

# Lube Report

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Maryn International Ltd

## “GOING GREEN” – TRENDY OR JUST PLAIN COMMON SENSE?

**Is the green initiative actually changing the way we treat our environment or is going green just the “in” thing to do?**

Does it seem as though everywhere you look these days, someone is promoting us to “go green”? With this term getting used so frequently, it has quickly transformed from what was originally perceived as a hippy, tree-hugger slogan to become a commonly known household term. Environmental initiatives last longer and have more of an impact if they are based on genuine concerns rather than merely responding to what is currently the “in” thing to be doing. The question is, does “going green” still retain its meaning or has it just become another trend?

Environmentally sensitive issues such as vehicle pollution and energy efficiency can be viewed as issues of common sense rather than drastic alternative ways of living. Excessive and neglectful use of our resources is causing unnecessary damage to our environment and our personal finances. At home, leaving the lights on and/or using low efficiency bulbs is hiking up our energy bill every month. According to the Canadian Automobile Association, the average commuter spends approximately \$7,500 per year (\$15/day) to operate their vehicle. That's right, on our way to and from work, as we sit in our cars, we're idling away and literally burning up our hard-earned money. If you are idling in traffic for longer than ten seconds, you are using more fuel than if you were to restart your vehicle. Reducing warm-up idling will also help lower your car's fuel consumption. Start driving after no more than 30 seconds of idling (as long as your windows are clear of frost, of course!).

Carpooling is something we all know we *could* do, but the comfort of using our own vehicle has always been preferable. However, carpooling is increasing as a practical and efficient way to commute and can even make the dreary commute more sociable. A joint carpooling initiative by many cities across western Canada called *carpool.ca* will even match you with a potential car pooler in your area and even calculate how much you can save on fuel.

There are several ways to minimize how often we must visit the dreaded fuel pump. We need to use our vehicles more efficiently, and if possible, less often. Vehicle maintenance helps us on a daily basis to increase your fuel efficiency. A few key areas to always keep on top of include: new spark plugs to eliminate misfiring, a clean air filter, clean engine oil and accurate tire air pressure. A high quality fuel additive is another great way to ensure that we're getting the most out of our vehicles. To lower our fuel consumption while we drive, we should break and accelerate gradually. As long as it isn't unbearably hot, we should turn off the air conditioning.

While we're exploring different ways to save on our fuel bills, we should consider alternative means of transportation. Depending on the weather where you live, a scooter or a motorcycle might be a viable year-round answer for you. These two wheeled vehicles typically cost under \$20 to fill and that'll get you around town for a full week! Of course, the best way for us to save money on rising fuel costs is to not drive our vehicle at all! Walking and cycling are feasible options for those of us who are fortunate enough to live relatively close to work. One of the managing directors here at Maryn, takes care of his local errands while cruising around his neighborhood on an electric skateboard! Also, public transportation will only get more popular and user friendly as improving access to reliable public transport continues to rise on the agendas of our provincial and federal governments.

These are just a few examples of the costly habits that we should be changing regardless of whether or not we want to “go green”. We should all remain aware that “going green” isn't about doing what's trendy; it's about saving our planet.

### OIL CONSUMPTION CUT BY 80%



Ratliff Ready-Mix began using by-pass filtration early in 2007. They quickly discovered this technology to be superior to traditional methods of maintaining engine oil. In the early installations, they went beyond a year (approx. 3,000 hours) and have settled with a single annual oil/filter change schedule to keep it easy. Now, over a third of their 100+ unit fleet has installed by-pass filtration units and they intend to fit all of their equipment. The units are easily installed and have already paid for themselves by cutting Ratliff's oil consumption by 80% and they are avoiding expensive synthetic oils by using Power Up oil additives. They now have full peace of mind knowing that their engines are running on the cleanest oil possible and they're enjoying the reduced costs of implementing bypass filtration technology. Now Ratliff Ready-Mix truly is a “Green Company”!



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## CLEANING UP THE TRACKS

**The City of Calgary LRT Track & Way needed an eco-system compatible rail curve grease and the innovators at Maryn came to the rescue.**

Four years ago, proactive operators at the City of Calgary LRT Track & Way sought an environmental solution to rail curve grease. In January of 2004, they began evaluation of Marinus Rail Curve Grease. This was to compare the "old" heavy metal grease to the Marinus RCG (Rail Curve Grease) at a selected site.

The objectives of the evaluation were to meet or exceed the originally applied grease in:

1. Friction reduction at the mating surface of the rails and wheels
2. Reduce ambient noise
3. Carry distance down the track from overall rail/wheel protection (and more efficient utilization of product)
4. Bio-system compatibility; present no serious threat to flora and fauna encountered along and/or indigenous to the right of way and surrounding properties, quickly biodegradable eliminating unsightly grease build-up

The "Old" Rail Curve Grease vs. Marinus RCG:

- The "old" product consisted of heavy metals including graphite and molybdenum disulphide. Marinus is an ester that is biodegradable, harmless and non-toxic.
- The "old" heavy metal grease could contaminate the ground water for over 100 years. The Marinus RCG biodegrades 90% in 28 days.

After one year of evaluation, the Marinus RCG was transported or tracked along the rail just as far, if not further, than the originally used material. The reduction in friction with the Marinus product was equal to or greater than that of the originally used product. The water wash-out properties of the Marinus RCG was deemed to be more suitable for the needs of a rail curve grease. The noise reduction performance was comparable to that of the existing grease and it was capable of pumping at all tem-

peratures in all seasons. Perhaps the most impressive benefit was the 90% biodegradability within 28 days. This was substantiated in the field testing, where little or no build-up of excess grease was visible.

Extensive testing and evaluation continued for one full year to ensure consistency of required performance objectives. The Marinus RCG met and exceeded all tests that were tabled for the program. All the while, the Calgary City LRT moved towards an improved corporate image for continuous improvement of their environmentally responsible performance. Also, conformity to ISO 14000 requirements was maintained without any special efforts.

We commend The City of Calgary LRT for proactively seeking a solution to their rail curve grease. If they had not made the switch to an eco-system compatible grease, it is estimated that approximately 7,000kg of heavy metal grease would have been released into the environment each year. Little, if any, of the material would have been collected or contained, which would have translated to 1.5



million pounds of heavy metal materials deposited over the next century (100 year contamination). Which is the time required for the initial application to fully biodegrade. Not a pretty thought, is it? As of December 2007, the City of Calgary LRT Track & Way used up the remaining inventory of the toxic, heavy metal grease and have discontinued its use. They now use the Marinus biodegradable grease for all rail curve applications and will continue its use as the transportation infrastructure expands throughout the city.

**SAVING 2 GALLONS  
OF FUEL PER HOUR**



Colin has an '87 Case 2394 tractor with a 33 ft Morris cultivator without harrow. His brother has an identical tractor and cultivator. Colin's tractor was treated with Gen49D in the diesel fuel as well as NNL 690G in the engine and power shift transmission but his brother's was not treated with either product. They were working in the same field, on the same day. The tractor using Power Up products could operate for 2 hours longer before refueling, which translates into cultivating a full 160 acres, whereas Colin's brother could only work 120 acres before refueling. The actual fuel consumption on Colin's tractor dropped from 8 gallons per hour to 6 gallons per hour.



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