



# SMART MAINTENANCE PROGRAM

50 Times More Powerful Than Ordinary Lubricants

*REDUCE FUEL CONSUMPTION*

*EXTEND OIL CHANGES*

*REDUCE DOWNTIME*

*INCREASE PROFITS*





# 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 longer 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.

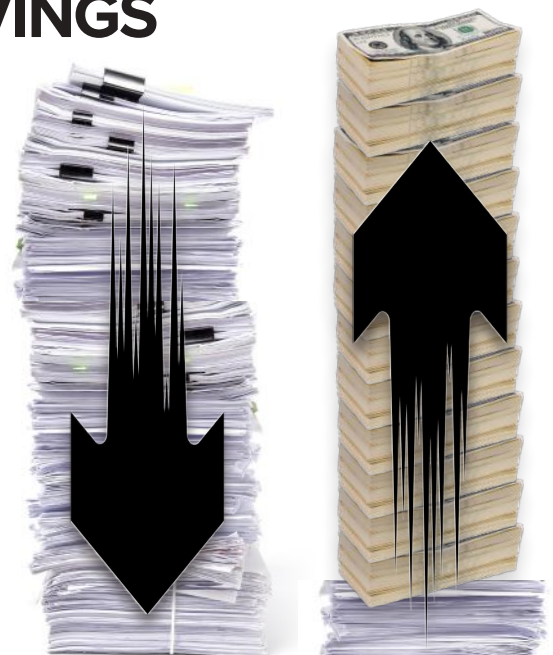


## BOTTOM LINE BENEFITS & SAVINGS

The goal of preventative maintenance is to prevent costly repair, reduce equipment breakdown, and reduce fuel consumption. 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
- Equipment reliability ensures safety and roadworthiness



**REDUCE WORK ORDERS!  
INCREASE PROFITS!**

# WHY USE PRO-ONE?

## TRUSTED:

For over 10 years ProOne has been used and trusted by top Fortune 500 companies around the world, and has also been approved by a major car company to be used in any of their manufacturing facilities.

## PROVEN:

ProOne's problem solving technology has saved millions in the Industrial, Drilling, Mining, Trucking, Manufacturing and Marine Industries.

## LABORATORY TESTED:

ProOne has invested millions of dollars to prove its effectiveness and quality. ASTM testing also shows it is safe for use in expensive machinery and systems.

## SAFE FOR HUMAN CONTACT:

ProOne products are formulated to be as safe for human contact as possible with minimal inhalation, skin contact or ingestion problems for operators.

## DOES NOT CONTAIN HARMFUL INGREDIENTS:

ProOne does not contain any solvents, or chlorine.

## DOES NOT CONTAIN OLD TECHNOLOGY

ProOne does not contain ZDDP, MOLY, OIL THICKENERS, PTFE, or CHLORINATED PARAFFINS.

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"SOS lab reports from CAT show 50-80% drop in wear metals using Heavy Duty Oil Stabilizer. These ProOne products work!" - Major Construction Company

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## ENGINE OIL ANALYSIS - THE FIRST LINE OF DEFENSE

An oil analysis is your first line of defense in identifying lubricant contamination and component wear.

By not addressing them now, problems will develop which will eventually lead to costly repair and downtime.

ProOne's **SMART MAINTENANCE PROGRAM** includes **FREE** oil analysis testing to determine the condition of your equipment and answer these questions:

- Am I changing my oil too soon?
- When do I change my oil?
- Will this help increase the resale value of my equipment?
- Will this help reduce warranty claims?
- Will this help identify added stress to the engine from low emission retrofits?
- Will this help identify underlying issues with my equipment?
- How many thousands can I save?



# 15W-40 HEAVY DUTY DIESEL MOTOR OIL

## THE ULTIMATE IN DIESEL ENGINE PROTECTION & PERFORMANCE

ProOne's 15W40 Heavy Duty Diesel motor oil is a blend of a high performance base oil and **XPL+ Technology** that dramatically lowers friction and protects against wear.

This combination provides the best lubrication protection & performance in low-emission, high mileage, and modern heavy-duty diesel engines.

It's robust anti-oxidant additive pack provides excellent thermal and oxidative stability that helps maintain high TBN's which extends oil life and service intervals.



DOES NOT CONTAINS SOLIDS OR HARMFUL SOLVENTS LIKE CHLORINE

### ADVANTAGES:

- Extreme pressure protection
- Start-up protection
- Maximum engine protection
- Extreme temperature range +500°F
- High TBN additive pack
- Viscosity control
- Reduces sludge build-up
- Deposit control & acid neutralization
- Gasket & seal conditioner
- Oxidation resistant
- Reduces breakdowns
- Reduces downtime

### BASE OIL MEETS FOLLOWING SPECIFICATIONS

API Service Categories CK4, CI4, CH4, CF4, CF, SJ, SL, SN

Cummins CES 20072, 20076, 20071, 20077, 20081

Detroit Diesel 75E270 Power Guard 93K218

MACK EOM, EO-L, EOL+, EO-N, PP-07

Mercedez Benz 228.1, 228.3

Volvo VDS/ VDS-2, VDS-4

Caterpillar TO-2, ECF-3

Navistar TSE-97-12-03

ACEA E3, B3, A3, E7

MTU Types 1 and 2

Man 271, 3275

Allison C4



ProOne#	Size	Case Pack
14005	5 gallon/18.9L Pail	1
14055	55 gallon/208L Drum	1
14275	275 gallon/1041L Tote	1

