



RESULTS FROM INDUSTRIAL USERS

ALMAG Aluminum See a 67% Output Improvement



The heat and friction of extrusion requires lubrication to **avoid distortion of extruded parts and excessive wear of extrusion molds**. ALMAG conducted a test program using Boron CLS Bond® Mold Release Fluids. In this particular test, the process took aluminum billets and ended up with Ford F150 running boards. Before using Boron CLS Bond® Mold Release, the billet extrusion rate was **77 feet per hour at 2,200 psi**; after using Boron CLS Bond® Mold Release the extrusion rate went up to **120 feet per hour at only 1,650 psi**.

The extrusion rate increased 56% and the pressure required dropped 25%. Subsequently cutting and stamping produced **24 units per hour before using Boron CLS Bond® and 40 units per hour after; a 67% increase**. Overall ALMAG reported that after switching to Boron CLS Bond® Mold Release Fluids what typically would have taken **7 working days was produced in 4.3 days; a 67% increase in production efficiency** not to mention that Boron CLS Bond® fluid is biodegradable thus disposal issues were eliminated.

Based upon the success at ALMAG the following companies have placed orders or are testing Mold Release Fluids for stamping, and/or extrusion processes: Atlas Fluids, Ultra-Fit, Indalex, Kaiser Aluminum & Chemical, Caledon Tubing, Roteca, and Schuler Hydroforming. **Magna International uses our lubricants worldwide increasing productivity while reducing energy cost and component failure, BMW, and Mercedes are now using our fluids in their manufacturing facilities as is Chrysler, Dodge and Ford.**



MAGNA Switches Lubricants to Boron CLS Bond® Technology Worldwide



Although a direct competitor with Martinrea, the two companies work together to improve manufacturing processes and productivity. Based upon information provided by Martinrea and an abbreviated test evaluation program, Magna has issued instructions to all 46 of its worldwide facilities to switch over to Boron CLS Bond® lubricants. This process formally began in February of 2005

Johns Manville Eliminates Daily Oven Shut Down

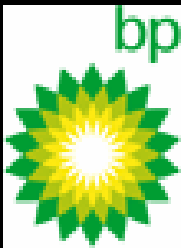


Johns-Manville uses high temperature (600 degree) ovens in over 16 manufacturing plants world wide to make a particular line of products. Lubricants historically used on the chain drives, gears, bearings and sprockets built up large amounts of coked up varnish and carbonized gum. This buildup required daily oven shutdowns where workers had to chip off the buildup by hand.

The impact on productivity was significant. A custom Boron CLS Bond® High Temperature lubricant was formulated to eliminate this problem. Shutdowns for conveyor cleaning now only occur every two to four weeks. Unfortunately the Boron CLS Bond® product required changes in the lubrication spray mechanism of almost \$500,000 per plant. To date four plants have been converted and the remaining conversion are taking place over an 18 month period. The High Temperature Lubricant developed for Johns-Manville has resulted in variations being developed for other high temp applications such as forging, stamping and soot boxes.



British Petroleum Solves Delivery Problem



At the request of BP's risk management department, BP Southern California was supplied with several cases of LubriSilk™ High Performance Aerosol Lubricant. BP was having a serious problem with fuel handling and delivery where lids and caps on ground tanks were sticking. After a month long evaluation, BP determined that use of this product kept the caps and lids from sticking or freezing. It swelled the tank seals, making for better closure, and displaced existing corrosion and prevented new corrosion of the metal parts of the lids, caps and tank openings.

These tests were expanded to the western United States with the same outcome and resulted in the change to LubriSilk™ High Performance Aerosol Lubricant for all fuel handlers worldwide.

Compressor Oil Formulated for Atlas Copco



A significant problem with corrosion of compression blades between manufacture and receipt of shipment has caused Atlas Copco a problem. We designed and tested Boron CLS Bond® formulation that complies with all EU requirements and meets or exceeds all ASTM requirements for formulation and specified its use in all compressors as an OEM lubricant and anti-corrosion treatment prior to shipment.

Oil Rig Platforms switch to LubriSilk® Grease



Several years ago Wellstream of Florida evaluated LubriSilk™ No.2 grease for use in the manufacture of extraction tubes for recovery of gas and oil at offshore platforms. Test showed that use of Lubri Silk™ greases increased the useful life of the tubes by a factor of 6 times. It was then specified as the only grease acceptable for use in the manufacture of these tubes.

Subsequently the parent company in the United Kingdom evaluated it against a number of competitively supplied products for expanded use in grease applications on the platforms themselves and is using LubriSilk™ greases exclusively to eliminate corrosion while offering a high EP.



Chicago Bridge & Iron Achieves New Heights in Fuel Economy



Company Overview: Chicago Bridge & Iron Company N.V. (NYSE:CBI) is a global engineering and construction company specializing in the design and engineering, fabrication, field erection and repair of bulk liquid terminals, storage tanks, process vessels, low temperature and cryogenic storage facilities and other steel plate structures and their associated systems.

