

VOLKSWAGEN

DE MEXICO

Puebla, Puebla a 19 de Marzo del 2010

PROLONG SUPER LUBRICANTES

A quien corresponda:

Por este conducto reciba un cordial saludo y felicitaciones de parte del Equipo Operativo de la **concesionaria 2020 Centro Técnico**; única concesionaria multimarcas por parte del Consorcio Volkswagen; ya que los **resultados que hemos tenido con uds. en productos PROLONG ha sido por mas excelentes.**

Durante este periodo (2010), nuestro proceso con el uso del producto **PROLONG SPL 100**, permite tener de manera constante un producto mucho más estable y duradero, proporcionando un ahorro desde su uso, ayudando en el tema de rechinido en frenos, así como la seguridad para el operario en su manejo.

Motivo por el cual se extiende la presente recomendación a sus productos y servicios, agradeciendo ante todo las finas atenciones con nosotros.

Atentamente



Oskar H. Moyano Roedel
Coordinador Especialista de
Taller de Servicio
Centro Técnico

Área Comercial Servicio
Volkswagen de México, S.A. de C.V.



**RESULTADOS
OBTENIDOS
CON:**



PROLONG SUPER LUBRICANTS, INC.
1210 N. Barsten Way
Anaheim CA 92806
714-630-3040
Fax 714-630-3136

CASE STUDY

EQUIPMENT: Honda 500cc Motorcycle

PROLONG PRODUCT USED: Engine Treatment Concentrate

Summary

Owner added 12 ounces of Prolong Engine Treatment Concentrate to the engine of his motorcycle. Owner did not use Prolong Fuel Conditioner during this time.

Results

Increased fuel mileage from 53 mpg to 68 mpg (+28.3%)

**RESULTADOS
OBTENIDOS CON:**



PROLONG SUPER LUBRICANTS, INC.
1210 N. Barsten Way
Anaheim CA 92806
714-630-3040
Fax 714-630-3136

CASE STUDY

EQUIPMENT: 1990 Ford Aerostar Van with 118,000 Miles
PROLONG PRODUCT USED: Prolong Engine Treatment

Summary

Owner had been using Slick 50 for four years. Engine was burning oil. Owner added one 12-ounce bottle of Prolong Engine Treatment the crankcase oil.

Results

Owner "couldn't believe the difference". Noticeably better performance. Now gets 40 extra miles per tank of gas (approximately 10% increase in fuel mileage).

RESULTADOS
OBTENIDOS
CON:



PROLONG SUPER LUBRICANTS, INC.
1210 N. Barsten Way
Anaheim CA 92806
714-630-3040
Fax 714-630-3136

CASE STUDY

EQUIPMENT:

Kawasaki KLR 650 Dual Sport Motorcycle

PROLONG PRODUCT USED: Engine Treatment & Fuel Conditioner

Summary

Owner started using Prolong Engine Treatment Concentrate and Prolong Fuel Conditioner three years ago, and has been using it regularly ever since.

Results

Fuel mileage went from 42 mpg to 63 mpg = 50% increase. According to Kawasaki, the average life expectancy of this specialized motorcycle is 18,000 miles between overhauls. This bike now has 64,325 miles on it without an overhaul.

Kawasaki advises a valve adjustment every 3,000 miles. This bike went 49,500 miles before the first valve adjustment, and has not needed another adjustment since that time.

RESULTADOS
OBTENIDOS
CON:



Mikuni American Corporation

8910 Mikuni Ave Northridge, California 91324-3496

Phone: (818) 885-1242 x350 Fax: (818) 993-7388

From the desk of: Lee Chapin, V.P. A/M DIV.

lchapin@mikuni.com

March 24, 2008

GoldenWest Lubricants
Prolong Lubricants

Attn: Jeff Victor

Hello Jeff,

Thanks for the years of great products. As you know we here at Mikuni have a long history with Prolong Lubricants. Early testing proved the effectiveness of the Engine Treatment on every engine we tested. In 1990 we promoted Prolong to the motorcycle market and many top engine builders found excellent results.

Our head engineer, most skeptical of all still runs Prolong in his early American cars. He is Japanese, of course, but loves big American cars.

Also, I have included my personal mileage from a new Honda Civic that I bought last year. Note the increase in gas mileage after I added Prolong. This fuel mileage report is very easy to use and very accurate. After 4 fill ups and about 1000 miles, I figured the engine to be worn in. I then added ProLong Engine Treatment about 12% by volume. As you can see the car went from 24.4 to 27.3 and now averages about 28.6, to and from work. Hope to run it to Vegas next month and see what it averages on the highway.

My GMC Sierra has 118,000 miles, daughter's Acura CL has 145,000 and wife's TL Acura has 55,000, the Vette 58,000, all running excellent on ProLong.

Hope to see ya soon.


Lee Chapin
VP Sales Carburetor Aftermarket Div.

RESULTADOS
OBTENIDOS
CON:



[www.fueleconomy.gov](#)

 Fir
Comp

You

*Jeff
As promised
got the stuff!
Thank's
Lee*

 Your MPG
Will Vary

 Why is Fuel
Economy
Important?

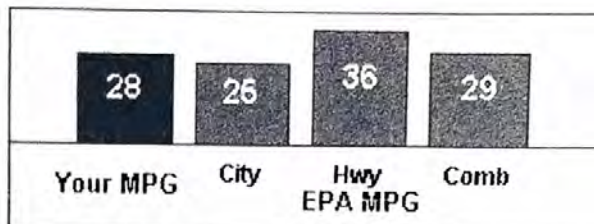
 Your
MPG

 Hybrids,
Diesels,
Alt Fuels, Etc.