Base Oil Typical Properties (SAE Grade)	15W-40
cSt @ 40°C (104°F)	116.00
cSt @ 100°C (212°F)	15.0
Viscosity Index (ASTM D-2270)	135
Flash Point, °C (ASTM D-92)	170°C (338°F)
Sulfanated Ash wt% ASTM D-874	0.8
Total Base #	11.5



# HEAVY DUTY OIL STABILIZER

IF IT SMOKES, LEAKS, OR NEEDS EXTRA PROTECTION, LOOK NO FURTHER

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.

DOES NOT CONTAINS SOLIDS OR HARMFUL SOLVENTS LIKE CHLORINE



## ADVANTAGES:

- Extreme pressure protection
- Slows oil burning & oil leaks
- Slows blow-by
- Provides start-up protection
- Helps restore compression
- Improves performance
- Easier starting at all temperatures
- Increases oil pressure
- Extends engine life
- Stops thermal breakdown
- Extends oil change intervals 25% to 50%



## DIRECTIONS FOR USE:

- Diesel engines - 10% by volume
- Marine engines - 10% by volume
- Higher mileage gas engines - 15% by volume
- Badly worn engines - 20% by volume
- Commercial/ Industrial - 10% by volume
- Motorcycle - 5% by volume
- Wet clutch - 5% by volume
- Manual transmissions (90W or higher)- 15% by volume
- Differentials & gear boxes (90W or higher) - 15% by volume

ProOne#	Size	Case Pack
13032	32oz/946mL	6
13001	1 gal/3.785L	4
13005	5 gal Pail	1
13055	55 gallon/208L drum	1

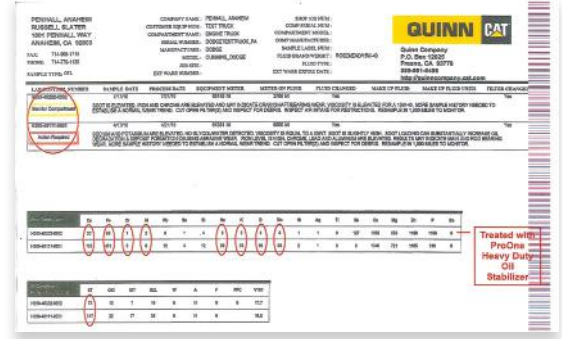
# OIL ANALYSIS TESTING

## DODGE CUMMINS

### SUMMARY:

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 **Heavy Duty Oil Stabilizer with XPL+** at only one oil change interval, subsequent testing shows the HDOS still adhered to the metal, protecting the engine and significantly reduced wear metals.



FULL OIL ANALYSIS REPORTS AVAILABLE UPON REQUEST

WEAR METALS	Wear Metals (ppm)							SOOT
	Cu	Fe	Cr	Al	Pb	Sn	Si	
H390-40202-0902	20	68	1	2	9	1	.4	ST: 73
H390-40111-0601	135	431	6	9	12	4	12	ST: 317

### 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**

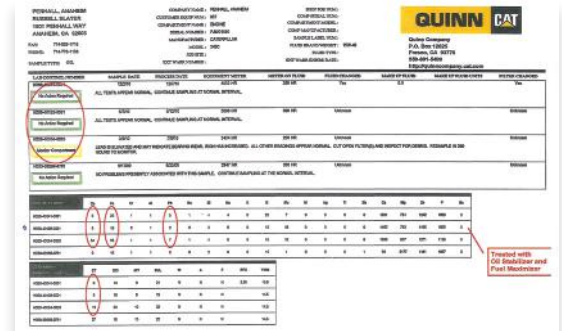
**SOOT** is a by-product of diesel fuel, and improper air/fuel ratio which contaminates the oil. By reducing friction less fuel is required. In addition, ProOne's **XPL+ Technology** frees stuck rings restoring compression and reducing soot from contaminating the oil.

## CATERPILLAR 345C ENGINE

### SUMMARY:

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

After adding Heavy Duty Oil Stabilizer lead, iron, and copper levels dropped dramatically.



FULL OIL ANALYSIS REPORTS AVAILABLE UPON REQUEST

WEAR METALS	Wear Metals (ppm)								SOOT
	Cu	Fe	Cr	Al	Pb	Sn	Si	Na	
H350-40341-0601	8	25	1	1	5	1	4	4	ST: 8
H350-40132-0501	9	18	0	1	2	0	3	0	ST: 9
H350-40054-0303	54	35	1	1	7	1	4	5	ST: 19
H350-39298-0701	5	16	1	1	0	0	2	0	ST: 27

### 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**

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

# VOLVO D7 ENGINE

## SUMMARY:

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

After adding HDOS 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 oil temperatures.

