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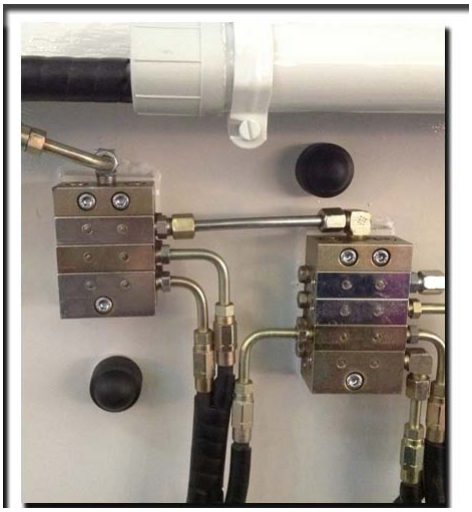
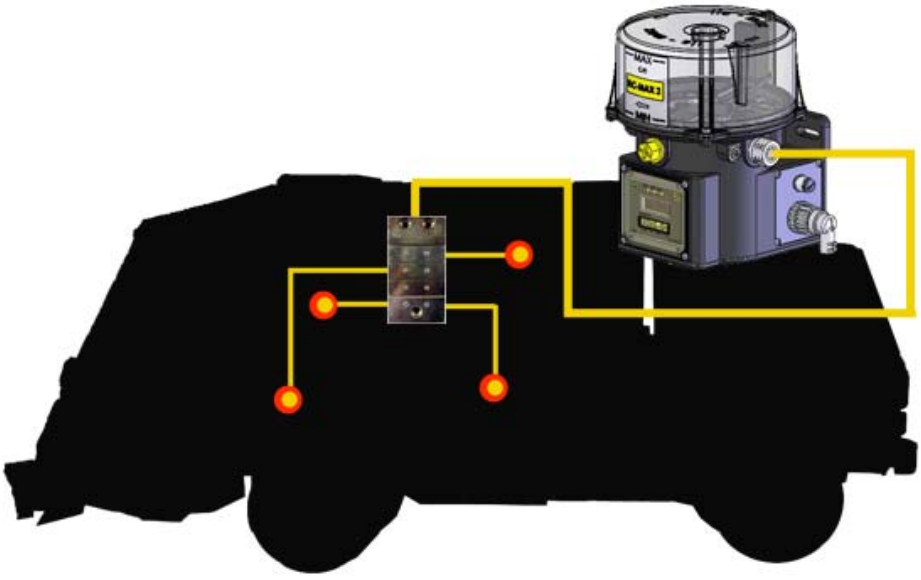
CENTRALIZED
LUBRICATION
SYSTEMS

AUTOMATIC LUBRICATION FOR COMMERCIAL AND INDUSTRIAL VEHICLES

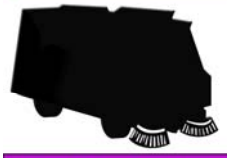
helping maintain and sustain the mobile on-road vehicles





waste trucks

concrete trucks



street sweepers

truck cranes

dump trucks

heavy-duty service

sewer cleaning trucks

tankers

flatbeds

dry containers

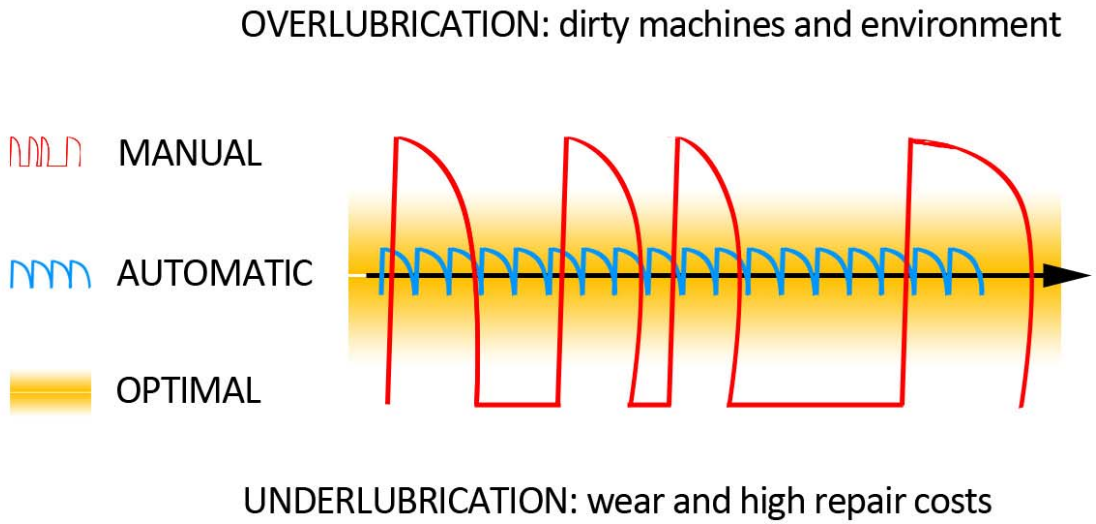
side dumpers

feed trailers

AUTOMATED LUBRICATION
– THE RIGHT CHOICE

Why use automated lubrication?
- Reduce PM man hours
- Extend PM intervals
- Decrease component failures
- Reduce road failures
- Increase truck usage
- Extend truck life
- Reduce tire wear
- Improve fleet safety and reliability

