Engine Life Treatment

Reduces Friction, Heat and Wear

Advanced XPL+ technology creates an ionic bond with the metal in an engine, providing extraordinary protection from heat and friction, and reducing wear especially during start-up when motor oil is not yet circulating. From a lawnmower to a container ship, Engine Life Treatment will help extend an engine's working life and performance.

BOTTOM LINE BENEFITS:

- Helps increase engine life
- Withstands friction & high temperatures
- Prevents oxidation & corrosion
- Protects & conditions seals
- Extends oil change intervals up to 50%
- Helps optimize engine performance and fuel economy
- Protects engine from wear during start-up
- No solids, no chlorine, no harmful solvents

APPLICATIONS:

- Gasoline or diesel engines
- New or high mileage engines
- Auto, truck, marine, railroad, construction, off-road, motorcycle and small engines

DIRECTIONS

For 4-6 quart capacity engines pour 12oz into motor oil crankcase.
For larger capacity engines use at 10% by total volume.
For wet bath clutches use at 5%

ProOne #	SIZE	CASE PACK
11012	12 oz/355ml	12
11001	1 gal/3.785L	4
11005	5 gallon/18.9L pail	1
11055	55 gallon/208L drum	1

Engine Life Treatment vs. Heavy Duty Oil Stabilizer

Based on ProOne's XPL+ Xtreme Pressure Lubrication Plus technology, ProOne has developed two outstanding lubricants products for vehicles - ProOne Engine Life Treatment and ProOne Heavy Duty Oil Stabilizer. Both are designed to significantly reduce heat and friction, lower operating temperatures, and give superior protection and performance.

	ProOne Engine Life Treatment	**ProOne Heavy Duty Oil Stabilizer**
Used for	New gasoline engines - cars and light trucks	All diesel engines Higher mileage gasoline engines
Usage directions	10% added to the 90% base oil (12oz for 4-6 quart capacity engines)	20% added to the 80% base oil (1 qt. with 4 qts. motor oil for a 5 qt. system)
Other applications	Wet bath clutches - 5%	Manual transmissions - 20% Differentials & gear boxes - 20%
Viscosity	Light weight viscosity	Heavier, thicker viscosity
Temperature range	Max. operating temperature when used at 10% - 480°F	Max. operating temperature when used at 20% - 500°F
Benefits	Helps reduce heat, friction and wear. Reduces oxidation process to extend drain intervals. Helps optimize performance and fuel economy. Protects engine wear at start-up. Protects & conditions seals. Reduces excessive break-in wear.	Helps reduce heat, friction and wear Reduces oxidation process to extend drain intervals. Helps optimize performance and fuel economy. Protects engine wear at start-up. Protects & conditions seals. Reduces excessive break-in wear. Stops oil burning & oil leaks. Slows blow-by & smoking. Quiets engines & gear boxes.

For best results use ProOne Fuel Maximizer in conjunction with either product.

