

PAPPY TRAILS INC

October 4 2005

Eric [REDACTED] Owner Operator, contracting to Bison Transport out of Winnipeg.

Highway Tractor: 2003 MACK E-Tech AC-460 engine; 613,000 km on the clock.

"I heard about the LubeCorp Products from Billy at the Calgary Esso Fuel Truck Stop back in May 2005. My truck was missing all the time; I was told it was the cam, maybe injectors. So I tested at the Brandon Mack Dealer and all was good, but I still had the miss. Billy said to try 2 liters of Injector Cleaner and so I did; within 2 fill-ups the miss was gone, but I was still only getting between 5½ - 6 mpg, with my gross load anywhere from 55 to 80 thousand pounds.

Another LubeCorp user, Gary [REDACTED], said we should go see the guys at LubeCorp, that was the end of May. They told me to use the LubeCorp Super Diesel Plus Fuel Conditioner and the Powertrain, so I did.

After three weeks of using the LubeCorp products my mileage increased to between 6½ - 7 mpg. What really impressed me was that I was hauling the same weight and my mileage was consistent. Also, my truck was running so quiet I couldn't even hear it running until the clutch fan would kick in with the engine up to 1,100 rpm. I was amazed, and so were others who had heard the truck running prior to using the LubeCorp products. Oh by-the-way, I was running my Gen-set on diesel for about 75 hours during this test.

Mid July I took the truck to Calmont Truck Leasing in Calgary for maintenance and found that my air-to-air hadn't been working during all this time, and that I needed 4 new injector O-rings. After that work was done my mileage improved again and has consistently been between 7 and as high as 8½ mpg.

In talking to professionals in the industry there is no way I should have been getting 6½ - 7 mpg with the bad air-to-air and all. I can only credit the LubeCorp Super Diesel and Powertrain products for this.

I have come up in mileage a consistent 1½ mpg since the work was done. I save a net \$500 a month "in the green" after paying for the products and the fuel.

Great mileage for a MACK!

To verify this you can call me on my cell: [REDACTED].

Eric [REDACTED]



NOTE: Mileage improved from 6 mpg to 8 mpg = 33% net gain.

Trevor [REDACTED] Independent Owner Operator (Phantom) Red Deer, Alberta.
2003 Peterbuilt 475 horsepower C15 Caterpillar

Feb. 28, 2005

I came across the LubeCorp POWERTRAIN product at the Esso Truck Stop in Calgary back in the middle of Oct. 2004.

I talked to LubeCorp's representatives Garth and Chris who explained the benefits of Powertrain Oil Conditioner. 'A typical snake-oil additive' I thought. I am very sceptical so I took some information and 2 weeks later went to Finning in Calgary where I had my truck downloaded to establish a base-line so I could prove to myself that this Powertrain Oil Conditioner would or wouldn't work. I thought in the back of my mind 'I hope it works' but the sceptic in me said 'let's prove him wrong'. I even drove my truck harder to prove him wrong.



The results:

I put the Powertrain Oil Conditioner into my front hubs, engine, transmission, power-steering reservoir, and differentials.

1. The power-steering was amazing! I have a custom steering wheel which is 2 inches smaller than stock, so you would think it should be harder to turn. It was, without the Powertrain Oil Conditioner, but with it I had to learn to not over-steer, in fact it became so easy to steer even with the 12,000 pound steering load that I now use one finger at times.
2. I haul down to Miami, Florida, and during this 2 month test I have had head and cross-winds there and back to Calgary every trip. Given the fact that I pull 80,000 pound loads consistently, my truck transmission and differentials ran a lot warmer than normal prior to using the Powertrain Conditioner. I believe my transmission temperature dropped 20^oF or more. I even pushed it at 75 miles an hour in Florida in a head wind trying to get my temps. up on the differentials to 195^oF, where before when I did that they would go over 220^oF. The differentials now run around 175^oF to 180^oF under normal load with the Powertrain in it. That's a huge drop!
3. The third thing that really stands out to me is how quiet my truck is compared to what it used to be. I have a hard time telling if it is even running at times, when I am stopped at a truck stop besides other trucks.
4. The fourth thing is how the load factor on the download shows up. I used to have low profile tires on my truck giving me a 390 gear ratio, which means the tires spin faster than the tall tires that are on right now which are giving me a 370 gear ratio. Now what's interesting is that the load factor is still 37 where it really should be 41 or 42. My fuel economy should have gone down because of working harder, instead it has come up. The tires are helping because there's more power to turn them, but the high winds should have given worse mileage with the taller tires, it didn't. I think that the decreased friction in the drive-train has compensated for the power-loss that should have normally occurred.
5. Cold weather starts are easier, vibration is down to the point where, when I go to bed, I don't feel the vibration in the sleeper. I have to get out of bed to see if it is still running when I have other trucks running beside me.
6. Oil consumption is reduced even with long idling times in the winter.