Other benefits!
- Increase your fleet size with your existing maintenance team
- Reduce the impact from the shortage of qualified mechanics
- Handle the increased maintenance requirements of new emission engines
- Frees up mechanic's time for inspections and other repairs
- Increase the life of brake linkages

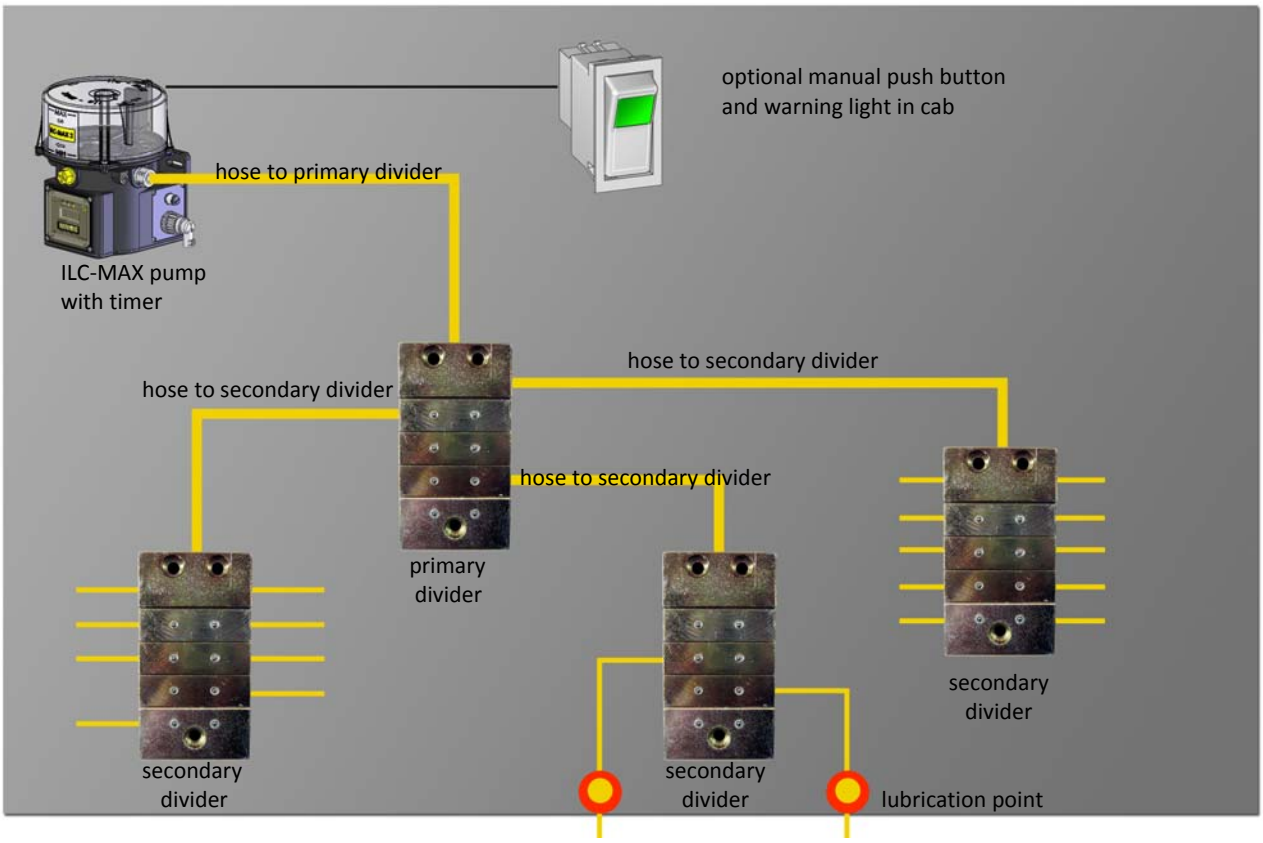


ILC IS ONE OF THE FEW SUPPLIERS IN THE INDUSTRY THAT CAN PUMP NLGI 2 GREASE

Why NLGI 2 grease?