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**

**LubeWatch®**  
Maintenance Management System

**UIN 05BC379**

**Diesel Engine**

**Unit No.** T-534

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**Unit:**  
**Make:**  
**Model:**  
**Serial No.:**  
**Site:**

---

**Compartment:**  
**Name:** Diesel Engine  
**Make:** Volvo  
**Model:** D7  
**Serial No.:**  
**Capacity:** Ltrs

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

DATE SAMPLED	01-Mar-17	01-Dec-16
DATE RECEIVED	13-Mar-17	13-Mar-17
DATE REPORTED	15-Mar-17	15-Mar-17
LAB NO.	44021574789	44021574788
SIF NO.	31948542	31948541
TIME ON UNIT	Mi	19285
TIME ON OIL	Mi	15179
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		

<b>Metals (ppm)</b>		
Iron (Fe)	60	109
Chromium (Cr)	1	3
Lead (Pb)	4	9
Copper (Cu)	105	165
Tin (Sn)	<1	3
Aluminium (Al)	3	10
Nickel (Ni)	1	2
Silver (Ag)	<1	<1
Titanium (Ti)	<1	<1
Vanadium (V)	<1	<1

<b>Contaminants (ppm)</b>		
Silicon (Si)	6	15
Sodium (Na)	5	5
Potassium (K)	6	8

<b>Additives (ppm)</b>		
Magnesium (Mg)	410	410
Calcium (Ca)	1494	1494
Barium (Ba)	<1	<1
Phosphorus (P)	787	928
Zinc (Zn)	963	1147
Molybdenum (Mo)	81	103
Boron (B)	262	262

<b>Contaminants</b>		
Water (%)	<0.05	<0.05
Coolant	No	No

<b>Physical Tests</b>		
Viscosity (cSt 100C)	17.3	15.0
Fuel (%)	<1	<1
Soot (%) Infrared	2.4	2.6
SAE Rating Determination	50	40

<b>Physical / Chemical</b>		
Base Number (mg/KOH/g)	5.3	3.8
Oxidation (Abs) E2412/D7414	N/A	<1

**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 (Yellow Triangle) Severe (Red Circle) Abnormal (Blue Circle) Caution (Yellow Triangle) Normal (Green Circle)

# CATERPILLAR C-15 2005

**Analysts, Inc.**

STATUS WAS: Normal ON 21-06-12

ISO 9001 REGISTERED  
3401 JACK RIVER BLVD AVE  
HAWTHORNE, CA 92350  
PH: (916) 278-8100 FAX: (916) 278-5005  
(800) 424-0090

UNIT ID: CAT-C-15 2005  
COMPONENT: ENGINE  
CONF. REF. NO.: 10297014  
P.3 REF. NO.:

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

ANALYSIS INDICATES COMPONENT LUBRICANT CONDITIONS ARE ACCEPTABLE. If still in service, the oil is suitable for continued use. RESAMPLE AT THE NEXT OIL CHANGE INTERVAL.

SEMI-QUANTITATIVE ANALYSIS RESULTS FOR METALS (PPM)

LAB NO.	IRON	LEAD	ALUMINUM	CHROMIUM	COPPER	NICKEL	SILICON	TITANIUM	ZINC
642	109	9	10	1	165	1	6	1	963
643	60	4	3	1	105	1	6	1	787

Iron reduced by 35%  
Chromium reduced by 50%  
Nickel reduced by 100%  
Aluminum reduced by 65%  
Lead reduced by 75%

SAMPLE ANALYSIS										
LAB NO.	MAKE	MODEL	EQ.	FLTR.	OIL	FUEL	WTR.	MS.DS.	SAE	EQ. TYPE
642	UM	OR	ASH	CHS	CHG	%VOL	SOOT	%VOL	10W	GRADE
642	2006	2	y	y	<10	0.3	<10	12.8	40	REG
643	20200	3	n	n	<10	0.2	<10	16.3	40	REG

## SUMMARY:

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**

Full oil analysis reports available upon request

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# FUEL MAXIMIZER Advanced 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

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

## TREATMENT RATIO

1:4000 or 1oz per 30 gallons. Double dose first tank.  
Add at every fill up.

## BREAKS DOWN HARD-TO-BURN PARTICULATES LIBERATING FUEL'S 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 which helps create a better burn resulting in better performance, significantly reduced fuel consumption and lower emissions even under high loads. It will also clean carbon and soot, keeping parts clean and reducing downtime caused by carbon build up.

## REDUCES EMISSIONS

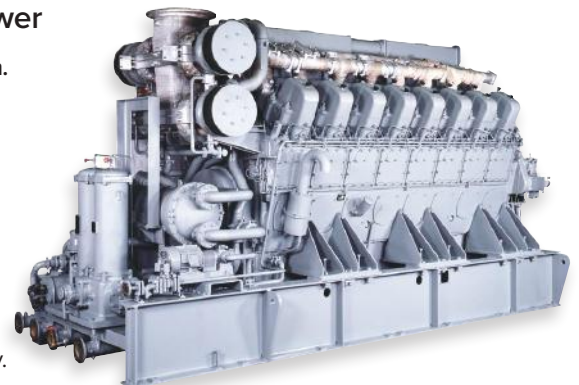
**DIESEL ENGINE:** Superior Model 2406D | Mitsubishi S6U-PTA  
4-Stroke | 6-Cylinder | 4300 Cubic-Inch | 1,400 Brake-Horsepower

Run at full 85% load @ 1,200 r.p.m. to artificially create a particulate emissions problem.