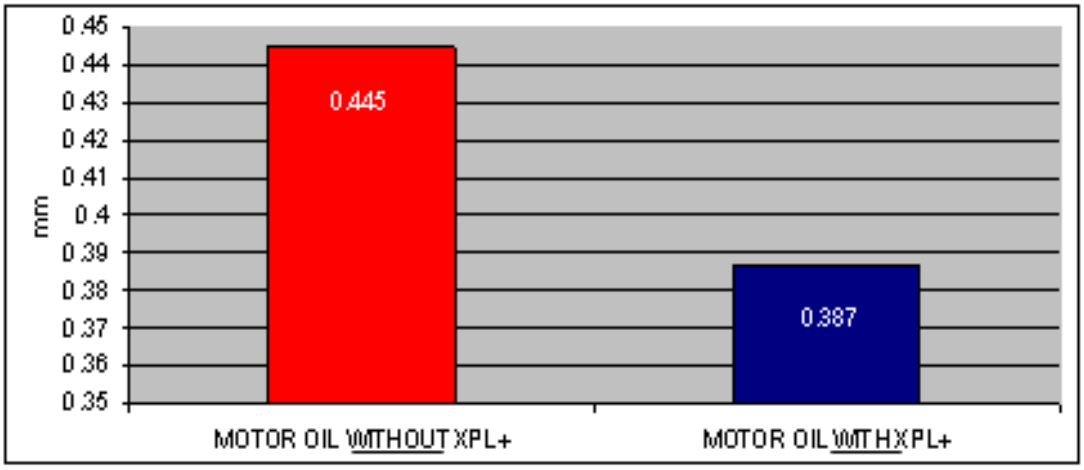
Four Ball Wear Test

XPL+ Technology Provides Dramatic Wear and Friction Reduction

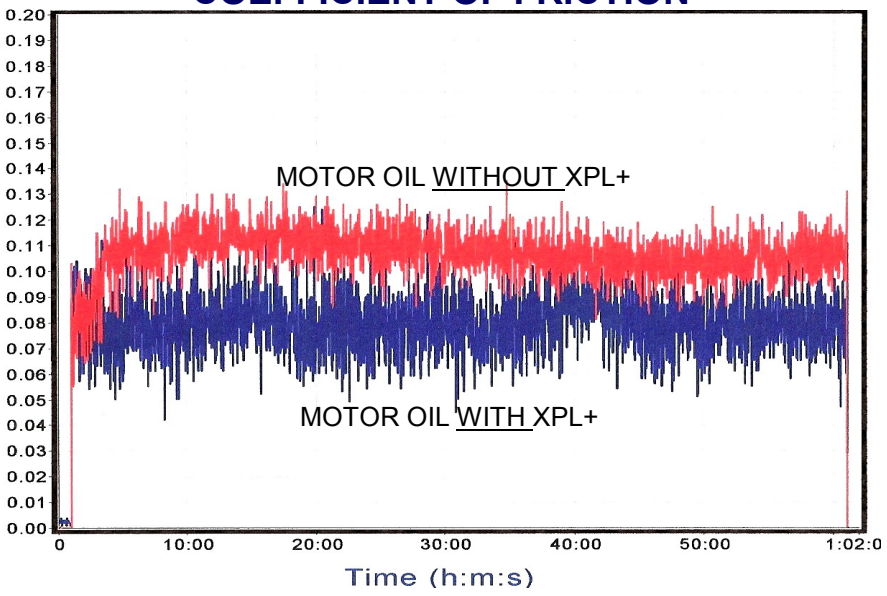
A standard ASTM D-4172 Four Ball Wear test performed by an ASTM-approved lab shows the difference in wear protection between motor oil with and without ProOne XPL+ technology.

Test Method: ASTM D-4172 40kg 1 hour @ 75°C
Make & Model: PTI M-4
Base Product: 5W-30 motor oil without XPL+ technology
Test product: 5W-30 motor oil with XPL+ technology