- Stays in place, protecting and lubricating for longer
- Eight times better lubricant film retention rate than NLGI 0 grease
- Provides the best grease seal performance for keeping out contamination
- Less affected by wash out than lighter greases
- Retains full body even during hot days
- Standard shop grease is convenient and inexpensive
- Lubricant dripping from the chassis is greatly reduced

HOW THE LUBRICATION SYSTEM WORKS



System operation

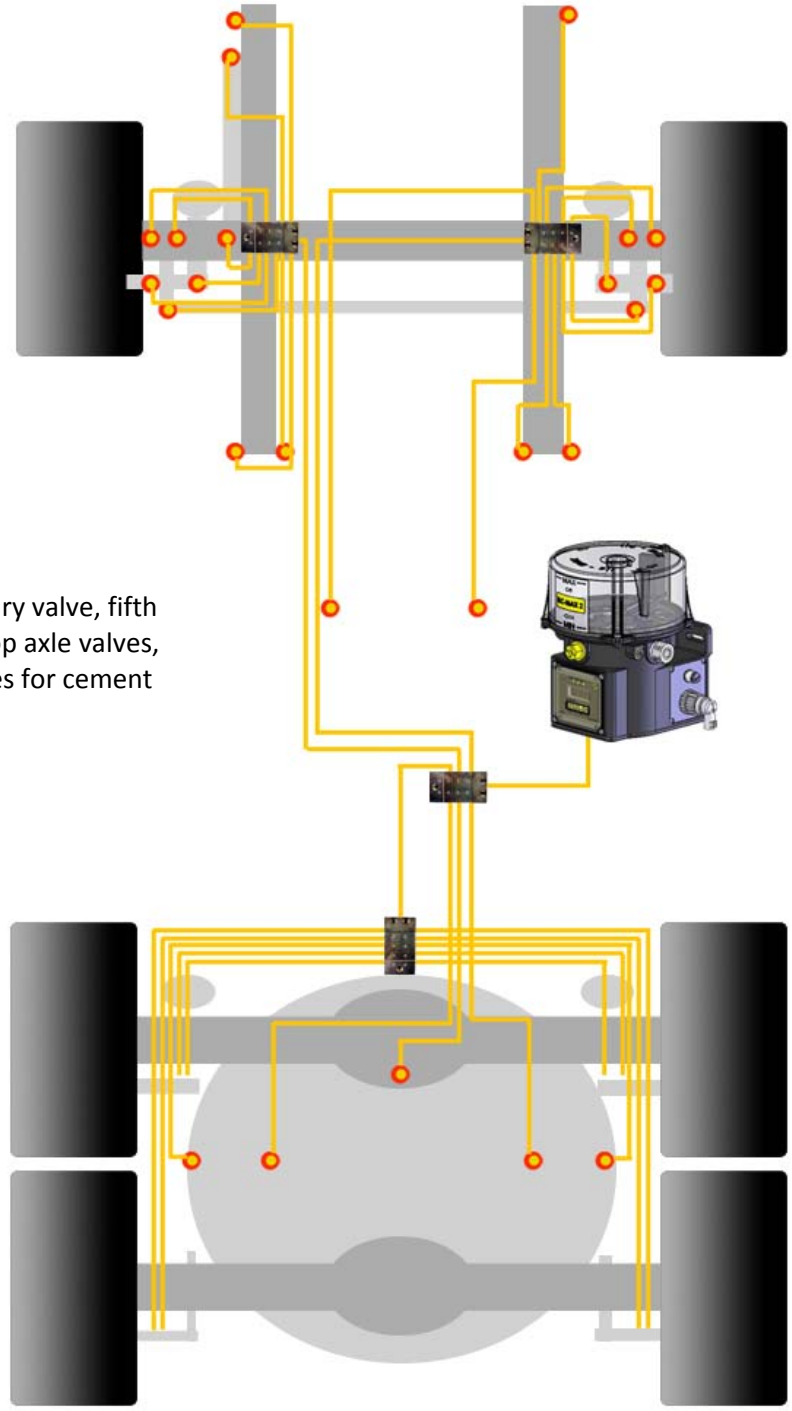
1. The pump is actuated automatically by an internal adjustable timer while the vehicle is running.
2. Lubricant flow starts and it is delivered to the primary divider through the main hose.
3. The primary progressive divider distributes lubricant in metering amounts to the secondary dividers.
4. The secondary dividers proportion the grease and deliver exact metering amounts to the bearings according to their specific needs through secondary hoses.

TRUCK CHASSIS TYPICAL APPLICATION

Front right and left secondary dividers
Upper and lower king pin, tie rod ends, camshaft bushing, slack adjuster, spring and shackle pins, steering arm for severe duty and manual transmission cross shaft.