### RESULTS:

- CO emissions reduced by 10%
- HC emissions reduced by 9%
- Particulate carbon reduced by 26%
- Particulate emissions reduced by 43%
- No increase in NOx emissions

ProOne Fuel Maximizer offers a unique, cost-effective means to reduce diesel engine particulate emissions without aggravating NOx emissions or diminishing fuel economy.

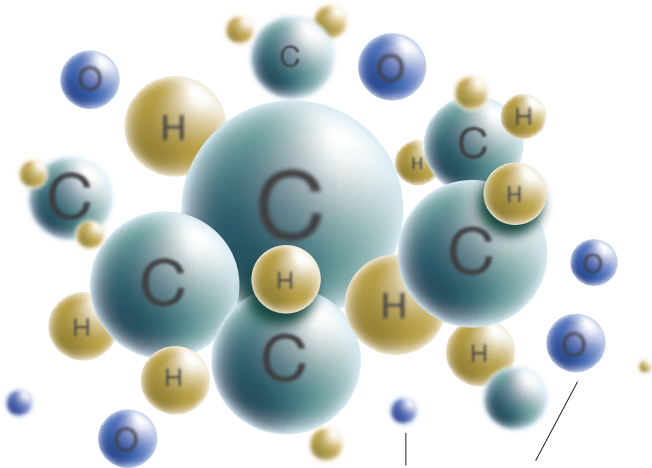




# HOW IT WORKS

## WITHOUT FUEL MAXIMIZER

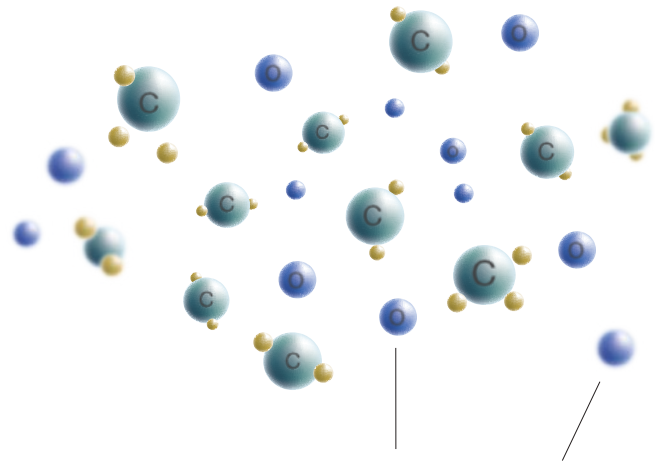
Fuel's chemical energy is stored in a hydrocarbon. In this state, Hydrocarbons do not burn completely resulting in carbon, soot, and harmful emissions



Oxygen is required to create efficient combustion. However, its ability to perform its function is diminished by not being accessible resulting in unburned hydrocarbons

