



# Keeping the Engine Cool for Lasting Performance

Since 1927, Prestone has protected drivers and their vehicles with cutting-edge products. From its iconic yellow jug antifreeze/coolant to its innovative stop leak line, the Prestone brand honors its 90-year history by keeping its ground-breaking formulas laps ahead of the competition. One of the long-time users of Prestone products is Interway Transport Sdn Bhd. Mr Cheok Tuan Lim, Executive Director of Interway Transport spoke to Asian Trucker about their experience and how these additives help to improve the performance of the fleet.

From the product line-up of Prestone, Interway Transport has picked three products to be used in their trucks. The first one is the Coolant, which is one of Prestone's key products. "What we like about this is that the truck makers also approve these additives," Lim said. In Malaysia, the addition of the Coolant

helps to reduce the temperature inside the engine block and the intercooler, thus protecting the asset. When first hearing about the addition of Coolant, Lim set out to research the matter as he was initially under the impression that any Coolant would do. However, every 200 000 kilometres a fresh filling would require the right specifications of Coolant to be used. Through his research he found Allegiance Malaysia as one supplier of suitable fluids. Even though, the cost is very little, it is crucial to pick the right product to avoid damages to the engine.

Although Lim admitted that it is hard to prove that the product will have a significant impact on the performance of the trucks, Lim has seen the result of having used it over time. Whenever an engine comes up for an overhaul, the components are in a better shape than those that are not protected by the additive. However, Prestone being a US brand, Lim has trust in the products. Lim stated that it is important that one follows the specifications of the OEM.

After an engine overhaul, Lim recommends the use of the Prestone Engine Flush. The Engine Flush helps dissolve, disperse and lift sludge deposits from engine components, and drain them, from the engine. "We flush the engine with it before we fill fresh oil again for an overhauled engine to

ensure that sludge is removed as it may otherwise clog up the newly refurbished engine. It is a small additional cost that can prevent damage to the engine, which would be satirical when you consider that one has just spent good time and money on the refurbishment of an engine." The key difference between European and local transporters according to Lim is the acquisition of vehicles as he said "In Europe you lease your trucks and thus you don't have to care about them. Here, we own the vehicles and need to take care of them for up to 20 years!"

Interway Transport moves containers, as well as heavy goods with a fleet of around 400 trucks. Thus, their trucks are subjected to a lot of hard work: either driving long distances or moving heavy loads. "Malaysia's transporters must know the standard, follow trends and developments to prevent damages to their trucks and avoid breakdowns," Lim said. In his workshop, he is constantly trying to find ways to improve the performance of the fleet. "After the warranty ends, transporters must take care of their assets beyond the warranty period and we are grateful for partners like Allegiance Malaysia to offer assistance in this regard," he opined.

