenance, Hornblower

"One of our Detroit Diesel's in our Sheriffs Rescue Boat had a failed water cooler shortly after adding ProOne Heavy Duty Oil Stabilizer. Although coolant entered into 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

"After 200 hours on a 10-day trip we would have to add 1 gallon of make-up oil. ***After using the Heavy Duty Oil Stabilizer, we're no longer using oil, 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

"All I can say is, we used to change our fuel filters every month, and ***now we go two to three months without having to change them.*** *On top of that,* ***we're getting right around 10% fuel savings, and it cleaned up the fuel tanks."***

– Captain Don Brockman

"I have a 42' twin diesel trawler in the Pacific Northwest. ***The oil stabilizer almost completely stopped my oil burning.*** *For a full day of cruising it went from* ***one quart per day to less than one quart per week.***

My Racor filters are very clean after 100 hours, demonstrating its ability to clean and remove water from the system."

- Ed Cox, Co-Chairman/Fubar Rally

"I have two 60 Series computer controlled engines in the Toronado. I read Don Brockman's letter testimonial on his experience with ProOne and I decided to try it. ***After using the Fuel Maximizer my computers showed a 10% increase in fuel efficiency."***

– Don Ashley /Pierpoint Landing

STATUS WAS

Normal ON 21-Oct-12

ISO 9001 REGISTERED

UNIT I.D.: CAT C-15 2005
COMPONENT: ENGINE
COMP. REF. NO.: 10297614
P.O./REF NO.:

WORKSITE	UNIT MANUFACTURER	OIL 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 From:

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

EVAL ID: 1127

LAB NO.	Iron	Chromium	Nickel	Aluminum	Lead	Copper	Tin	Silver	Titanium	Silicon	Boron	Sodium	Potassium	Molybdenum	Phosphorus	Zinc	Calcium	Barium	Magnesium	Antimony	Vanadium	SAMPLE DRAWN
6452	70	2	1	3	4	12	<1	<.1	<1	6	5	6	<10	<5	892	1122	2160	<10	23	<30	<1	26-Aug-12
6453	45	1	<1	1	1	20	<1	<.1	<1	4	11	13	<10	<5	789	990	1899	<10	148	<30	<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

LAB NO.	Mi/HR Unit	Mi/HR Oil	Oil Add	FLTR CHG	OIL CHG
6452		23200	2	y	y
6453		23200	1	n	n

PHYSICAL TEST RESULTS

LAB NO.	FUEL %VOL	FUEL SOOT	WTR. %VOL	VIS CS 100'C	SAE. GRADE	GLY TEST	TBN .	SAMPLE NOTES:
6452	<1.0	0.3	<.10	13.8	40	NEG		
6453	<1.0	0.2	<.10	16.3	50	NEG	4.15	PRO1 ADD

UNDERLINED FIGURES INDICATE SIGNIFICANT VALUES. MAINTENANCE THAT MAY BE REQUIRED IS INDICATED ABOVE UNDER MAINTENANCE RECOMMENDATIONS AND SHOULD BE PERFORMED BY A QUALIFIED MECHANIC. PLEASE ADVISE US OF ANY MAINTENANCE PERFORMED ON THIS UNIT.

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FOR LEGEND AND EXPLANATION OF PHYSICAL PROPERTIES TESTS PLEASE SEE: http://www.analystsinconline.com/legend.jsp

NOTE: 'L' after SAMPLE DRAWN indicates date was NOT provided, displayed date is process date.

N/R = TEST NOT PERFORMED

Products Make Diesel Sportfishing Boats Run Cleaner, Greener

ProOne Fuel Maximizer has fishing vessel producing less emissions while saving fuel.

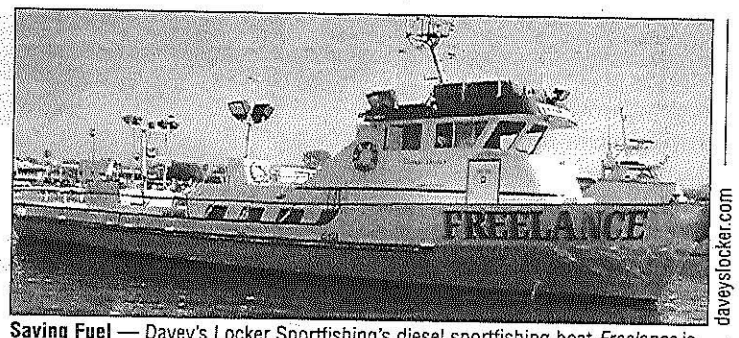
By Taylor Hill

NEWPORT BEACH — Capt. Donna Brockman, owner of *Freelance* and president of Davey's Locker Sportfishing, has been operating out of Newport Beach for the past 30 years, running regular fishing trips along Southern California's coast and out to Catalina.