CB&I was founded in 1889 and primarily serves customers in the petroleum, petrochemical, chemical, electric and gas utility, pulp and paper and metals and mining industries.

CB&I uses large numbers of diesel powered generators with both Caterpillar and John Deere engines. In a multi-month test of diesel generators at construction sites in the Port of Long Beach, CA, use of Boron CLS Bond® Engine Treatment and Fuel System Treatment resulted in their reporting increased fuel economy in a Cat power 85KV generator of almost 50%. Subsequently, CB&I addressed a problem generator line (400KV CAT powered) that had notoriously poor fuel economy and operating performance.

Having installed the Boron CLS Bond® technology the elected to double the concentration from the recommended 1-1000 to 1-500 parts; after 300 hours of operation the fuel consumption dropped from 9.4 GPH to 4.4 GPH – a 114% improvement in fuel economy. At that point the recommended concentration of 1-1000 was used for another 300 plus hours. The fuel consumption rose to 6.0GPH – a 57% improvement in fuel consumption. At this point they elected to discontinue the Boron CLS Bond® technology and ran the generator for another 300+ hours, the fuel consumption rose to 8.2 GPH – still a 15% improvement.

Not only had CB&I initiated a program to use the Boron CLS Bond® technology in all its generators but is also evaluating use in its entire fleet of vehicles. These results were also reported to both Cat and John Deere and both have initiated evaluation programs of their own.



Canadian National Rail Switches to Boron CLS Bond®



Work with CN Rail began with an environmental and Lubrication problem related to all switches. Historically used engine oil was applied once a week to all switches to lubricate them and make them easier to switch – particularly in severe weather conditions and under high repetition rates. Typically these switches required hand lubrication every week and the high traffic switches in the inter-model yards (which average 1,200 switches per day) required hand lubrication every hour. A special version of Boron CLS Bond® Gear Oil Conditional diluted with synthetic PAO was developed for CN Rail and was a huge success as well as biodegradable.

The normal switches now only require lubrication every six weeks and the high traffic switches have gone from every hour to once a week. Furthermore, the Boron CLS Bond® lubricant was formulated into a water base “switch paint” which is pigmented so it can be readily observed in heavy traffic areas. The success of Boron CLS Bond® Switch lubricant led CN Rail to test other Boron CLS Bond® products in its inter-model yards. The grease and Hydraulic fluid in the Hyster and Fantuzi mobile cranes experienced a chronic problem related to wear, downtime and leakage requiring catch skirts around each crane making relocation tedious.

When changed out with Boron CLS Bond® High Performance #2 grease and High Performance Hydraulic Fluid the leaking stopped and the downtime decreased to the point where CN Rail terminated the lease on 15% of its cranes. This represented over a 15% increase in productivity of the cranes and each crane cost more than \$500,000 annually to lease. In all, almost \$5,000,000 will be saved from reduced crane leases expense alone and CN rail has made good use of the fact that it has switched to Boron CLS Bond® “Green” lubricants in its inter modal yards.



Expanding on this success, all inter-modal yards are now switching to Boron CLS Bond® High Performance Aerosol Lubricants for general purpose lubrication and anti-corrosion use. The success of the grease and Switch paint has led to the use of #1 and #00 greases in their automatic track grease applications where grease is shot onto the insides of the rails in turns to prevent accelerated wear of the expensive curved rail sections. Test are now under way on top-of-rail lubrication to spray from behind the engine to reduce friction between the railcar wheels and the track, yielding improved fuel economy. And finally, The engine and fuel system treatments are now being tested in the locomotive engines with an eye toward reduced maintenance and improved fuel economy



These activities have not gone unnoticed by other railroad operations. This industry cooperates closely on cost savings and labor technologies. Most of the above described products are now being used or evaluated by Canadian Pacific, Rail America, Union Pacific, Burlington Northern Santa Fe, Florida East Coast, and rail companies in France.

America Guardian Extended Warranty Programs Based Upon The Boron CLS Bond® Technology



American Guardian Warranty Services is one of the nation's largest aftermarket providers of both warranty programs and warranty reinsurance. After a great deal of research on Boron CLS Bond®, AGWS persuaded its warranty agents to incorporate Boron CLS Bond® Engine and Transmission Treatment with all the warranties they wrote, particularly on high mileage vehicles.

After two years accumulation of actuarial data on over 4,000 high mileage (90,000+ miles average) vehicles, AGWS concluded that the Boron Technology had reduced their per vehicle warranty expense related to drive train almost 40%. AGWS then designed their warranty policy incorporating Boron CLS Bond® products and has data on over 7,000 vehicles supporting its original findings. AGWS has translated their savings into a very competitive warranty program that is experiencing great success in the market place and is now the only "non automotive dealer" approved to sell warranty policies in California and Florida.