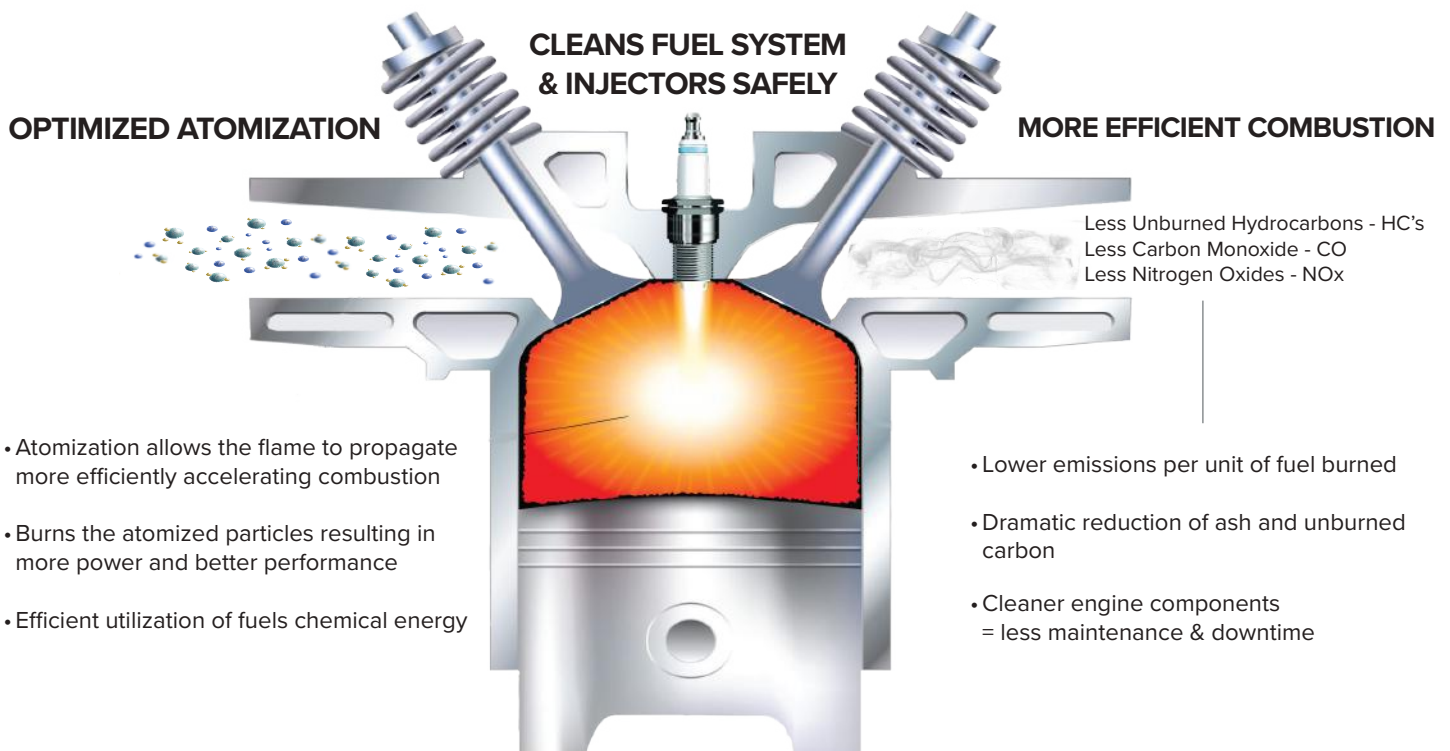
## WITH FUEL MAXIMIZER

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



# 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 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

**WITHOUT**  
Fuel Maximizer



**WITH**  
Fuel Maximizer



(EGR Valve Soaked in Fuel Max for 4 Minutes)



**WITHOUT**  
Fuel Maximizer



**WITH**  
Fuel Maximizer

**FUEL STORAGE TANKS**  
#2 DIESEL 95 ML



**TREATED WITH**  
FUEL MAXIMIZER  
@ 1:4000



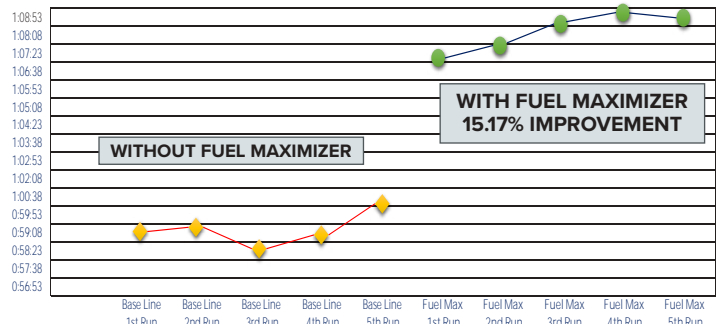
**58% WATER REMOVED**  
42% EMULSIFIED



RED DYE DIESEL

### 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.

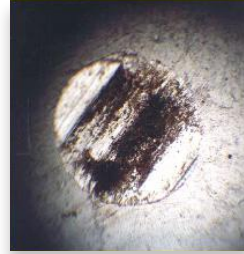
Inadequate fuel quality affects:

- Deposit tendency
- Corrosivity
- Lubricity
- Injector performance

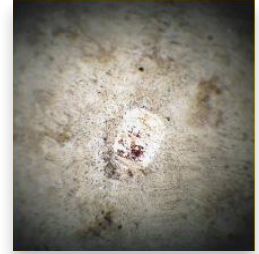
*Plunger Rating - Removed and rated for injector deposits. The lower the percentage, the less carbon there is on the injector preventing flow loss of fuel.*

## ASTM D6079 LUBRICITY TEST

Improves Lubricity in Fuel

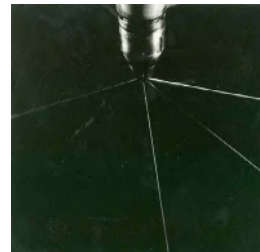


BEFORE



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 - OIL CHANGES

## 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 ProOne

11 GALLONS X \$10.00	\$110.00
OIL FILTER	\$40.00
LABOR	\$100.00
	<hr/>
	\$250.00
OIL CHANGES PER YEAR	x 6
	<hr/>
<b>ANNUAL COST</b>	<b>\$1,500.00</b>

### WITH ProOne

10 GALLONS X \$10.00	\$100.00
OIL FILTER	\$40.00
LABOR	\$100.00
<b>1 GALLONS HDO @42.99</b>	<b>\$42.99</b>
	<hr/>
	\$282.99
OIL CHANGES PER YEAR	x 4
	<hr/>
<b>ANNUAL COST</b>	<b>\$1,131.96</b>

### COST WITHOUT PRO-ONE

10 trucks - \$15,000  
 100 trucks - \$150,000  
 1,000 trucks - \$1,500,000

VS

**\$368,040**

### COST WITH PRO-ONE

10 trucks - \$11,319  
 100 trucks - \$113,196  
 1,000 trucks - \$1,131,960

### SAVINGS PER 1,000 TRUCKS WITH PRO-ONE

THOUSANDS MORE SAVED IN SOLVING LUBRICATION ISSUES, LESS ENGINE FAILURES, TEARDOWNS, & DOWNTIME



"Today's engines produce more power, creating a need for quality engine oil. Performance and longevity come with a higher cost but certainly pay off in the long run."