On a trip last year, Bob Cooper of ProOne Extreme Lubricants, who fished often aboard *Freelance*, talked Brockman into trying a few of the company's marine products, including the Fuel Maximizer and the Oil Stabilizer.

Cooper told Brockman the company's boats would see reduced emissions and a guaranteed 10 percent savings in fuel consumption — so, Brockman gave it a try on the fleet's three QSM11 Cummins MerCruiser diesel engines.

"All I can say is, we used to change our fuel filters every month, and now we go two to three months without having to change them," Brockman said. "On top of that, we're getting right around 10-percent fuel savings, and it cleaned up the fuel tanks."



daveyslocker.com

Saving Fuel — Davey's Locker Sportfishing's diesel sportfishing boat *Freelance* is among Southern California vessels using the Fuel Maximizer and Oil Stabilizer products from ProOne. According to Capt. Donna Brockman, fuel economy increased by 10 percent, and fuel filters require fewer changes.

Brockman, who started using ProOne products last June, noted that *Freelance*'s 30-year-old fuel tanks had algae and fungus in them, but the Fuel Maximizer cleaned out the tanks.

ProOne's Fuel Maximizer is a concentrated fuel catalyst that creates more efficient combustion to produce more energy, significantly reduce fuel consumption and lower emissions, Cooper said. Mixed with diesel fuel at a 1 to 3,000 ratio, the technology works by breaking down large fuel particles and accelerating the combustion of hard-to-burn hydrocarbon molecules, he explained.

According to ProOne, the results of the Fuel Maximizer tests show more efficient combustion and production of more energy and fewer emissions per unit of fuel burned.

"We're guaranteeing 10 percent savings in fuel economy," Cooper said.

He expects an increased demand for the product among recreational boaters following Brockman's presentation on ProOne at the June 21 Sportfishing Association of California Board of Directors meeting. The San Diego sportfishing fleet has recently come on board with the product as well, with half a dozen vessels testing the Fuel Maximizer and finding similar results to Brockman's, Cooper added.

"Word is starting to spread pretty quickly now," Cooper said.

While the Fuel Maximizer can save boat owners money, Cooper said that if used in coordination with ProOne's oil stabilizer, boaters will see a dramatic improvement in reduced engine emissions and oil usage.

Before this past year, Brockman said the oil on *Freelance* had to be changed every 100 hours, or about once a month — since the boat runs so often. But this year, the company went six months without changing the oil.

"And even at six months, the oil analysis was showing that the oil was still good — but we decided to change it anyway, just because it was looking dirty and we didn't want to take any chances," Brockman said. "This is all still new to us, and we were a little skeptical at first, but the results are there."

On the company's older squid boat, Brockman found that the fuel and oil additives had an even greater effect on the boat's less-efficient engine, measuring a nearly 18 percent decrease in fuel consumption.

The older 3406 Caterpillar non-computer diesel engine aboard Brockman's squid boat has more than 35,000 hours on it, and there's a hefty amount of black soot on the stern of the boat from the exhaust. Brockman said the boat was using about a gallon of oil per 100 hours of running, but all that changed when they added the ProOne fuel and oil additives.

"It's hard to believe, but there is no more smoke — and we don't have to add oil anymore," Brockman said. "I had to see it to believe it, and it's true."

The Costa Mesa-based company, which was founded 20 years ago, features the combined knowledge and expertise of owner Elton Alderman, previous owner of National Hot Rod Association International; Tim Wagoner, previous head of racing for Proctor and Gamble's NASCAR and *Miss Tide* hydroplane racing; and Lawrence Kahn, previous marketing director for ArmorAll.

The ProOne branch was started three years ago, focusing on the new green technology, which is expected to reduce friction with more than 50 times the film strength of conventional lubricants, Cooper said. ProOne products are environmentally friendly, he added, being mostly vegetable-based and non-corrosive, and helping to reduce the consumption of fossil fuels.

For more information, call ProOne at (714) 327-0262 or visit pro-one.us.

Ventura

From page 7

Live entertainment is scheduled each day of the four-day event, along with raffles, food and sweet treats, according to organizers.

"The Ventura County Boat Show & Green Expo is a fabulous mix of great boats, brand-name yacht brokers, the Green Expo and tons of good food and family fun," said Jamie Welsh, marketing consultant for Vintage Marina Partners, the event presenter.