WEAR SCAR



COEFFICIENT OF FRICTION



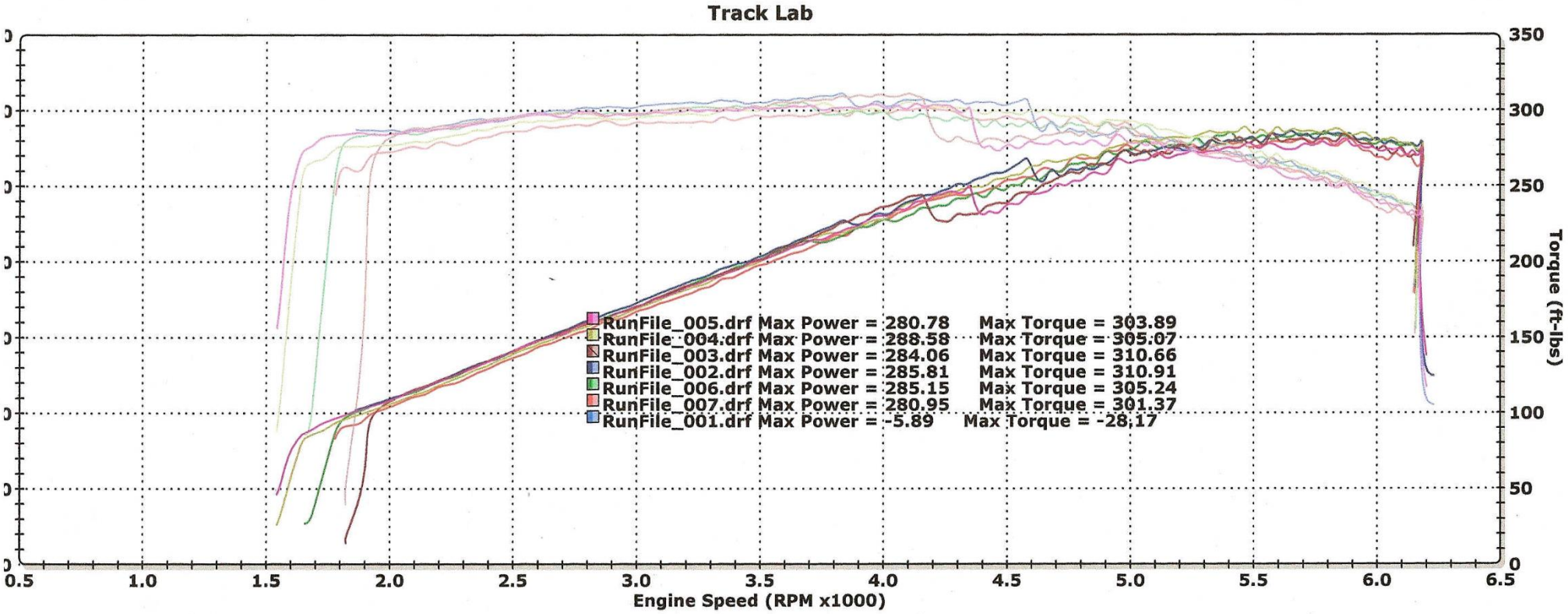
ProOne, Inc. 940 South Coast Dr., Suite #125, Costa Mesa, CA 92626 Tel:714-327-0262 Fax: 714-327-0266 www.pro-one.us

VEHICLE 2004 Chevrolet Corvette ENGINE: C5 Z06

Between 2:00pm and 2:49 without ProOne Engine Treatment

Max Horsepower - 285.81

Max Torque - 310.91



RunFile_001.drf - 9/28/2012 2:00:50 PM Run Type: RO Run Conditions: 77.20 °F, 29.64 in-Hg, Humidity: 44%, SAE: 1.00
Max Power = -5.89 Max Torque = -28.17

RunFile_007.drf - 9/28/2012 2:49:09 PM Run Type: RO Run Conditions: 79.01 °F, 29.64 in-Hg, Humidity: 41%, SAE: 1.00
Max Power = 280.95 Max Torque = 301.37

RunFile_006.drf - 9/28/2012 2:48:36 PM Run Type: RO Run Conditions: 78.33 °F, 29.64 in-Hg, Humidity: 42%, SAE: 1.00
Max Power = 285.15 Max Torque = 305.24

RunFile_002.drf - 9/28/2012 2:01:10 PM Run Type: RO Run Conditions: 77.35 °F, 29.65 in-Hg, Humidity: 45%, SAE: 1.00
Max Power = 285.81 Max Torque = 310.91

RunFile_003.drf - 9/28/2012 2:01:43 PM Run Type: RO Run Conditions: 77.51 °F, 29.65 in-Hg, Humidity: 45%, SAE: 1.00
Max Power = 284.06 Max Torque = 310.66

RunFile_004.drf - 9/28/2012 2:02:17 PM Run Type: RO Run Conditions: 77.80 °F, 29.65 in-Hg, Humidity: 44%, SAE: 1.00
Max Power = 288.58 Max Torque = 305.07

RunFile_005.drf - 9/28/2012 2:25:54 PM Run Type: RO Run Conditions: 78.29 °F, 29.65 in-Hg, Humidity: 42%, SAE: 1.00
Max Power = 280.78 Max Torque = 303.89