- Director of Transportation/ Stockton California Unified School District

# TYPICAL SAVINGS - FUEL ECONOMY

Using ProOne Heavy Duty Stabilizer in tandem with Fuel Maximizer 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



FLEET SAVINGS	Low (3% Increase)	Typical (5% Increase)	High (8% Increase)
10 trucks	\$14,350	\$23,916	\$38,266
100 trucks	\$143,500	\$239,167	\$382,667
1,000 trucks	\$1,435,000	\$2,391,670	\$3,826,670

Results vary



"We have spent in excess of \$15,000 on fuel related issues in the past 6 months but zero on the units using ProOne Fuel Maximizer."

- General Service Manager/ Leading Construction Company



DOES NOT CONTAINS SOLIDS OR HARMFUL SOLVENTS LIKE CHLORINE

# SUPER DUTY GEAR OIL

## SUPERIOR 75W-90 GEAR OIL WITH XPL+ TECHNOLOGY

This **high performance super duty formula** is designed to provide extra protection for towing, racing, hauling and off-road use.

Superior anti-wear properties provide gears, bearings, and seals protection from wear, shock loading, and high temperatures.

**Formulated with XPL+ Technology** which offers **50 times more film strength protection** that other gear oils can't provide, allowing your equipment to last longer without sacrificing performance.

### BOTTOM LINE BENEFITS:

- High film strength
- Heavy load carrying capability
- High RPM use
- Dramatically reduces friction, heat & wear
- Thermal stability over wide temperature range
- Provides oxidation stability
- Rust & corrosion inhibitor
- Compatible with seals and gaskets
- Eliminates gear housing chatter

### IDEAL FOR EQUIPMENT:

- Manual transmissions
- Industrial gear boxes
- Differentials
- Limited slip differentials
- Pumps



**Use at 100%. Follow manufacturers recommendation**

ProOne#	Size	Case Pack
27005	5 gallon/18.9L Pail	1
27055	55 gallon/208L Drum	1
27275	275 gallon/ 1040L Tote	1



# SYNTHETIC GL-5 LIMITED SLIP GEAR OIL

## SUPERIOR 75W-90/80W-90/85W140 WITH XPL+TECHNOLOGY

The API GL-5 Limited Slip Gear Oil is a high performance extreme pressure automotive gear lubricant for use in passenger car and truck axles with hypoid gear sets.

It is designed to meet the most stringent requirements of severe gear oil tests. It reduces oxidative sludge and varnish, dramatically reduces wear, prevents scoring, and protects against metal fatigue.

### BASE OIL MEETS FOLLOWING SPECIFICATIONS

**API Service** GL-5, MT-1

**Ford**  
WSP-M2C197-A (SAE 80W-90)  
MIL-PRF-2105E

**ArvinMeritor**  
O76-A (SAE 85W-140)  
O76-D (SAE 80W-90)  
O76-D (SAE 75W-90)

**Mack GO-J** SAE J2360

ProOne#	Description	Size
25005-75	75W-90 GL5	5 gallon/ 18.9L Pail
25055-75	75W-90 GL5	55 gallon/ 208L Drum

ProOne#	Description	Size
25005-80	80W-90 GL5	5 gallon/ 18.9L Pail
25055-80	80W-90 GL5	55 gallon/ 208L Drum

ProOne#	Description	Size
25005-85	85W-140	5 gallon/ 18.9L Pail
25055-85	85W-140	55 gallon/ 208L Drum



DOES NOT CONTAINS SOLIDS OR HARMFUL SOLVENTS LIKE CHLORINE

### BOTTOM LINE BENEFITS:

- High film strength
- Designed for severe applications with high loads
- High RPM use
- Dramatically reduces friction, heat & wear
- Thermal stability over wide temperature range
- Provides oxidation stability
- Rust & corrosion inhibitor
- Compatible with seals and gaskets
- Eliminates gear housing chatter
- Good foam resistance

### PHYSICAL PROPERTIES:

Characteristic (SAE Grade)	75W-90	80W-90	85W-140
cSt @ 40°C (104°F)	101	138	334
cSt @ 100°C (212°F)	15.0	14.5	25
Viscosity Index (ASTM D-2270)	155	104	97
Flash Point, °C (ASTM D-92)	>194	>220	>220
Specific Gravity (ASTM D-1298)	0.88	0.88	0.89
Pour Point °C (ASTM D-2270)	-45	-32	-12



# HYDRAULIC TREATMENT

REDUCES HAMMERING, WATER & MOISTURE, EXTENDS EQUIPMENT LIFE

With advanced **XPL+®Technology**, ProOne Hydraulic Treatment bonds to metal and provides superior protection and performance to the hydraulic pumps, pistons and valves.