Admission is free on Thursday; $1 on Friday during a $1 promotion — with $1 hot dogs, $1 soda, and $1 beer available Friday only; and $12 Saturday and Sunday. Online discount tickets are available for $7, $1 Hot Dog. Saturday & Sunday: $12. Online tickets available for $7, by visiting . ci-boatshow.com/tickets/.

Show hours are noon to 7 p.m. Thursday and Friday, 10 a.m.-7 p.m. Saturday and 10 a.m.-5 p.m. Sunday. Plentiful parking is available.

For more information, call (800) 390-6694 or visit ci-boatshow.com.

City Council

From page 5

said.

During all of the legal wrangling over his boat project, Holland also continues his battle with prostate cancer, which was diagnosed in 2004. He sees the shipbuilding as a sort of therapy for the cancer, although dealing with the city fines and legal proceedings is having the opposite effect, he said.

Holland credits *Shawnee* with saving his life, as he decided to go in for a check up after purchasing the boat to make sure he would be healthy enough to take on the project.

Holland's friend and fellow boat builder Don Rypinski of Back Bay Boatworks is expecting to meet with the city attorney to discuss the future of *Shawnee*, and try to find a way for Holland to keep the boat at the property until he feels it is safe to move it.

Currently, Holland believes he is about one-third of the way done with the boat. Holland's 24-year-old son, Dennis Jr., has been helping with the project. Recently, the father-and-son team has been working on replacing the bottom planks to rebuild the boat's backbone.

MARINE BUSINESS FOCUS

ProOne Heavy Duty Oil Stabilizer Complements Fuel Maximizer Savings

Company says these products can save boat owners thousands, over time.

By Taylor Hill

COSTA MESA — As boat owners continue to search for ways to reduce engine repair and maintenance costs, Costa Mesa-based ProOne Xtreme Lubricants has created a line of products that can give boaters an easy solution to a number of engine problems.

The products are based on ProOne's Xtreme Pressure Lubrication (XPL) technology, which is the core for ProOne's line of high-performance lubricants. XPL+ has a strong ionic charge, so it bonds to metal giving it extreme pressure performance and protection while reducing friction.

"Typically, a boat owner will require a major engine overhaul at about 8,000 hours of operation — however, their problems will begin at 1,000 hours," said ProOne marketing manager Josh Munoz. "As time goes by, engines become inefficient due to fuel contamination and component deterioration, which results in carbon build-up, oil contamination and high maintenance cost. We're not talking hundreds, we're talking thousands of dollars — and in this economy, better insurance is required."

Using the combination of ProOne's Fuel Maximizer and Heavy Duty Oil Stabilizer, boat owners can save money on fuel and oil changes while also reducing their impact on the environment, Munoz said.

Pro Product — According to the manufacturer, ProOne's Heavy Duty Oil Stabilizer, used in conjunction with the Fuel Maximizer, can save boaters thousands of dollars over the life of their vessel's engine by improving fuel economy and performance, and minimizing costly oil changes and maintenance.

Both products feature Xtreme Pressure Lubrication technology which is 50 times more powerful than conventional lubricants, and provides protection and performance, Munoz said.

Once the Heavy Duty Oil Stabilizer goes to work, boaters will notice a dramatic reduction or elimination of smoke — a sign of a cleaner-running engine and a cleaner environment, Munoz added.

"The engine life and death starts with the combustion chamber," Munoz said. "If an engine smokes, it's definitely losing power, fuel economy and performance."

Donny Brockman, owner of Davey's Locker Sportfishing in Newport Beach, was originally skeptical about claims that ProOne products could improve performance, but said he has seen firsthand what the oil stabilizer has done for his commercial and recreational fishing fleet.

"We used to change the oil about once a month, about every 100 to 150 hours. We started using the oil stabilizer, and now we're going about four months between oil changes," Brockman said. "An oil change in Newport's about $1,200 for us to change the oil and change the filters, so where the product cost us around $100 to $150 per oil change, we're saving upward of $3,000 to $4,000 just in that three-month period."

On top of the oil change savings, Brockman noted that using ProOne's Fuel Maximizer has resulted in a near-10 percent decrease in fuel usage aboard his newer computer-run diesel engines, and an even greater fuel savings on his older Caterpillar diesel engine boat.

"I have a 42-foot twin diesel trawler in the Pacific Northwest," reported FUBAR rally co-chairman Ed Cox. "The oil stabilizer almost completely stopped my oil burning. For a full day of cruising, it went from one quart per day to less than one quart per week."

Munoz said the benefits boat owners will see upon using the oil stabilizer include a reduction in oil burning and oil leaks, protection against wear to extend engine life, more power with better fuel economy and a 50 percent extension in oil life.

For more information on ProOne products, call (714) 327-0262 or visit pro-one.us.