Swedish Test Proves Slick 50 the Farmer's Friend

The fame of Slick 50 products is spreading around the world. As that fame grows, mare and more countries and organizations become interested in verifying our product claims for themselves. These independent tests let us know how we're doing and serve as confirmation of the claims we make for our products.

The latest independent test results, published by the Swedish government and made available to all agricultural concerns throughout Sweden, should enhance our reputation even further. When the Swedes tested Slick 50 Engine Treatment and Slick 50 Gear Treatment in two tractors, the result was a 2-7% decrease in fuel consumption and a 4% increase in traction.

During February-July, 1988, two tractors were tested to determine the effects of Slick 50 Engine Treatment and Gear Treatment on performance. The type of tractor used, a BM350 without a sliding cutch, quick gear or brakes in on oil both, made the detailed examination possible. The engine was in good condition and had a total running time of 3000 hours before treatment.

The test started with a 1 25-hour run on the machine testing drum brakes, followed by measurements of the tractor's power take off (PTO) and tow bar capacity. Slick 50 Engine Treatment was then added to the engine, gear box and hydraulic system, and the tractor was run for 165 hours. After this treatment period, the lubricating oil was changed, the tractor was run for another 85 hours with untreated oil and the measurements were repeated. The results were as follows:

% Change After Slick 50 Treatment

	P.T.O. EFFECT	MOTOR SPEED	FUEL CONSUMPTION
At Full Load	1.9	—	- 4.8
	1.7	—	- 3.4
	2.2	—	- 1.9
	5.1	—	- 5.0
At Partial Load	4.5	- 0.8	- 5.4
	4.3	- 0.8	- 4.9
	5.1	- 0.7	- 6.2
	5.1	- 0.9	- 6.7

The slightly lower RPM with partial loads may explain part of the reduced fuel consumption.

The maximum traction effect and corresponding traction power, speed and fuel consumption when using the tractor's three gears were also measured before and after treatment. The maximum traction effect increased 4 after treatment with equivalent RPM. When the engine was operated at the same traction power and speed as before the treatment, specific fuel consumption decreased 3%.

Additional tests included measurement of oil temperature in the gear box, amount of carbon dust in the exhaust and amount of metal particles in the lubricant. The oil temperature was measured after a ten-hour run; before treatment it was 185°F and after treatment, 179°F, even though outside temperature remained constant. Carbon dust in the exhaust decreased 5-lO% after the treatment. Due to the short duration of the test, no firm conclusion could be reached on the amount of metal particles in the oil; however, the test did show a tendency toward decreasing amount of metal particles after the treatment.

Included in the Swedish government's report was the following clear and positive description of Slick 50 products: "Slick 50 is the name of a series of products which contain polytetraflouroethelene (PTFE). PTFE is o soft plastic material with a very low friction coefficient and o very slippery surface, which is also very resistant to heat and chemicals... When added to a lubrication system, the PTFE particles stick onto the metal surfaces in the system. These surfaces therefore acquire a very slippery surface layer... The PTFE gradually bands to the metal; [bonding process) speeds up with heat and pressure." We couldn't have said it better ourselves.