Overall, I'm very pleased with the results of the Powertrain Oil Conditioner. Being the sceptic that I am, I put this product to the test. I will continue to use it, along with other products from LubeCorp. You be the judge! I'm testing now with their Diesel Fuel Conditioners and looking forward to the results.

Trevor [REDACTED]

A handwritten signature in black ink, appearing to read 'Trevor [REDACTED]', is written over a horizontal line.

June 13, 2005

My name is Garry [REDACTED], Owner Operator Trucker, contracting with Bison Transport. The majority of my runs are to California and back, and into the prairies. I drive a 2004 Volvo with a Cummins ISX 530. Present mileage is about 240,000 km on the clock.

I heard about the LubeCorp Products when I was having my oil changed at the Royal Lube Truckstop. I noticed a letter of recommendation there by Tim Ponto who also drives for Bison, and so I phoned him on his cell. He enthusiastically endorsed the LubeCorp products so I decided to give both the Powertrain and the Super Diesel Plus a try.

Here is what I noticed: First-off, within a couple of fill-ups I noticed a difference in my fuel economy, and it kept getting better. I estimate that I now get an extra 1 mile to 1½ mile better fuel economy.

A couple of examples:

1. Coming out of Ontario, 75,000 lbs. Gross - 8.7 mpg (imp) {13% to 21% fuel saving}
2. Winnipeg to Calgary, 86,000 lbs Gross - 7.8 mpg (imp) {15% to 24% fuel saving}

What I noticed about the Powertrain Oil Conditioner is this. The tranny has quieted down considerably, the truck rolls better—even when bucking a head-wind, the engine even seems to run quieter and smoother when idling. I've also dropped a good 12° F in diff. temps.

In my opinion, a guy would have to be a fool not to try these products in their truck!

Gary [REDACTED]



January 15 2004

Garth [REDACTED]
LubeCorp Inc.
Bay 12, 1430 - 40 Ave. NE
Calgary, Alberta

Hello Garth,

I thought I would let you know what happened with the Lubecorp products we've used this past year. First off, I should let you know that I had been using other fuel conditioners previous to LubeCorp, and that we have used the same fuels throughout these tests.

We started last January of 2004 with treating our 7,000 gal. bulk fuel tank with the Premium Diesel Fuel Conditioner. We used a treat ratio of 2 ml per liter of fuel like you told us to do.

Now we usually go through about 175,000 liters of diesel fuel per year for seeding, harvest and all that. From January 2003 to January 2004 we went through a total of 175,073 liters, compared to January 2004 to January 2005 we used 157,544 liters.

Now this past year alone, 2004, we should have used more fuel because the harvest was late and wet. We had a very wet harvest this year versus a very dry harvest last year.

So now in 2003 fuel costs, plus the cost of using the Lubecorp Premium Diesel Fuel Conditioner at 2ml per liter of diesel fuel, was as follows:

2003 fuel was 175,073 liters, and 2004 fuel was 157,544 liters, so that gives 17,529 liters of fuel saved. Like I said, it likely would have been more fuel savings in comparing, but for the wet harvest.

The fuel cost saved is $17,529 \times \$0.42 =$	\$7,362.18
The cost of 315 liters of Diesel Fuel Conditioner =	<u>\$2,953.00</u>
Total savings comes to	\$4,409.18

We've been trying the Lubecorp Powertrain Conditioner in our oil in the diesel Vans and in a few trucks that haul grain. I think that they are running a lot quieter and more smoother. I feel there is likely less friction in the drive-train for sure, and I'm noticing possible fuel savings from the Powertrain Conditioner as well, in addition to the Diesel Conditioner.