1

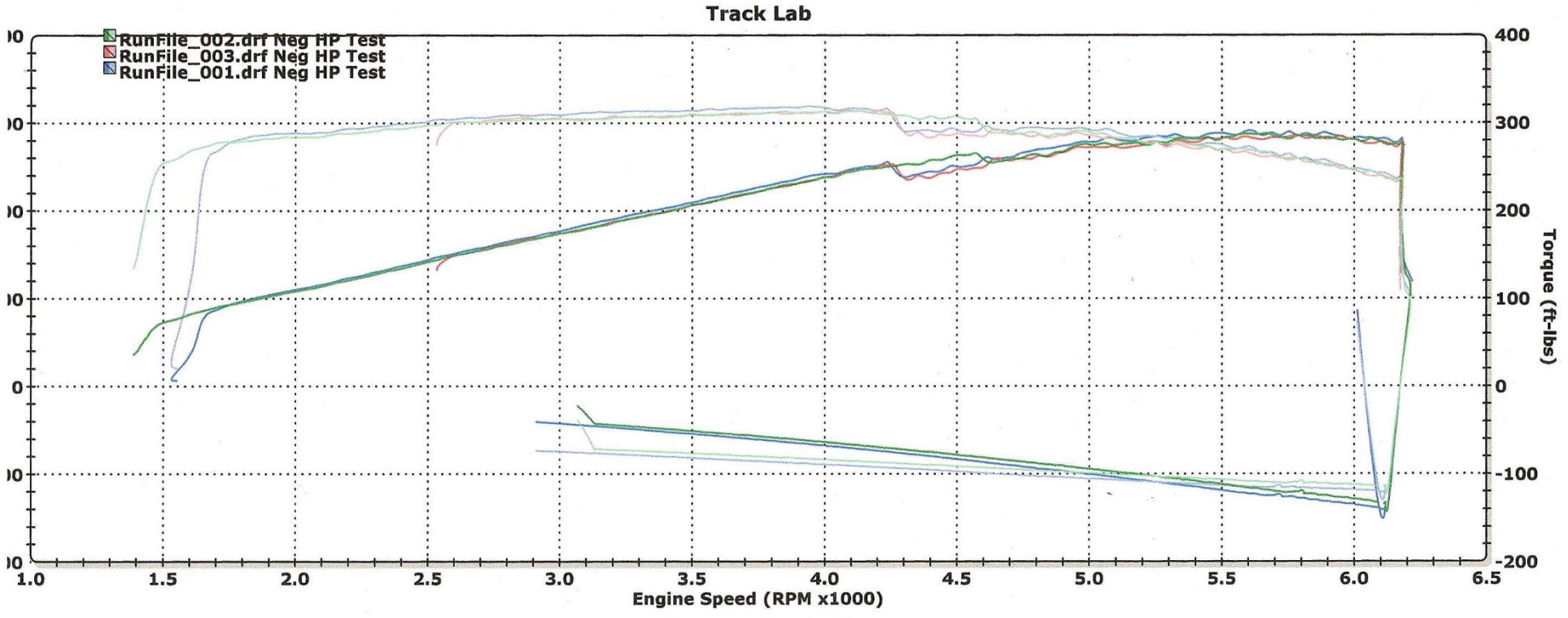
Test Conducted: 9/28/12

VEHICLE 2004 Chevrolet Corvette ENGINE: C5 Z06

Between 4:15pm and 4:21 with ProOne Engine Treatment

Max Horsepower - 290.85

Max Torque – 318.91



RunFile_001.drf - 9/28/2012 4:15:54 PM Run Type: NG Run Conditions: 81.20 °F, 29.63 in-Hg, Humidity: 37%, SAE: 1.00
Neg HP Test
Max Power = 290.85 Max Torque = 318.50

RunFile_003.drf - 9/28/2012 4:21:23 PM Run Type: NG Run Conditions: 81.15 °F, 29.63 in-Hg, Humidity: 37%, SAE: 1.00
Neg HP Test
Max Power = 285.63 Max Torque = 313.98

RunFile_002.drf - 9/28/2012 4:19:53 PM Run Type: NG Run Conditions: 81.47 °F, 29.63 in-Hg, Humidity: 37%, SAE: 1.01
Neg HP Test
Max Power = 287.76 Max Torque = 312.86

2

Test Conducted: 9/28/12

From: Josh M.