 Tax
Incentives

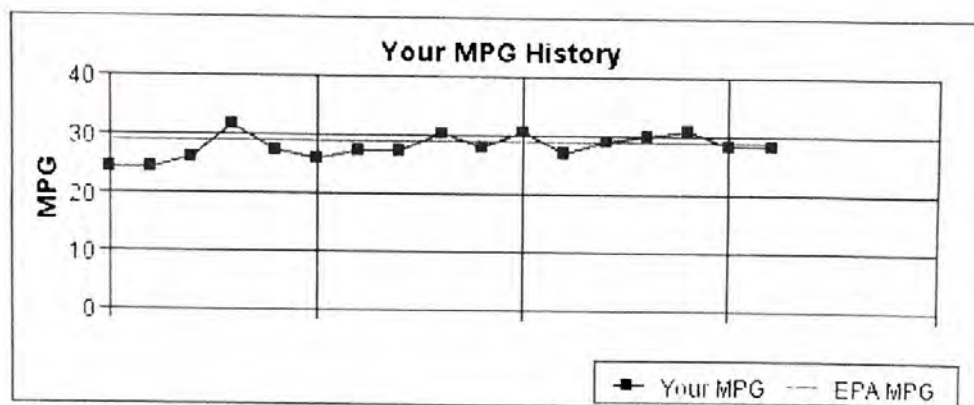
[Estimates](#)
[Manage My Account](#)
[Logout](#)
[Help](#)

Purchase Records: 2007 Honda Civic



We have revised the 1985-2007 EPA MPG estimates to make them comparable to EPA's new 2008 MPG estimates! [Click to learn more about EPA's new MPG estimates.](#)

MPG Estimates Shared by Other Users


[Customize My Form](#)
[Upload My Fuel Purchase Data](#)
[Download My Fuel Purchase Data](#)

Fuel Purchase Records											
Delete	Insert	Edit	Date	Miles Traveled	Gallons	Total Fuel Cost	Driving Conditions		MPG	Error Check	Notes
							City	Hwy			
X	+	o	08/01/2007	268.00	10.970	34.00	90%	10%	24.4	✓	First fill up
X	+	o	08/26/2007	176.00	7.200	19.75	90%	10%	24.4	✓	
X	+	o	09/01/2007	269.00	10.300	28.20	90%	10%	26.1	✓	
X	+	o	09/05/2007	285.00	8.985	25.51	30%	70%	31.7	✓	
X	+	o	09/10/2007	316.00	11.560	33.30	80%	20%	27.3	✓	Add (pro)
X	+	o	09/15/2007	236.00	8.990	26.07	80%	20%	26.3	✓	
X	+	o	09/29/2007	310.00	11.300	33.91	80%	20%	27.4	✓	
X	+	o	10/10/2007	293.00	10.600	32.22	80%	20%	27.6	✓	

X	+	✎	10/24/2007	356.00	11.700	35.01	80%	20%	30.4	✓	
X	+	✎	11/01/2007	299.00	10.600	38.48	80%	20%	28.2	✓	
X	+	✎	11/17/2007	322.00	10.440	35.80	80%	20%	30.8	✓	
X	+	✎	11/28/2007	314.00	11.600	39.31	80%	20%	27.1	✓	
X	+	✎	12/11/2007	333.00	11.370	37.75	80%	20%	29.3	✓	
X	+	✎	01/03/2008	334.00	11.100	36.10	50%	50%	30.1	✓	
X	+	✎	01/10/2008	357.00	11.500	39.10	30%	70%	31.0	✓	
X	+	✎	02/28/2008	320.00	11.200	38.40	70%	30%	28.6	✓	
X	+	✎	03/17/2008	323.00	11.300	41.46	70%	30%	28.6	✓	

Add a Fuel Purchase to My Data

Fill-up Date (mm/dd/yyyy)	Miles Traveled	Gallons	Fuel Cost	Driving Conditions		Notes
				Stop & Go	Highway	
			\$	70	30	
Save Record						

- X Permanently deletes the fuel purchase record .
- ✎ Adds or inserts a new record. The record will be inserted based on the date.
- ✎ Allows you to edit the fuel purchase record.
- ❗ There may be a problem with the record. Clicking on the ❗ will provide more information.

RESULTADOS
OBTENIDOS
CON:



ANGELLE CONCRETE GROUP

Serving Louisiana's Construction
Industry Since 1947

There's
Quality
in the Mix



ANGELLE
Attn: Belin Landry

PO Box 1076

Lake Charles, LA 70601

Subject: Prolong Anti-Friction Metal Treatment

Mr. Landry:

**RESULTADOS
OBTENIDOS
CON:**



After our area Manager, Terry Blair witnessed the impressive demonstration of Prolong AFMT on your friction machine there in Lake Charles, LA, we decide to run some real life test on our cement trucks.

We have historically changed oil on 300 hr intervals and had the wear metals analyzed. In one case, the wear metals analysis showed 35 parts per million of iron before adding Prolong AFMT. After the initial 10% treatment, the iron wear metals dropped to 17 parts per million. After the second treatment, the iron wear metals dropped to (13 parts per million. The third treatment produced results of only 9 parts per million. This was an astounding 74% drop in wear metals from the baseline of 35 ppm. We were so satisfied that we then extended our oil change interval to 400 hours and still maintained 10 parts per million of iron wear metals, or 71% drop.

We have decided to treat our fleet of approximately 60 concrete trucks with Prolong AFMT, based on your recommendation of 10% initially, followed by 5% booster treatments.

Over time, reducing wear metals should certainly increase the life of our equipment, and reduce downtime.

Thank you and the SAFETY HOUSE for introducing us to Prolong Anti-Friction Metal Treatment. Sincerely, John Dautat



GERALD MCCORMICK SAWMILL, INC.

