

# SINGH'S ENGINEERING WORKS

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SPECIALIST IN: MACHINE SHOP WORKS, HEAVY EQUIPMENT & AUTO REPAIRS

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Mr. Simon Kelshall  
Third Phase Technology Products  
11, Sinclair Hill  
Diego Martin  
Trinidad, W.I.

Dear Cap:

After seeing Militec-1 work so well in my Mazda GTU RX7 race car, I decided to try it in the heavy equipment we maintain for our customers. As you know, I was the Maintenance Supervisor at Seereram Brothers, the largest contractor in Trinidad, for many years. Now, with my own company, we do the maintenance on Seereram Brothers heavy equipment as well as that of many of the major contractors of Trinidad.

We started out using Militec-1 in ten Nissan V8s. These are 10-wheelers that are about 15 years old. We were having a big problem with the bearings as the Nissan supplied bearings are .020" u/s and further Nissan undersizes are not available here in Trinidad. We have had to use .030" u/s replacement bearings which are sold in the local aftermarket. Unfortunately, these are of dubious quality and they tend to overheat and spin. This damages the crank journals and distorts the bearing housings due to the heat.

The bearing failures had been occurring about every four months on average. Replacing the engine costs about US\$6,000 plus labor, creating an expense of almost \$20,000 per year. We have been using Militec-1 in the V8s now for about a year and only one bearing failure has taken place since. This failure did not result in the expected spun bearing but all the Babbitt material from the bearing was lost. When I dropped the sump, it had nearly 2 ounces of Babbitt in the sump. When I examined the bearings, all I could see was bronze. I expected the crankshaft to be eaten up but it looked like new. I changed the main bearings, reassembled the engine and put the truck back on the road. It is now nearly a year later and the engine remains in perfect condition, even though it is used to haul asphalt over long distances on hilly terrain. Six months ago we put Militec-1 in another 12-15 Nissan V8s among which an engine failure had occurred every 1-2 months. None have failed over the past 6 months. We also had a bearing failure 5 months after installing a GM 871 engine in a John Deere 844 Loader. We repaired the engine and installed Militec-1 eight months ago. We have had no failures of that engine since.

We have been putting 32 ounces of Militec-1 in 4-5 gallons of diesel oil every other oil change. We used to change the oil every 3,000 miles but we have extended the oil change to 6,000 miles with Militec-1. I have had enough experience with Militec-1 treated engines to see that they are doing better with 6,000-mile oil intervals than the earlier 3,000-mile intervals without Militec-1.

Among Seereram Brothers' equipment are seven D8 Caterpillar tractors that are about 15 years old and eight D6 Caterpillar tractors that are about ten years old. We used to have maintenance problems with these but we have had Militec-1 in them for eight months now and have not had a single problem. We now also have Militec-1 in the Caterpillar 3116 series engines in the six GMC Top Kick 6-wheelers and the ten EL200 excavators which don't have a history of problems since they are only 2-3 years old. We have not expected a problem and have not seen one in these over the eight months they have had Militec-1 installed.

Over the years, I have tried many oils and additives, some of which gave improvements, but none came close to the quantum leap that Militec-1 gave.

Yours faithfully,

/s/

Sylvan Singh