Sent: Wednesday, March 20, 2013 8:44 PM

To: twagner@pro-one.us; donaldwolfgang@aol.com; ealderman@pro-one.us; Lawrence Kahn

Subject: Fwd: Bubba Ross test

Sent from JM Mobile

Bubba Ross <ross.bubba@yahoo.com> wrote:

Josh

I just wanted to thank you for the test products that you sent me. We run the Fuel Maximizer in a 09 KX250F, 06 YZ450F, 2011 fuel injected YZ450F, 08 YZ85 and a 12 YZ TTR-50. We saw increased HP and better fuel consumption right out of the gate. We have had less trouble with spark plugs, and the bikes set for about 2 months during the winter here and fired up on the 1st try. I mix it at 1CC per gal with 91 octane.

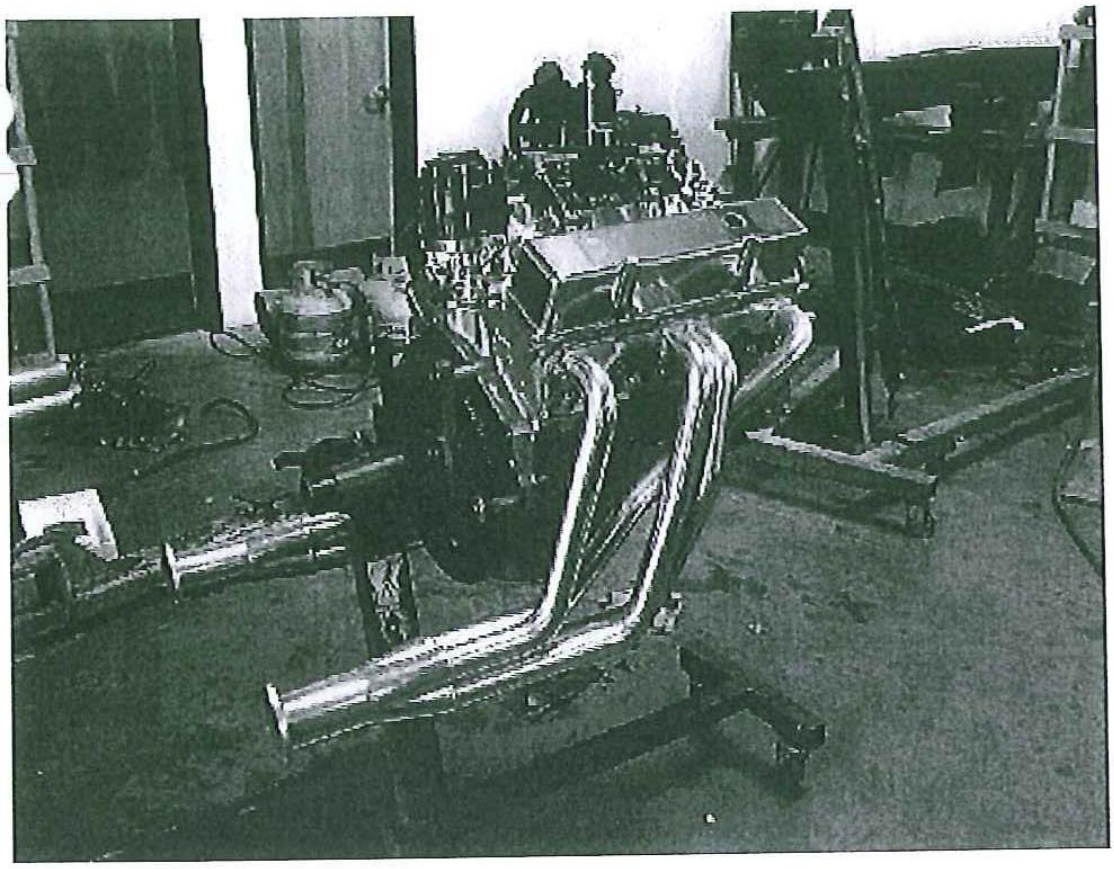
We run the Engine Life Treatment in all of the bikes. The KX250F has over 80 racing hrs. On the motor and who knows how many practice and just ridding around hrs. and it's still running strong. We usually get around 40-50 hrs. out of the motor when racing. The compression is down, but still running strong. I like this product so much that I run it in my 2011 Dodge 6.7. We mix it at 10% in the bikes and I add 36 oz. in with my oil changes on my Dodge.