Jerry McCormick, President
4431 E. Fountain Road
Fountain, MI 49410

Telephone 616-462-3917
Fax 616-462-3980

Prolong Super Lubricants
1210 N. Barsten Way
Anaheim, CA 92806

Dear Sir:

We are having problems with the Transmission and Rear-End temperatures running too hot on our 1991 Kenworth Tractor. After adding your anti-friction metal treatment, the temperature dropped 20 degrees.

We are very pleased with the results by just adding this treatment.

Thank you.

Jerry McCormick, President

Gerald McCormick Sawmill Inc.

**RESULTADOS
OBTENIDOS
CON:**



PROLONG SUPER LUBRICANTS, INC.
1210 N. Barsten Way
Anaheim CA 92806
714-630-3040
Fax 714-630-3136

CASE STUDY

EQUIPMENT:

City Bus Fleet

PROLONG PRODUCT USED:

Prolong Engine Treatment

Summary

Municipal Rapid Transit system is running 29 buses aged 1 yr to 20 yrs. Careful records had been kept on this equipment, and the engine oil had been analyzed at every oil change for wear metals. Oil and filters were changed every 3700 miles.

In each bus engine, 2 quarts of Prolong Engine Treatment were added to 23 quarts of customer's regular motor oil, providing an approximate 8% blend.

Results

After monitoring the wear metals for about 6 months, the service interval was extended conservatively to 6200 miles.

First year savings in oil and filters was \$22,000. It is noteworthy that only the engines were treated. Further savings should be realized when these buses have their differentials treated with Prolong Anti-Friction Metal Treatment and the fuel treated with Prolong Fuel Conditioner. These will result in reduced fuel consumption.

Also, savings beyond the \$22,000 should be realized in terms of extended life of the equipment, including fewer breakdowns, less downtime, and fewer parts.

RESULTADOS
OBTENIDOS
CON:



PROLONG SUPER LUBRICANTS, INC.
1210 N. Barsten Way
Anaheim CA 92806
714-630-3040
Fax 714-630-3136

CASE STUDY

EQUIPMENT: Big-Rig Tractor-Trailer
PROLONG PRODUCT USED: Prolong Engine Treatment

Summary

One heavy duty truck was chosen from a fleet of trucks to run a life test. The test was begun 5 years ago, with the goal of reaching 1,000,000 miles. The fleet is based in Ohio.

Throughout the test, the engine oil was changed at regular intervals as prescribed by the manufacturer. Prolong was added at each oil change, and the truck was driven in normal interstate commerce.

When the truck reached the 1,000,000 mile mark, it was brought in for service. The crankcase oil pan was removed, the rod and main bearing caps were removed, and the crankshaft was measured with a micrometer.

Results

There was no measurable wear, and the engine was reassembled. Oil was added to the crankcase, along with some more Prolong, and the truck was returned to service.

Trucks of this vintage normally require a major overhaul at about 500,000 miles.

RESULTADOS
OBTENIDOS
CON:



PROLONG SUPER LUBRICANTS, INC.
1210 N. Barsten Way
Anaheim CA 92806
714-630-3040
Fax 714-630-3136

CASE STUDY

EQUIPMENT: Ford L-9000 Tractor-Trailer with
Cummins 315 Diesel Engine

PROLONG PRODUCT USED: Engine Treatment & Fuel Conditioner

Summary

Driver started using Prolong Fuel Conditioner two years ago, and has been using it fairly regularly ever since.

Three weeks ago, driver added 1 gallon of Engine Treatment to his crankcase oil, representing about a 10% blend. This was the first application of the Prolong Engine Treatment to this truck.

Results

The Prolong Fuel Conditioner increased fuel mileage approximately 4%. Owner admits he has a "lead foot" and he did not use the Prolong Fuel Conditioner at every fill-up...therefor, the 4% is significant.

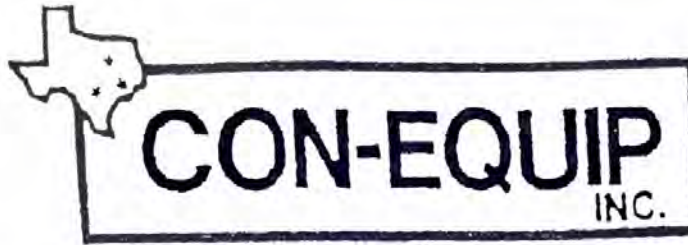
After adding the Engine Treatment, the driver began using the Fuel Conditioner at every fill-up. Prior to adding Prolong Fuel Conditioner and Prolong Engine Treatment, this truck averaged 5.3 mpg. After treatment, mileage went up to 6.3 mpg, for an increase in fuel economy of 18.9%.

Driver states that the use of Prolong Fuel Conditioner and Engine Treatment gives smoother running, better throttle response, and better mileage.

31-3

RESULTADOS
OBTENIDOS
CON:





Brad Birdwell
Prolong Products

Dear Brad:

Just wanted to tell you how pleased we are here at Con-Equip, Inc. with your product — Prolong Treatment. We have been using Prolong in the transmission and engine of some of our Moxy 30-ton off-road trucks. The trucks treated with Prolong have had no overheating problems, and a noticeable drop in normal engine and transmission operating temperature. Since our service department maintains 70+ Moxy trucks, we make fewer heat problem calls on these trucks, and save money.

It is our intention to phase your product into all of our lines of equipment. If it continues to perform well, we should see a substantial saving in the cost of operating and maintaining our equipment.

Thanks for introducing me to this fantastic product. We look forward to a long and productive relationship.

Sincerely,
CON-EQUIP, INC.

