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Personal work background with Class 8 trucks and HD Equipment.

I was born in 1955 in the very small (2500 population) remote coastal town of Bella Coola, British Columbia, Canada and moved to the city of Vancouver, British Columbia in 1981 with a new custom ordered Kenworth highway truck.

My Father, Floyd Casperson, was also born in Bella Coola in 1932 and lived there until he died in 2016. Dad began driving trucks in the late 40's and performed mechanical repairs and welding for the public, and I am still welding with the 200 amp Lincoln welder Dad bought in 1954 for \$800.00. In 1953 Dad pulled a 1951 White logging truck out of the ocean fiord, after it had been submerged for two years and rebuilt it so it could haul logs again, and hired a driver. In 1954 Dad bought a 1950 Mercury single axle truck with a tandem axle log trailer and operated the two trucks until buying two new 1957 Kenworth trucks with new log trailers for \$52,000.00 with my Uncle, Frank Gildersleve. They purchased another two Kenworth trucks in 1960 and then began buying log skidders and crawlers for contract logging and additional trucks were purchased. We operated exclusively with Kenworth trucks until the late 1970's, log hauling, low-bed and gravel truck service.

I remember greasing Dad's 1960 Kenworth and log trailer with my older brother, Russell, at age 6 and washing parts in the shop, also became a perfectionist with the shop broom. I spent lots of time at the shop learning to operate equipment, line crane, trucks, repair work and was arc welding and fabricating by age 13. I helped Dad rebuild Cummins engines, 5 & 4 speed transmissions, differentials, suspensions, changed wheel bases and suspensions converting logging trucks to gravel trucks and worked on everything else that came to our shop. We performed warranty work on Cummins, Detroit Diesel and Kenworth trucks and my first experience rebuilding an Eaton Road Ranger transmission was in 1975. We rebuilt, repaired and worked on commercial fish & tug boats, farm equipment and all kinds of heavy duty logging and construction equipment, and handled all our own tire repairs and changes for trucks, vehicles and log skidders.

In 1964 we moved to the present hobby farm home where Mom and Dad lived their lives out. The farming experience was great with tractors and machinery, but milking a cow before school wasn't so cool. I began collecting and building a 1923 Model T Ford when I was 12 and drove it around our 30 acres and to school occasionally. In 1970 the local rep for the Williams Lake, British Columbia news paper published a picture and article on my Model T project. The basics of engine and transmission design were certainly present in a Model T Ford. My busy life made school boring, especially after watching our Kenworths roll past the school every day. Easter 1971, I walked out of class, handed my books in, went home and changed into shop clothes and caught a ride to our shop via our logging truck.

After delivery of each new truck I purchased from 1974 and on, I would spend two weeks or more going over and tightening every nut and bolt I could get a wrench on, also added protection and tightened all air lines to extend the life and dependability. Those who purchased my used trucks always commented about how trouble free they were.

Dad's excellent reputation with Kenworth helped me purchase my first new Kenworth logging truck at in 1974. I never had the proper Class 1 driver's license for the first eight months but we were in an isolated logging camp for several months and only needed an Industrial Air

Brake Certificate. We rebuilt an older Peerless log trailer, put Columbia walking beams in it and I fabricated a new 350 gallon vertical water tank / cab protector. The tank supplied water to keep all brake drums cool when driving on the mountain goat logging roads that we hauled logs down, up to 25% decline. This 1974 Kenworth was later converted to our low-bed truck and I fabricated a heavy duty 18 foot deck that bolted on the frame for hauling small equipment in the mountains where a low-bed could not access.

In 1979 I went thru Kenworth's order book and spec'd out a new logging truck and trailer, it was one of the last trucks to be built at our local Kenworth factory before it closed. I ordered it with a 400 HP Cummins, RTO 13 speed Eaton transmission and 2 speed Eaton differentials. For two years I hauled logs off the coastal mountains and over ice bridges in the winter time in the northern interior of British Columbia.

In the winter of 1981 I decided to move to the city and ordered a 1981 VIT Kenworth highway truck with 60" sleeper, 400 HP Caterpillar engine with retarder, RTO 15 speed Eaton transmission and 2 speed Eaton differentials. It would do 87 MPH on the flat with the differentials in high range and only 54 MPH in low range, great gear selections for city, highway and off highway roads. I trucked all over British Columbia and Alberta with flat deck and van loads. I then sold this truck and built a complete mobile shop on a 5 ton truck with a 22 foot box, hydraulic tailgate and went back to welding, fabricating and heavy equipment repairs.

In 1985 I was offered a sales position at our local Kenworth dealership and thoroughly enjoyed selling lots of trucks. Due to my history with logging, my out of office territory was Squamish, Whistler and Pemberton British Columbia where most of the local logging truck business was. After selling trucks for a year and a half, the President of Inland Kenworth offered me the Service Manager position at their eighteen bay shop, which I declined due to what the job really is and for other personal opportunities.

After being involved with a US treatment product that had some short comings (one problem is too many for me to be involved with) I was going to return to the heavy equipment industry. Then several Distributors and people pressured and supported me to formulate an excellent "One-Time Metal Treatment" product that had absolutely no risks to any mechanical equipment or components and produced the best performance results possible by cleaning all bearing surface asperity and making the bearing surfaces smoother thru permanent micro resin impregnation. It took me several months to decide which direction to take ...then in March 1990 the business and the formulating of Enviro-Save Engine & Powertrain Protection Metal Treatment began. My work history is the reason I focused so much on before and after Enviro-Save treatment oil sample analysis reports. Oil sample analysis reports provide scientific evidence and provide customers with the very best performance proof regarding friction and wear reductions. Unfortunately in today's world so many maintenance people do not understand that friction causes wear and when you prove wear has been reduced, friction is automatically reduced and therefore less energy is required.....fuel savings, longer life and less pollution. Big oil and manufacturers do not like products that reduce their profits and they discourage using any product that reduces fuel consumption or extends component life.

To this day, I still perform welding jobs, fabrication and minor repairs on a few of my friends Class 8 trucks or equipment. .

If you have questions or concerns of any nature, please do not hesitate to contact me.