Now the Penetrating lubricant is way awesome. We use it on our chains. We have used other chain lubes and have spent more time cleaning chains, sprockets, rims etc. etc. and was getting less performance out of them then with the XPL-101 PL. We run both styles of chains, O-ring and regular, the XPL have given us longer chain life and seems to condition the O-rings better. Hardly any mess to clean off of the bikes after ridding, easy to apply and easy to use, all around great product. And I like the fact that product is non-toxic and environmentally friendly.

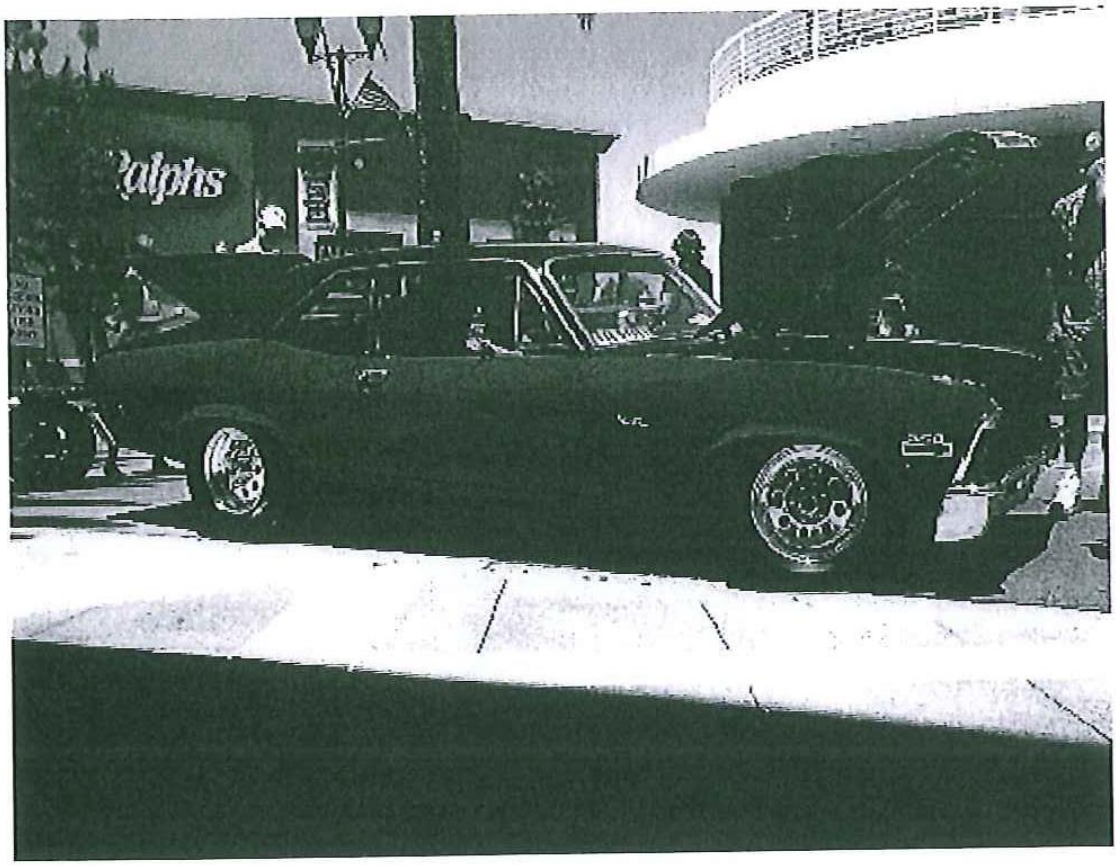
Thanks

Bubba Ross

Roosevelt, UT.