Mike Nevins
Service Manager

MN:es

RESULTADOS
OBTENIDOS
CON:



Dealer for Link-Belt, Moxy, Hamm, Samsung, Liebherr, Toro

PROLONG SUPER LUBRICANTS, INC.
1210 N. Barsten Way
Anaheim CA 92806
714-630-3040
Fax 714-630-3136

CASE STUDY

EQUIPMENT: Professional Racing Go-Cart

PROLONG PRODUCT USED: Prolong Engine Treatment

Summary

Engineer working for a large manufacturing firm races hi-tech go-carts in his spare time. These machines are very sophisticated and produce high RPMs, high horsepower, and high speeds.

Even with attention to every detail, the car was not producing competitive results. The engineer-owner was approached by a Prolong rep who suggested adding some Prolong Engine Treatment to the crankcase of the engine.

Results

After adding 10% by volume of Prolong Engine Treatment to the existing crankcase oil, the engine immediately started turning 9350 RPM, up from 8700 RPM. The car now has 4 wins and a 2nd in its last five races.

RESULTADOS
OBTENIDOS
CON:





**EL SOBRANTE
LANDFILL**
A USA WASTE SERVICES COMPANY

10910 Day on Canyon Road,
Corona, CA 91719
(909) 277- 40
(909) 277- 81 Fax
(909) 876- 60 Beeper

Cat D-8L & D-8N High Track Case Study

Problem:

We were experiencing high transmission and hydraulic temperatures early this summer on both Cat D-8 High Tracks.

Equipment: **Caterpillar D-8L Dozer**
Year: 1985
Dozer: Trash "U" Dozer

Results:

Temperature before using Prolong	265 degrees
Temperature after using Prolong	235 degrees

30 DEGREES IN TEMPERATURE REDUCTION

"This is the best invention since the wheel. An amazing product." We had similar results on the D-9N.

**RESULTADOS
OBTENIDOS
CON:**



Chief Mechanic,
Paul Huefner



LUBRICATION SPECIALISTS of NORTHEAST FLORIDA



As of September, 2011, a Midwest, aggregate plant has installed Prolong Super Lubricants AFMT into the most vital cog of their facility... their Rock Crusher. Having just replaced the previous crusher, due to "seizing and locking-up," plant management made the decision to implement Prolong AFMT into this multi-million dollar piece of equipment, in order to prevent the likelihood of this ever occurring again.

Unfortunately, many crushers are neglected until they seize and lock up. The question becomes, why wait for the crusher to tell you that it can't operate any longer? This type of repair is usually extremely expensive. Most of these bearings are tens of thousands of dollars- each. It's better to tell the crusher when it's going to shut down and be repaired. This scheduled repair work then will be completed at a convenient time and will be considerably less expensive.

- When the power supply to any rotating system is cutoff, the system begins to lose the momentum gained during sustained operation and finally comes to rest. The exact time period from when the power is cutoff until the rotor comes to rest is called Coast-Down Time (CDT). It was found that the CDT decreases, with increases in equipment malfunction, or at near failure points.

A vital part of any maintenance check-list for crusher operation, at the end of a shift, is to note and log the crusher motor amp draw (running empty) and the coast-down time for the crusher. Note any increase in amp draw or shortened coast-down time; either indicates increased friction and is an indicator of a developing problem. *It is known that the CDT can be used as an effective diagnostic parameter and can provide pertinent information regarding the tribological behavior, degradation and the effectiveness of lubrication.* Within 12 hours of Prolong AFMT being installed, the Coast-Down Time was logged at 38.74 seconds; prior to seizing this crusher logged CDT of 29-31 seconds.

Periodically check and log the bearing temperature for each bearing. This should be done at the end of the shift under consistent conditions. Again, any increase would be an indicator of a developing problem. Use of Prolong AFMT virtually always includes reductions in equipment temperature. **Also, within the first 12 hours of using Prolong AFMT there was an amp drop of about 8% and lower temperatures than ever previously recorded.**

Prolong EP-2 Grease and Prolong AFMT have been used at this site for 6 or more years and have **proven to be very valuable in reducing cost of operations and increasing productivity...** in each and every use. **"Prolong Grease is worth its weight in gold,"** to Plant Operations Management.

The use of Prolong AFMT in the crusher is a very bold statement regarding their faith in **Prolongs' unique ability to maximize the plants ability to remain functional**, in all aspects, each and every day. When the crusher goes down, the whole plant is down, in effect.

The "Crusher Guru" for this organization (from North Carolina) actually installed the Prolong AFMT, as soon as it was delivered at 8 AM by Gary Palmer, Prolong Distributor and owner of Lubrication Specialists of NE FL. This crusher- expert travels throughout the Midwest and Southeast, repairing and troubleshooting crusher issues. A meeting has already been set to introduce and train the other staff in North Carolina that assist in keeping the crusher machinery for this company, functional.

This occasion marks a singular moment for Lubrication Specialists, in the use of Prolong, in this very expensive piece of equipment. We look forward to being utilized by many more in the coming months, as other aggregate groups realize the true potential and value of Prolong Industrial Lubricants.

**RESULTADOS
OBTENIDOS
CON:**



A.M.T. SERVICES Cape Town

CASE STUDY

EQUIPMENT:

Idlers on earthmoving equipment tracks

PROLONG PRODUCT USED:

Prolong AFMT

Summary

A.M.T SERVICES, Cape Town, SA: Are specialists in repair and sales of earthmoving equipment tracks. They also repair/rebuild the idlers and rollers that keep the track in motion on this range of large equipment.

The Idlers have a very fine tolerance between bush and shaft. The oil bath for internal lubrication of the bush is only $\pm 600\text{ml}$. These units work in extreme dust conditions, therefore the life span of the bush and shaft is so unpredictable.