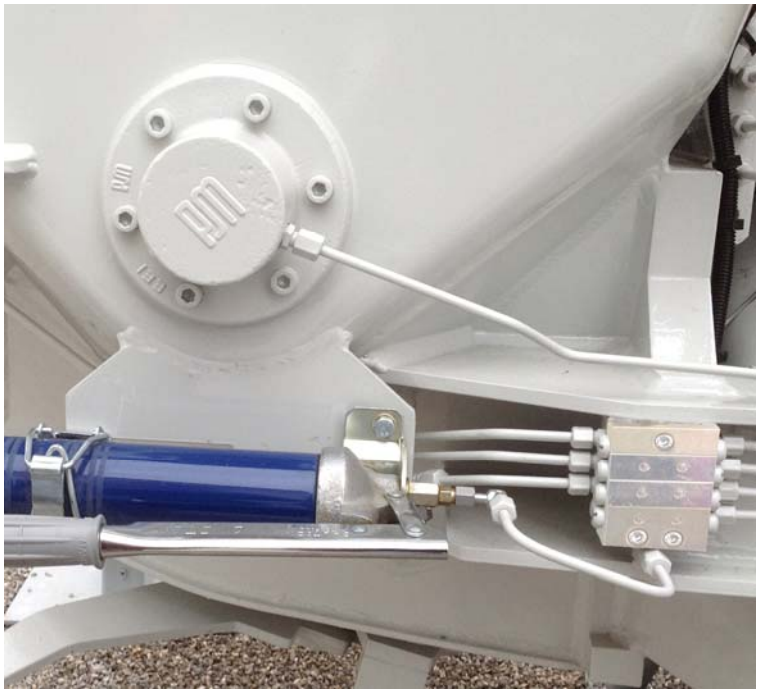
Primary divider
Front left and front right valves, rear secondary valve, fifth wheel faceplate; can also be used to feed drop axle valves, tag axle valves, roller bearing and chute valves for cement trucks and other attachments.

Rear secondary divider
Camshaft bushings, slack adjusters and fifth wheel pivots



APPLICATIONS

Below follows a partial list of typical application that can be served by ILC systems:



- Waste trucks – side, front and rear loaders
- Concrete trucks (mixers and pumpers)
- Dump trucks (snow plows)
- Sewer cleaning trucks
- Low-boy and heavy-duty service trucks
- Truck cranes and boom trucks
- Street sweepers

TRAILERS REQUIRES LUBRICATION TOO

Single point systems or centralized lubrication systems? You have the choice!

Single point system

It brings together all trailer lubrication points into one, saving maintenance time.

- Typical for most trailers
- Cost-effective system designed to service up to 18 points from a single grease fitting using the ILC progressive divider technology
- Delivers precise amounts of lubricant, fully monitored with the cycle indicator pin

Centralized lubrication system

It eliminates the need to manually lubricate under the trailer, saving working time.

- Accurate lubrication without the need for continuous power
- Working time and pause time are set by mean of an electronic card
- Delivers the precise lubrication a trailer requires exactly when it requires

A TYPICAL RETURN ON INVESTMENT FOR A STANDARD COMMERCIAL VEHICLE - FIVE-YEAR PERIOD

Five-year truck ownership period	Cost parts/work	Centralized savings	Savings %	Repair work hours	Hour savings
Manual greasing (50 Lube Events x 25.00 € per event)	1293.95 €	1164.56 €	90%	40	36
Replacement Components and Rebuilds					
1 King Pin set@ 85.00 €/set Plus 8 hrs. Work per repair	381.00 €	286.00 €	75%	8	6
2 Tie Rod Ends@ 43.00 €/set Plus 2 hrs. Work per repair	233.00 €	175.00 €	75%	4	3
1 Drag Link@ 144.00 € each Plus 1 hr. Work	181.00 €	136.00 €	75%	1	1
6 Slack Adjusters@ 60.00 € each Plus 2 hrs. Work per repair	799.00 €	599.00 €	75%	12	9
6 Brake Cams@ 144.00 € each Plus 2 hrs. Work per repair	1305.00 €	979.00 €	75%	12	9
2 Spring Pins & Bushings 97.00 € each plus 2 hrs. Work per repair	342.00 €	257.00 €	75%	4	3
Steering Tire Replacement (@160.000 km replacement)	5102.00 €	511.00 €	10%	12	1.2
5th Wheel Rebuild	0.00 €	0.00 €			
Subtotal of replacement components and work	**9634.00 €**	**4103.00 €**	**42.6%**	**93**	**79**
Lost Gross Margin (2 x Repair Hours x 0.32 €/km X 100 km/H)	3466.00 €	2533.00 €			
Total Cost for Manual Lubrication and Projected Savings					
Five-Year Period	**13100.00** €	**6636.00** €			
One-Year Period	**2620.00** €	**1328.00** €			

This is based on a class 8 truck (with 32 lubrication points) travelling about 200.000 kilometres per year and fully loaded. Repair work rate at 40.00 € per hour. Based on this financial model, every 147 trucks saves 2.000 maintenance hours or potentially one mechanic.