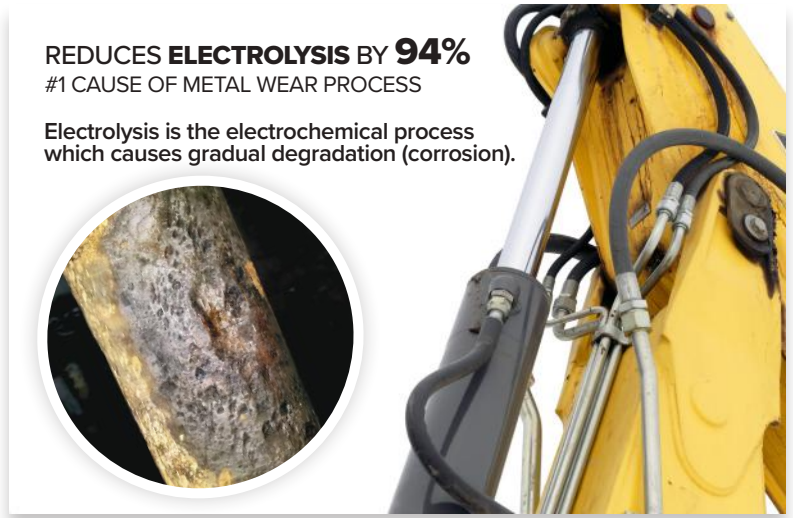
It keeps hydraulic systems running at peak efficiency, which means less heat, less down time and lower operating costs.



DOES NOT CONTAINS SOLIDS OR HARMFUL SOLVENTS LIKE CHLORINE

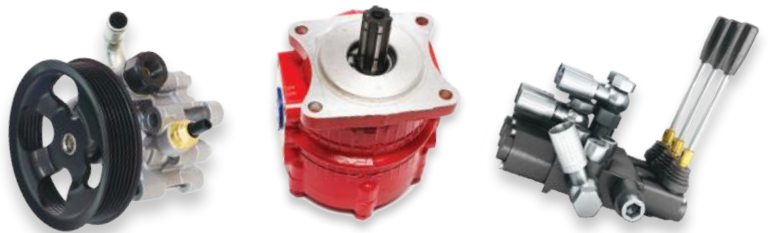
## BOTTOM LINE BENEFITS:

- Reduces friction & operating temperatures
- Exceptional anti-wear technology
- Compatible with all AW/ISO hydraulic oils
- Displaces water & moisture
- Prevents oxidation & corrosion
- Helps extend component life
- Reduces power input
- Reduces noise levels
- Built in seal conditioner
- Reduces hose maintenance
- Optimum run times...less down time
- Reduces heavy line pulsing



REDUCES **ELECTROLYSIS** BY **94%**  
#1 CAUSE OF METAL WEAR PROCESS

Electrolysis is the electrochemical process which causes gradual degradation (corrosion).



## DILUTION RATIOS:

- Hydraulic Systems: 10% by volume
- Wet bath Clutches, Brakes: 5% by volume
- Automatic Transmissions: 2% by volume

ProOne#	Size	Case Pack
22001	1 gallon/3.785L	4
22005	5 gallon/ 18.9L Pail	1
22055	55 gallon/ 208L Drum	1





**DOES NOT CONTAINS SOLIDS OR HARMFUL SOLVENTS LIKE CHLORINE**

## ADVANTAGES:

- Designed for high pressure pumps
- Exceptional anti-wear technology
- Reduces fluid friction
- Extreme thermal and oxidation stability
- Superior hydrolytic stability
- Excellent demulsibility performance
- Outstanding rust protection
- Lower filter blockage tendency

## BASE OIL MEETS FOLLOWING SPECIFICATIONS:

- Denison HF-0, HF-1, HF-2
- Eaton-Vickers I-286-S and M-2950-S
- Cincinnati Machine P-68, P-69, P-70
- US Steel 127
- DIN 51524, Part 2
- General Motors LH-03, LH-04, LH-06
- Sauer Danfoss
- Rexroth-Bosch
- AFNOR E 48 603

# HYDRAULIC OIL

## REDUCES HAMMERING, WATER & MOISTURE, EXTENDS EQUIPMENT LIFE

ProOne Hydraulic Oil is a high performance anti-wear hydraulic oil designed to meet and exceed a wide range of hydraulic applications and requirements. It is formulated using high grade virgin mineral oils coupled with **XPL+ Technology** providing an outstanding anti-wear package.

Combined they provide outstanding protection against wear, have a high degree of purity and have excellent thermal stability for long system life.