The field operators of these large earthmoving machines always have one spare idler per machine on operating site, waiting for an unpredictable breakdown to occur.

Results

Prolong AFMT is blended at 10% by volume to the assembly oil. This has eliminated the problem of bush and shaft pick up in assembly of the unit. Prolong AFMT is blended at 10% by volume to the internal lubricating oil. The field operators now only carry one spare idler per four machines; this has reduced the site spares inventory by 75%.

The spares cost has been reduced from R140 000.00 to R35 000.00

**RESULTADOS
OBTENIDOS
CON:**



GAUTENG COMPRESSOR SERVICES CC

*To all types of Compressors:
Repairs, Services, Pressures Vessels Testing
and pipe Installations*

P.O. Box 14900
Wadeville
1422

We are not No. 1 - You are

Tel/Fax: 902 9812
72 Radio Street
Unit No. 4
Alberton North

TO WHOM IT MAY CONCERN

May we take this opportunity of introducing our company and of providing a summary of the services that we are able to offer.

GAUTENG COMPRESSOR SERVICES CC reached the size of a healthy **air compressor maintenance company**, able to carry out with professionalism the services mentioned below:

- We overhaul and repair:
- Hydro vanes
- Rotary screw
- Vane & Piston Compressors

We had a constant problem with some compressors overheating after trying most of the oil additives on the market with out any success **I added PROLONG AFMT** to a vane compressor that was running at a temperature of 110°C **after only 30 minutes a remarkable drop of 15°C was noticeable.** **The compressor is running at a temperature of 95°C for the last six weeks with out any problems.**

We operate a competitive maintenance and servicing scheme. **I would not sell or service a compressor without adding PROLONG AFMT.** I am only saving my customers money on parts by also giving them a better service by using PROLONG AFMT to the air compressors.

If you require any further information, please do not hesitate to contact us.

Yours faithfully

PIETER BEKKER
(M / Director)

CAREL BEKKER
(Director)

**RESULTADOS
OBTENIDOS
CON:**



Martin Marietta/ Noblesville Mine, Indiana:

PROLONG EP-2 Grease

This underground mine and plant has been using Prolong EP-2 Grease since January 2006. Prolong Grease has replaced all other greases at this location. Scott Bracken, Assistant Plant Manager shared some of the characteristics this grease has demonstrated over this 16-17 month period.

PRODUCTION BUCKET LOADERS:

- 5 production loaders (Caterpillar) consisting of 988 series F, G & H
- The cost to replace bucket pins could range from \$10,000 to \$30,000. If all pins were replaced on a loader, the labor, cost of pins and line boring could easily amount to \$30,000 and require 2-3 days of downtime, with a resultant lack of productivity.
- A sub-contractor (ie, Caterpillar) must visit the site to perform some of the more "complete" pin replacements
-

According to Scott Bracken, "Historically, every single pin in the Loader fleet must be replaced at least once each year. Since we began using PROLONG EP-2 Grease, I cannot recall any pin replacements and we have had no need for line boring, a costly, and time consuming task."

The center pins require greasing every day, due to the standing water in the underground mine. If the equipment is not being maintained by an experienced, conscientious operator, a suboptimal amount of grease might be applied. There are 25 employees operating equipment at the mine.... At any one time 10 of these operators are fairly new and may not realize the amount of care necessary for the equipment to be maintained for ultimate performance and equipment life.

According to Scott, "Prolong Grease offers more 'forgiveness' in this regard. 4 pumps of the Prolong Grease seem to do the job of 12-14 pumps of previous greases we have used."

PILLOW-BLOCK BEARINGS:

- 40 conveyors on site- each conveyor has at least 4 bearings and some have up to 16 bearings
- Bearing sizes range from 2 7/16" to 5 15/16" shaft diameters and cost upwards of \$200.00 per bearing
- Tail and Head pulleys are fairly easy to change out and may require an hour of labor; If it is necessary to remove a gearbox in order to get to bearing it may take up to 4 hours of labor.

Again, Scott Bracken concludes: **"Historically, we have been changing out bearings all the time- at least one per week, with the smaller bearings being more necessary for replacement. Off the top of my head, it has been at least 6-7 months since we have changed ANY sized bearing... I cannot remember the last time.** I do not even know what our current bearing inventory is, because we never have to utilize new bearing stock."

**RESULTADOS
OBTENIDOS
CON:**





Hnotskurn ehf Unubakki 26 815 Þorlákshöfn S.483-3013 FAX 483-3014
Netfang:hadd@isholf.is

Þorlákshöfn October 18. 2000

Prolong in ICELAND
K. Bergmann LTD.
Skútuvogi 6
104 Reykjavík.

Concerning Prolong Lubricants.

Hnotskurn LTD. Used Prolong AFMT Lubricant on Hydraulic press that is used for pressing dry fish heads with great result, oil heat on the machine went from 70° to 55° Celsius and noise went down after the treatment.

We recommend the use of the product.