The car!



Tim Wagner

From:
Sent: Tuesday, May 20, 2008 6:23 PM
To:
Cc:
Subject: What's up

Hi Elton and Tim

I haven't heard from you in some time, what's happening with the company? How are things going, I heard the great news that Pete got you a 70 million dollar deal in China, WOW!

Here is quick story for you.

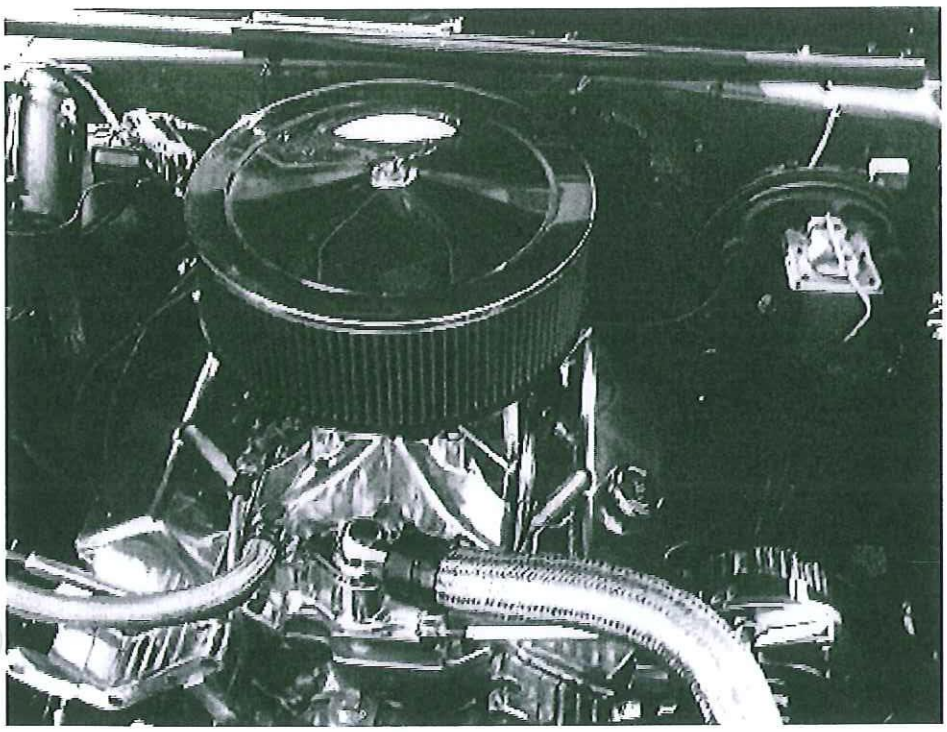
I just finished my 72 Nova SS and we installed a 383 stroker Edelbrock motor with a few mods to get the HP up to 508 at the crank. we put Mobile One oil and a bottle of the Pro One you gave me in after we put the Mobile One in, I was driving the car breaking in the motor with about 1200 miles on it and wow is it fast and fun, but I looked at the oil pressure gauge and it said 0 PSI.

I thought shit, I wonder how long I've had no oil pressure, well the answer is we don't really know but I drove it home 38 miles with no oil pressure, we took the motor out and found that the oil pump had failed. Took the motor back to Edelbrock and they said I couldn't have put more than a few minutes on the motor with no oil pressure, I said I drove it 38 miles and maybe more. They said we will have to look, so they tore the motor down and could not believe it, no damage what so ever??? Everyone there said you must have had oil pressure!! I told them I was going to drive it till it blew up and it never did, and there was no oil pressure at all!!!

I told them the only thing I can think of is I put in a bottle of Pro One! And now everyone is thinking about this!!

Long story short this shit works!!

Motor in the car!



Motor pulled out with no oil pressure!