LubeCorp Manufacturing Inc.

POWERTRAIN: Different from the-rest-of-the-pack

1010 72 Avenue NE, Calgary, Alberta, Canada T2E 8V9 • Tel: 403-250-8448 / 800-661-6100 • Fax: 403-444-0033 • Email: info@lubecorp.com

How is LubeCorp Powertrain different?

(from all the other products on the market)

Powertrain contains no hazardous chemicals or hydrocarbons in its formula.

POWERTRAIN is fully compatible with all API approved synthetic and/or mineral oils.
All LubeCorp products, including Powertrain, have been tested in accordance with industry recognized standards. Further, each of our products has a Specification Sheet outlining specific ASTM tests the products have been subjected to such as ASTM D-217, ASTM D-2265, ASTM D-3527, ASTM D-942, ASTM D-4693, ASTM D-1264, ASTM D-1743, ASTM D-2509, ASTM D-2266, ASTM D-2596, ASTM D-1742, ASTM D-217 and ASTM D-1831 to mention a few.

Concerns arise over the composition of additives with regard to hazardous ingredients and oil compatibility. Increasing the quantity of a certain component may improve one property but degrade another, causing unknown and potentially severe problems. There are five main additive groups:

- **Detergents and Solvents:** These cause low oil-viscosity and premature wear.
  Powertrain does not contain oil-modifying additives such as detergents or solvents.
- **Extreme pressure Packages:** EP additives can contain toxic and corrosive chemicals such as sulphur, phosphorous, chlorine, etc. They are heat activated at elevated temperatures of 300^0F to 400^0F which are higher than typical running temperatures on engines. In cold-start temperatures they cannot activate at all.
  Powertrain Oil Conditioner does not contain harmful chemicals; it is not heat-dependent, but active at all times and in every temperature condition in preventing metal-to-metal contact. With typical shear strength in excess of 600,000 psi, Powertrain Oil Conditioner provides anti-wear protection well above what standard 5/30w oil could, which has typical critical shear strength of less than 5,000 psi. Additionally, standard API oils do not provide for the severe lack of wear protection with oil viscosity changes due to high heat. Powertrain will not cause foaming, and completely protects against corrosion in equipment. POWERTRAIN Oil Conditioner is proven effective at temperatures in excess of 1,500° F.
- **Zinc Additives:** Claim to provide extra anti-wear and corrosion protection. API approved oils carry sufficient zinc anti-wear additives (some say -too much). More is not necessarily better!
- **"Teflon Additives":** PTFE (Polytetrafluoroethylene) additives are supposed to bond to metal surfaces, and reduce friction. Tests run by the National Research Council of Canada, show that PTFE does not adhere to metal surfaces so as to prevent metal-to-metal contact. PTFE will typically plug filters and block oil passages as it melts and then solidifies and settles out. Not a good scenario!
  Powertrain is made of pure organic chemicals and hydrocarbons, all less than 1 micron in size, and does not contain Zinc, PTFE or any other solids. (a human hair is about 100 microns thick).
- **Viscosity Index Improvers:** Advertise that they thicken oil to reduce consumption and stop leaks. As oil heats up in normal engine running, the viscose oil thins out and performs like the rest of the oil in the engine. Multi-grade engine oil already contains V.I. improvers, using polymers, which will aid in thickening oil when hot. More is not better, and may adversely affect low-temperature performance.
  LubeCorp Powertrain does not alter the viscosity of the host oil that we are adding to at a 3% treatment ratio. We do not profess to stop leaks, but we will reduce the oil consumption resulting from piston-ring blow-by, and from hardened seals by softening the seals -which in turn tends to stop leakage.