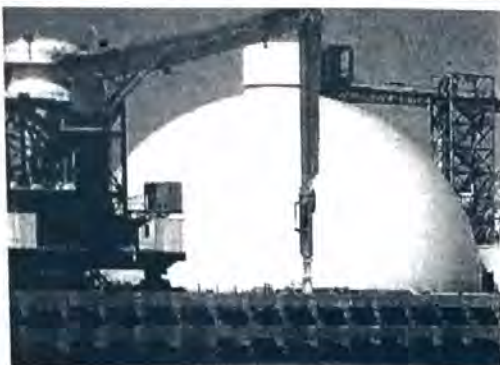
**RESULTADOS
OBTENIDOS
CON:**





North Texas Cement Company

Re: **Prolong EP-2 Grease**



Prolong Super Lubricants' EP-2 Grease was given the chance to prove itself at NTTC. NTTC operates a Fuller Kovako to unload cement from the hold of cargo ships. The Fuller boom supports a 24" vacuum pipe and rotating nozzle. **To extract cement, the nozzle must be buried in the cement, creating an abrasive situation for the bearing. THE BEARING MUST BE GREASED EVERY 6 HOURS** and the procedure takes approximately 45 minutes. **Since we began using Prolong EP-2 Grease, the time between greasing has increased to ONCE EVERY TWO DAYS.**

To put this in perspective, The Fuller can unload 290 tons per hour. This yields an increase in performance of 761 tons per day, or **approximately an 11% increase in production.** If the man-hours and operating cost of the Fuller are figured into the equation, **the savings are "substantial."** Using our previous grease, we had to replace the bearing every 6 months at a cost of approximately \$5,000.00.

We have also begun using Prolong EP-2 Grease on the basket elevator that lifts the cement from the conveyor to the silos. **Originally we greased the bearings every other day. Since using Prolong EP-2 Grease, we now grease the bearings twice a week.** The reduction in grease usage has more than offset the minor additional cost associated with using Prolong EP-2 grease.

Currently we are using **Prolong EP-2 Grease in all of the equipment at our facility.** Prolong EP-2 Grease performance has convinced me that you have a remarkable product. I look forward to using other Prolong products as the situations arise.

Thank you,

Daniel Douglas
NTTC

**RESULTADOS
OBTENIDOS
CON:**



World's Largest Underground Mine Expands Use of Prolong Grease: Mining Giant Hails Cost Savings with Prolong

Irvine, CA, July 4, 2005- Prolong Super Lubricants, Inc. announced that the use of its Prolong EP-2 grease is being expanded in the Codelco copper mine in El Teniente, Chile after operations management recorded significant increases in equipment longevity and reduction in servicing down time.



Super Lubricantes Ltda., Prolongs' distributor in Chile since the late 1990's initially introduced Prolong EP-2 Grease to the El Teniente division of Codelco for use in their 100 ton loaders that scoop up loosened earth. Management was looking for a solution to the serious problem of brass bearings at the pivot points of the scoops which were failing at a high rate causing costly down time and refurbishing. **Since the introduction of Prolongs' lubrication technology, the bearings have not been failing and intervals between maintenance work and down time have more than doubled.**

Success with the loader bearings led the mine management to try Prolong grease in other applications with equally impressive results. During a recent visit to the El Teniente operations, both management and line operators enthusiastically told Prolongs' Vice President of Industrial Sales and International Sales Manager, Jeff Victor that "Prolong EP-2 Grease is now being used for bearings in the massive grinders, some 30 feet across, which are used to break down the boulder sized ore for processing. These bearings were becoming so heated they failed, bringing the grinders to a complete and expensive halt, seriously backing up all mine operations. **Prolong Grease has radically lowered the bearing temperatures, keeping the grinders operating efficiently and is also being used in the hydraulic lube network and in stand-alone applications on timing systems.**"

RESULTADOS
OBTENIDOS
CON:



- Codelco, the Corporacion del Cobre de Chile, a mining, industrial and commercial company owned by the Chilean State, is the main copper producer in the world. Its El Teniente division, located 80 kilometers south of Santiago and 2500 meters above sea level, operates the largest underground mine on earth, producing 334,306 metric tons of copper a year.
- **"It is extremely satisfying to be able to demonstrate such significant savings in an operation of this scale, magnitude and technological level",** stated Jeff Victor. "We know that there are many more applications for our grease, hydraulic fluid and gear treatments to help the Codelco mine control its' efficiency and profitability."

Premier Foods

Milling & Baking East London - Mill

34 Rayon Road, East London, 5201
Box 638, East London, 5200, South Africa
Tel: (0431) 31-1690. Fax: (0431) 31-1553

7 February 1995

RE: PROLONG OIL ADDITIVE

Having put **Prolong Oil Additive** into the following gearboxes, the results on electricity savings after two hours are as detailed below:-

ROLLER FLOOR X 14

Before		After
18 AMPS	-	17 AMPS
23	-	20
19	-	19
15	-	13
18	-	18
20	-	20
18	-	18
20	-	19
22	-	19
20	-	18
24	-	22
19	-	18

RESULTADOS
OBTENIDOS
CON:



	Before		After
Damping Conveyor	10 AMPS	-	4,8 AMPS
Conveyor	32 AMPS	-	3,1 AMPS
Germ Conveyor	0,92 AMPS	-	0,91 AMPS
Main Belt	2,8 AMPS	-	2,72 AMPS
Maize Conveyor	5 AMPS	-	4,7 AMPS

Saving of 23,5 AMPS in electricity was substantial for our company when related to money savings.

TESTED BY JEFF HOWE - MAINTENACE FOREMAN

J E HOWE

Premier Food Industries Limited - Reg No 68/02379/06

Directors: PGA Wrighton (Chairman), WJ de Kok (Chief Executive), Dr E Brock, WE Cesman, CJJ Cloete, NG Constantinides, AJ Davies, KC Loring, EMM Mabiletsa, D Masson, LM Mathabathe, AF Pretorius, MJ Renwick, RA Robson, MG Stringer, GM Utian, WJ van der Klis, CHD Venn, TM Wilkinson, C Wootton, BJ Robertson (Alt).

PROLONG SUPER LUBRICANTS, INC.
1210 N. Barsten Way
Anaheim CA 92806
714-630-3040
Fax 714-630-3136

CASE STUDY

EQUIPMENT: Railroad Wheel Manufacturing Plant

PROLONG PRODUCT USED: Prolong Water Soluble Cutting Fluid

Summary

Steel fabricating company makes thousands of railroad wheels by first sawing off 18" diameter steel blanks, then forging the blanks into wheels.

