

FREQUENTLY ASKED QUESTIONS

1. Q. What is the main benefit of having the Power Train Saver?

A. **The Power Train Saver Torque Fuses stop over-torque damage on differentials, drive-shafts, axles, etc by shearing just prior to when damage would occur. The Torque Fuses take about 15 minutes to change out thus eliminating costly down-time.**

2. Q. Can the Torque Fuses do the work I need to normally do with my trucks?

A. **The Torque Fuses do not break if you dump the clutch. You have to be loaded then dump the clutch excessively or try to lift out of a soft spot, rough terrain, hills etc. The Torque Fuses will shear just before the damage would occur to differentials, axles etc.**

3. Q. Are Torque Fuses really strong enough to use on my heavy duty trucks & equipment?



From 2,000 - 45,000 Ft/Lbs

A. **The Torque Fuses are strong enough for any application. They can be custom fit to what ever strength is needed. Currently Power Train Savers has equipment weighing up to 300,000 pounds using Torque Fuses. See Pg 4 (parts catalogue)for set up charts to custom fit Torque Fuses for your application.**

4. Q. Does the drive-shaft fall down after the Fuses shear?



Supported after the Torque Fuses shear.

A. **The drive-shaft doesn't fall down. It spins within itself on an internal system. See demo video at www.powertrainsavers.com.**



No Down Time! "We have had really good success with the Power Train Savers on our 20 truck tractors. We have been using them for 3 years now and have had no down time. We used to have differential breakage 4 or 5 times a year, costing us \$4,000 - \$5,000 each time. Now we have no breakage and no down time which is a huge saving in both time and money!" *Bill Rettie, Bill McColman Oilfield Hauling - AB*

A Factory Option? "In 2001, Circle D started moving rigs in Southern Alberta. Soon to follow was driveline trouble. At the time, Stan and Randy Friesen were working with us and talked me into trying a couple of these driveline savers. We started off by putting them into units that were down due to over torque damage. After a few months we noticed a decrease in downtime.



We started to install them in new units while in rig up. It took a while for the drivers and pushes to accept the inconvenience of a truck down for 20 minutes while they changed out the torque fuses. Compare that to putting a truck down for 3 days and \$3,000 - \$5,000 in repairs. There were no arguments. As soon as Kenworth offers these units as a factory option, all of our oilfield trucks will come with them already installed. *Myles Paddock (Owner) Circle "D" Transport Inc.*

Santa Fe Sanitation "We have the Power Train Saver on our garbage trucks and ever since putting them on we haven't had a ring and pinion out yet! Except! Oh ya, one time we did blow a differential, but found out it was on one of our trucks that didn't have a Power Train Saver on it yet. We now have Power Train Savers specked into our new trucks." *Jerry Monarski, Equipment Manager Solid Waste Division, City of Santa Fe, New Mexico*

