

TRC PRODUCTS TRIED AND TRUE

Dear Texas Refinery Corp of Canada,

I have been farming since 1975. Before that I was an automotive and agricultural equipment mechanic. I know what maintenance does and what lack of maintenance does for equipment. I have always been aware of the need to change oil and filters. I have always been conscious of the need to change oil and filters. I have always been conscious of the need to keep my diesel fuel clean.

I started using Texas Refinery Corp products in 1996. In the same year, we bought a new Kubota M9580 tractor as a loader chore tractor. We are a livestock operation and on average put close to 1000 hours on the tractor over the course of a year. The manual calls for 200-hour oil change intervals and 400-hour filter changes. We ran the new tractor about 100 hours and then drained the OEM fluids and refilled with TRC's Pro-Spec Motor Oil. We then ran the tractor for 300 hours and changed the oil and filter again and sampled. The sample came back good for further service. We ran the tractor 500 hours and changed and sampled again. The sample came back good for further service. Next, we ran the oil for 1000 hours and sampled. The oil was still good for further service. Today, we run Pro-Spec III 15W/40 Motor Oil in this tractor and with the continued use of TRC's free oil analysis program we continually see extended drain intervals and receive excellent protection.

We also use TRC's Dzl-Pep Arctic Fuel Conditioner at a 1:1000 ratio in our diesel fuel and can use No. 2 diesel fuel in the winter and summer. This Kubota tractor now has about 20,000 hours on it and has never had anything done to the engine other than the adjustment of the tappets (valves). The fuel pump and the injectors have never been touched.

I also bought a 1996 Dodge Ram 2500 with a Cummins engine and manual transmission and have done the same with it. After the engine brake-in period we changed over from the OEM fluids to TRC's Pro-Spec Motor Oil and 790 Sure Universal Gear Lube and have never had a problem with the engine, transmission, differential or power steering. Today, we run Pro-Spec III 15W/40 Motor Oil in this truck. This truck has now registered 600,000 km.

I also have a 2005 Dodge Ram Cummins HPCR engine and the injectors on this engine are known to fail sooner because of the higher pressures and the multiple injections per stroke. There is just over 200,000 km on this engine, and it continues to run fine. We will see what Dzl-Pep Arctic does for this vehicle long term. We run Syntex 2000 in this transmission and 790 Sure Universal Gear Lube in the rear differential. We also bought a used 2004 Chevy Impala car. Initially, the automatic transmission on the Impala seemed to shift very rough, so we changed it over to TRC Textrans Multi-Vehicle Synthetic ATF and the shifting smoothed out.

We run 890 Vari-Purpose Gear Lube in our 2009 Suzuki 400 King Quad. It now has 42,000 kms and runs fine. All our equipment – trucks, tractors, cars, and quads use TRC products.

Alan Bennett
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Canada