Sawing operation is done with 3½" blades in several hydraulic bandsaws. Operations wore out 40 blades per day at a cost of \$147 each, or \$5880 per day. Annual cost was about \$1,500,000 per year for blades alone.

Prolong Water Soluble Cutting Fluid was tested in place of the existing fluid, and blade life was measured.

Result

The previous best in the sawing operation was 35 cuts per blade. With Prolong, the customer is now getting 50 cuts per blade, representing an annual saving of \$450,000.

RESULTADOS
OBTENIDOS
CON:



S.A. Leisure (PTY) LTD.

Reg. No. 89/01660/07

FACTORY: 52 Green St. Isithebe, KwaZulu-Natal **Postal:** P.O. Box 325, Mandeni 4490, Republic of South Africa

Tel: (027) (032) 4592864 **E-mail:** saleisure@saleisure.co.za

Export Division: Fax: (027) (032) 4591404

HEAD OFFICE: 44 The Avenue, Gardens, Johannesburg, RSA. **Postal:** P.O. Box 953, Highlands North, 2037, South Africa

Tel: (027) (011) 7280817 **Fax:** (027) (011) 7287253 **E-mail:** saleisure@saleisure.co.za

TO WHOM IT MAY COCERN.

RE: PROLONG SUPER LUBRICANTS

This serves to confirm that we at S.A. Leisure in Isithebe use Prolong Super Lubricants in our injection moulding machines.

We are pleased to advise that since we treated our machines with Prolong we have noticed a remarkable improvement in temperature reduction and electricity savings.

The operating temperature of the machine on test (SHUENN JANN-SJ-500NT) dropped from 46 degrees Celsius to 40 degrees Celsius (13% reduction).

The amps. drawn under load dropped from 71 amps. to 63 amps. (11% reduction)

The amps. drawn on idle dropped from 41 amps. to 39 amps. (5% reduction)

In addition to the above, one of our untreated machines broke down. Two release valves had seized which stopped production. This would have caused major repairs with considerable down time and expense. The vales were then treated with Prolong SPL 100 and Prolong AFMT. The Prolong products immediately freed the valves and production continued at very little cost to our company.

We thank Lube-Tech S.A., the Kwa-Zulu Natal Prolong distributors for introducing this excellent product to us and have no hesitation in recommending Prolong to all company owners.

Thank you Prolong.

Harry Pan.
(Maintenance Manager)

Directors: D. Jaffit; C.L. Huang; G.P. Govender; G. Cohen; C. Roodt

RESULTADOS
OBTENIDOS
CON:



PROLONG SUPER LUBRICANTS, INC.
1210 N. Barsten Way
Anaheim CA 92806
714-630-3040
Fax 714-630-3136

CASE STUDY

EQUIPMENT:

Extrusion-Button Rifling Machine

PROLONG PRODUCT USED:

Prolong Anti-Friction Metal Treatment

Summary

Company manufactures precision rifle barrels for the M-14 and M-1 rifles. Machines hold and precisely turn each barrel while a super-hardened hourglass-shaped button is forced down the barrel under extreme pressure to produce the desired twist, or "rifling", in the barrel bore.

This is an extremely critical phase of production, and galling and jamming were serious problems. Company added 1 gallon of Prolong AFMT to every 5 gallons of their regular lubricant, and flooded the bores according to their standard procedure.

Results

Introduction of Prolong AFMT to this difficult rifling process resulted in an immediate 25% reduction in the pressure required to force the button down the barrel, and fiber-optic examination of the bores showed a 5-micron (.0002") mirror finish. In addition, the button showed no evidence of galling.

RESULTADOS
OBTENIDOS
CON:



PROLONG SUPER LUBRICANTS, INC.
1210 N. Barsten Way
Anaheim CA 92806
714-630-3040
Fax 714-630-3136

CASE STUDY

EQUIPMENT:

Large Mayonnaise Pump System
Major Food Processing Plant

PROLONG PRODUCT USED: Prolong Anti-Friction Metal Treatment

Summary

Very large food processing plant in Atlanta with many different types of machinery. Tested Prolong to verify improved performance and potential reduction of power consumption. For example:

A large mayonnaise pump system, with a capacity of 100 gallons per minute, driven by an electric motor and a gearbox. The gearbox holds 5 quarts of oil, and system is monitored continuously by an ammeter which measures the amount of electrical power required to drive the pump.

Results

Normal power draw on this equipment was 22-24 amps. When 12 ounces of Prolong AFMT was added to the gearbox, within 40 seconds the power requirement dropped to 11 amps, an approximate 50% reduction.

Other machines in this plant have been treated, and the company's controller says that the electric power bill has been reduced by \$2,500 per month to date.

RESULTADOS
OBTENIDOS
CON:



PROLONG SUPER LUBRICANTS, INC.
1210 N. Barsten Way
Anaheim CA 92806
714-630-3040
Fax 714-630-3136

CASE STUDY

EQUIPMENT: 1½" High Speed Punch Press, 3,000 cpm.
PROLONG PRODUCT USED: Prolong SPL-100 Penetrating Lubricant

Summary

For small parts, a drip system is used, adjustable to the number of cycles per minute of the machine. The SPL-100 drip rate is about one drop for every 10 seconds of operation.

For large parts, the SPL-100 is lightly sprayed directly on the coil of material as it is fed into the die.

Results

The Prolong SPL-100 permitted a significant increase in feeds and speeds without the jamming of parts that was previously experienced. It also eliminated galling, and greatly extended tool life.