Well, that's about all for now.



Mike
[REDACTED] ext. 143 (day)
[REDACTED] ext. 317 (shop)

TRILAR INDUSTRIES LTD.
2786 Glenmore Trail SE, Calgary, AB T2C 2E6

October 11, 2007

Lubecorp Inc.
Calgary, AB.

ATT: Ben

We have used Lubecorp Super Diesel Plus Fuel Conditioner in our trucks for approximately 15 years, 13 years of which was long distance. In the past 2 years we've had 7 units using it in oil field related transportation with a 10% fuel savings.

Performance is considerably much better all around.
Since we have used this product we have had no fuel injector or fuel pump failures of any kind.

We have also used Lubecorp Powertrain Oil Conditioner in our highway tractors as well as all our oilfield trucks, and have had excellent results. We use it in our engines, transmissions, differentials, power steering, etc.

Since using Powertrain Oil Conditioner we have had no engine, transmission, or differential failures in the last 15 years. Transmissions and differentials run 15 to 20 degrees cooler as a result of using this product.

Also, since we started working in the Oilfield over the past 2 years, we have used the Powertrain Oil Conditioner in all our hydraulic system oils and found that during "well fracs" our hydraulics run 20 degrees cooler as a result.

"Total" engine performance has improved significantly –it is definitely worth it using this Super Diesel Plus Fuel Conditioner and the Powertrain Oil Conditioner from Lubecorp.

We highly recommend these products.

Yours truly,



Alair [REDACTED]

IVAN [REDACTED]: Owner/Operator driving with Reimer Express Lines.

I've been on the road for over twenty years and have tried different products to enhance Truck Performance in the way of reliability and specifically Fuel Economy.

A friend of mine encouraged me to try the LubeCorp products. I tested it basically for three months using their Super Diesel Fuel Conditioner and the Powertrain Oil Conditioner. It did not take me long to see the results of better fuel economy, easy figuring at least ½ to 1 mile per gallon (Canadian) better, depending on weather and load factors.

Another bonus was what the Oil Additive did for me. I ran a Volvo N-14 Cummins up to 1.3 million km, and on its last valve set which I did just before trading it, saw that the top end of the motor still looked brand new. The well experienced mechanic who did the valve set said that he had never seen such a clean motor after that many miles, in fact there was absolutely zero carbon deposits on the bottom of the valve cover which is very rare.

I continue to use the LubeCorp products in my new Kenworth 500HP ISX Cummins and would strongly recommend it to anybody. It definitely pays for itself over and over.

Ivan [REDACTED]

A handwritten signature in black ink, appearing to read 'Ivan [REDACTED]', written in a cursive style.

April 18, 2005

Dads Transport Ltd., Edmonton, Alberta. Ph: [REDACTED] 1995 T600-Kenworth 3176 Cat.
Greg and Monika [REDACTED] Independent Owner Operators Contracting to Bison Transport

We have been using LubeCorp Powertrain Oil Conditioner Products for 2 years plus in our tractor and swear by it. Here's why:

We're running Calgary to Winnipeg pulling 80,000 pound loads. About a year ago we pulled into Regina and stopped for a break, so I thought to check the oil. We got kind of worried on checking it when we had 2 more gallons of fluid in it than normal. So we first thought to get it fixed there in Regina but changed our mind and drove on to Winnipeg to drop the load and then fix it there; hoping that the LubeCorp Oil Conditioner would keep the motor protected long enough to get there.

So that worked. We dropped the load and took the tractor to Toromont Cat in Winnipeg, where they assessed the damage. Their mechanic pulled the dipstick and found we had 4 gallons of antifreeze mixed with the oil. So he dropped the pan to check the lower mains. Amazingly we saw that they looked still like new, other than the oil stain in the metal of the bearings. We compared them to new ones and could not tell them apart. The water-pump had failed but the Powertrain saved me an in-frame, thanks to LubeCorp. It's now one year later, the truck has 1,868,000 km on the clock and going strong.

We tell everyone our story, to try your products because they work!

Greg [REDACTED]

A handwritten signature in black ink, appearing to be 'Greg [REDACTED]', written over a horizontal line.