## TYPICAL PHYSICAL PROPERTIES

Characteristic	ISO 32	ISO 46	ISO 68
cSt @ 40°C (104°F)	32	46	68
cSt @ 100°C (212°F)	5.35	6.73	8.41
Viscosity Index (ASTM D-2270)	98	98	97
Flash Point, °C (ASTM D-92)	215°C (419°F)	225°C (437°F)	240°C (464°F)
Pour Point °C (ASTM D-2270)	-12°C (10.4°F)	-12°C (10.4°F)	-12°C (10.4°F)
Copper Corrosion (ASTM D-130)	1b	1b	1b
Rust Test (ASTM D-665A)	Pass	Pass	Pass

ProOne#	Description	Size	Case Pack
24005-32	Hydraulic Oil 32	5 gallon/ 18.9L Pail	1
24055-32	Hydraulic Oil 32	55 gallon/ 208L Drum	1
24275-32	Hydraulic Oil 32	275 gallon/ 1040L Tote	1

ProOne#	Description	Size	Case Pack
24005-46	Hydraulic Oil 46	5 gallon/ 18.9L Pail	1
24055-46	Hydraulic Oil 46	55 gallon/ 208L Drum	1
24275-46	Hydraulic Oil 46	275 gallon/ 1040L Tote	1

ProOne#	Description	Size	Case Pack
24005-68	Hydraulic Oil 68	5 gallon/ 18.9L Pail	1
24055-68	Hydraulic Oil 68	55 gallon/ 208L Drum	1
24275-68	Hydraulic Oil 68	275 gallon/ 1040L Tote	1

**Use at 100%. Follow manufacturers recommendation**



# EP-2

## INDUSTRIAL GREASE

EXTREME PRESSURE PERFORMANCE  
FROM **-40°F TO 615°F!**

### THE MOST POWERFUL GREASE ON THE MARKET!

This **HEAVY DUTY, NGLI 2, ASTM Tested** grease delivers outstanding extreme pressure protection to help maximize equipment life and performance, and help save energy, even under the harshest conditions.

And with no harmful additives, this premium grease is environmentally friendly!

## TYPICAL PROPERTIES

NLGI Grade	2
Color	Blue
Thickener	Calcium Complex
Operating temperature range	-40°F to 615°F
Kinematic viscosity of base oils @40°C (ASTM 445)	216 cSt (1000 SUS)
Penetration @ 25°C (77°F) (ASTM D-217), mm/10	
Worked 60 strokes	270-295
Mechanical Stability (ASTM D-217) % change from P60	
P100,000 strokes	2.5%
P10,000 strokes with 50% H2O	<6.0%
Dropping Point (ASTM D-2265) °F (°C)	+572 (+300)
Oil Separation (ASTM D-1742) –24 hours @ 25°C (77°F)	0.17
Shell Roll Stability (ASTM D-1831)	<4.0%
Oxidation Stability (ASTM D-942) psi drop/500 hours	6.0lbs
Oxidation Bearing Life (ASTM D-3527)	200hours
4-Ball Wear Test (ASTM D-2266)mm scar, 40kg, 1200 RPM, 75°F, 1H	0.42mm
4-Ball EP test (ASTM D-2596) LWI, kg	>75
Weld Load, kgf	600
Timken OK Load (ASTM D-2509) lbs/kg	60/27
Rust test (ASTM D-1743)	Pass
Copper Corrosion test (ASTM D-130)	Pass/1b
Salt Fog Spray (ASTM B-117) hours to failure	>1000 hours
Water Washout (ASTM D-1264) @ 80°C, % loss	<1.42%
Wheel bearing leakage grams (ASTM D-1263) Modified @ 163°C (325°F)	0.4
Base Oil Characteristics	
Viscosity SUS @ 100°F	1100
Viscosity SUS @ 210°F	85
Pour Point, °F	+5
V.I. Min	95
NSF	H2

## ADVANTAGES:

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

### APPROVED BY FORD - TOX# 185984

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



11.5oz

4oz



DOES NOT CONTAINS SOLIDS OR HARMFUL SOLVENTS LIKE CHLORINE (See Other Cautions On Back)

# XPL-101 PENETRATING LUBRICANT

## FOR USE IN:

- Air Tools
- Bolts
- Bushings
- Chains
- Cables
- Electrical Terminals
- Hand Tools
- Hinges
- Ignition Wires
- Levers
- Linkages
- Locks
- Nuts
- Pulleys
- Kitchen Tools
- Wheels
- Bearings
- Fasteners
- Casters
- Knobs
- Pistons
- Gears
- Valve Train
- Oil Pump
- Latches
- Conveyors
- Drill Bits
- O-Rings
- Fishing Reels
- Springs
- Firearms
- Stamping Tools
- Rollers
- Sliding Doors
- Lock Tumblers
- Mold Release
- Pivot Joints
- Rusted Parts
- Spark Plugs
- Garage doors
- Screw Jacks
- EGR Valves

## THE 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 powerful **environmentally friendly** formula you will never settle for anything else.

## BENEFITS:

- 50 times more film strength than typical spray lubricants
- Penetrates and bonds to metal
- Reduces friction and heat
- Stops squeaks and reduces noise
- Protectant for air tools
- Frees sticky, corroded rusted parts
- Gun lubricant & cleaner
- Protects metal from rusting
- Displaces water & moisture
- Low VOC
- Non-toxic, environmentally friendly
- Does not contain CFC's



### APPROVED BY FORD - TOX# 186095

ProOne#	Size	Case Pack
40004	4 oz./ 113g Aerosol	12
40012	11.5 oz./ 326g Aerosol	12
40001	1 Gallon/ 3.785L	4
40055	55 Gallon/ 208L Drum	1

# WHAT OUR CUSTOMERS SAY

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## 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 using **Fuel Maximizer**, 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 using **Heavy Duty Oil Stabilizer**. 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

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