RESULTADOS
OBTENIDOS
CON:



PROLONG SUPER LUBRICANTS, INC.
1210 N. Barsten Way
Anaheim CA 92806
714-630-3040
Fax 714-630-3136

CASE STUDY

EQUIPMENT: 1,200,000 lb. Navy Drydock Crane

PROLONG PRODUCT USED: Grease & Anti-Friction Metal Treatment

Summary

Giant crane rolls on railroad tracks set 20 ft apart. It travels alongside a straight section of the drydock, makes a big turn, and runs down the other side of the drydock. The drydock is sized to handle destroyer class ships. The control cab of the machine is 85 ft above the ground, and the crane tower reaches another 50 ft above that. The crane moves on double-flanged multiple steel wheels, powered by large electric motors.

The Problem

The ganged pairs of railroad-type wheels are not sufficiently articulated to accommodate the sweeping turn at the end of the drydock. The result is tremendous, screeching noise and massive wear of the track rails. Replacing the rails would cost at least \$1,000,000. All previous efforts to solve the problem had failed.

The Solution

The double-flanged steel wheels were treated with a light coating of Prolong grease, and Prolong Anti-Friction Metal Treatment was applied to the tracks.

The Results

The crane moved from a straight section of track, all the way around the big curve, then back again, with no noise. The crane operator climbed down and said that the ammeters monitoring the electric motors had all dropped from 50 amps to 20 amps, a highly significant decrease in power requirement of 60%. This treatment will also handle the constant contamination from blowing sand.

RESULTADOS
OBTENIDOS
CON:



PROLONG SUPER LUBRICANTS, INC.
1210 N. Barsten Way
Anaheim CA 92806
714-630-3040
Fax 714-630-3136

CASE STUDY

EQUIPMENT: Large Ship

PROLONG PRODUCT USED: Prolong Anti-Friction Metal Treatment

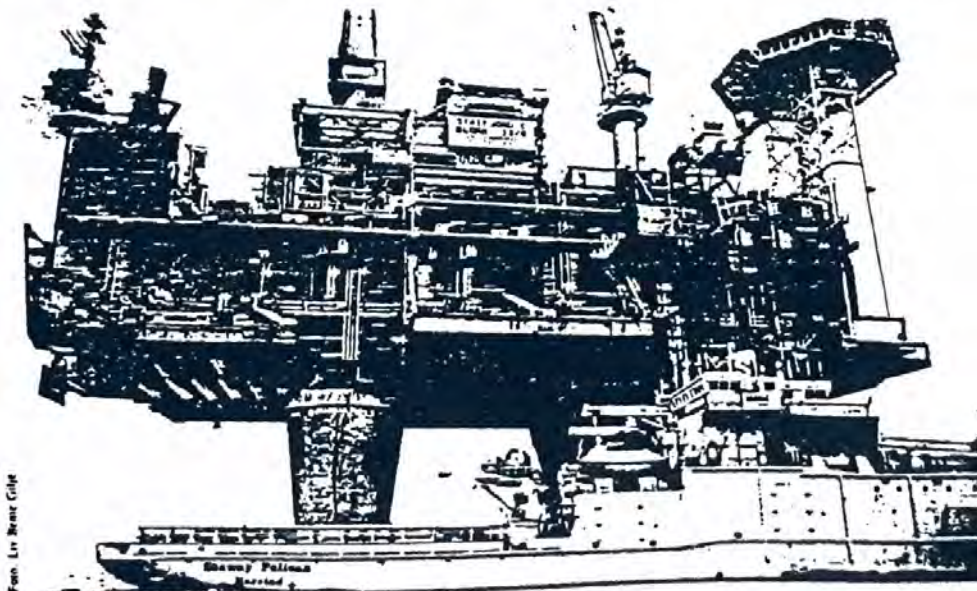
Summary

Ship used by Mobil Oil to service off-shore oil rigs in North Sea had a problem with large German-made transmission while on duty. The transmission gears were failing, and a trip back to base for repairs would have cost Mobil \$20,000 per day for an estimated six months.

A few drums of Prolong Anti-Friction Metal Treatment (AFMT) were flown to the ship by helicopter. The transmission oil was drained and flushed to get rid of the bits and pieces. Fresh oil and 15% Prolong were added to the transmission.

The ship was restored to duty long enough to make its normal rounds servicing dozens of off-shore rigs, after which it sailed into port, on its original rotation schedule, for repairs. This gave the German company long enough to build a new transmission, and down time for the Seaway Pelican was reduced to a minimum.

RESULTADOS
OBTENIDOS
CON:



From Lee Beach Club

PROLONG SUPER LUBRICANTS, INC.
1210 N. Barsten Way
Anaheim CA 92806
714-630-3040
Fax 714-630-3136

CASE STUDY

EQUIPMENT: Municipal Sewage Treatment Plant

PROLONG PRODUCT USED: Prolong Anti-Friction Treatment

Summary

Municipal Sewage Treatment Plant uses Prolong Anti-Friction Metal Treatment in several applications including clarifying pond actuators and primary pumps.

One of the primary pumps which is driven by an electric motor through a heavy-duty gearbox lost a gearbox oil seal on a Friday night after hours, and all of its lubricating oil drained out. This was discovered on Monday morning, and the pump was still running perfectly, with only the residual Prolong to protect it.

Results

The seal was replaced, fresh oil was added (including a booster of Prolong), and the pump was returned to service in a very short time.

Maintenance engineers estimated that Prolong saved the city \$40,000 to \$60,000 in gearbox repair or replacement cost, not counting the cost of extended downtime.

As an additional benefit at this facility the ammeters monitoring the Prolong-treated systems show an average power requirement reduction of at least 25%.

RESULTADOS
OBTENIDOS
CON:

