



FIELD TEST REPORT DATED 29.10.2002

Volvo B10M60: diesel power up without teardown

JSC Avtokolonna No. 1118, diagnostics bay · approved by: Technical Director Yu. A. Leonov · measurements: Acting Diagnostics Engineer N. V. Petrov · Head of Production Engineering Dept. M. E. Falin
Murmansk, Russia · measurements 25.09.2002 and 28.10.2002 · report signed 29.10.2002

PRODUCT	TEST OBJECT	DOCUMENT TYPE
XADO Revitalizant gel for diesel engines · three-stage treatment, engine left in the bus	Volvo B10M60 bus fleet No. 2018, plate M 218 MM 51 · diesel engine	Report of JSC Avtokolonna No. 1118 with signatures and stamps

EQUIPMENT	SERVICE BETWEEN MEASUREMENTS	WHAT WAS MEASURED
Volvo B10M60 bus, fleet No. 2018, plate M 218 MM 51	over 4000 km in 33 days of route service	Power at operating temperature, smoke opacity

Treatment carried out by Arktik-Avto LLC (Murmansk); before and after measurements — the bus fleet's own diagnostics bay.

Key result

↑ 20 %

power at operating temperature, 80 → 96 kW

Engine power before and after treatment

PARAMETER	BEFORE TREATMENT, 25.09.2002	AFTER 4000 KM, 28.10.2002	CHANGE
Power at operating temperature	80 kW	96 kW	+20 %

Both measurements were taken in the same fleet diagnostics bay, with the engine at operating temperature.

How the work on the bus proceeded

STAGE	DATE	DETAILS
Diagnostics before treatment	25.09.2002	Power at operating temperature 80 kW , smoke opacity 83.3 %
Engine treatment	September 2002	XADO Revitalizant gel for diesel engines, three stages, no teardown
Service operation	33 days	Over 4000 km on city routes, the bus was never taken off the line
Diagnostics after treatment	28.10.2002	Power at operating temperature 96 kW

The engine was treated in place on the bus: no teardown, no parts replacement and no downtime were required.

What the report recorded

At the diagnostics bay of JSC Avtokolonna No. 1118 on 25.09.2002, the Volvo B10M60 bus showed power at operating temperature of **80 kW** and smoke opacity of **83.3 %** — the condition of a worn city bus diesel. The engine was treated with XADO Revitalizant gel in three stages, without removing it from the vehicle and without teardown. The bus stayed in route service; after **33 days** and **over 4000 km** a repeat measurement in the same bay gave **96 kW** — **20 %** above the initial figure. The gain was obtained without replacing any parts: the metal-ceramic layer builds up exactly where the cylinder-piston surfaces are worn, restores sealing — and the engine delivers its power again. The report was approved by the technical director of the company and certified with the stamps of the bus fleet and of the contractor that performed the treatment.

XADO

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The results refer to the diesel engine of a Volvo B10M60 bus in city service; on other equipment and under different conditions the figures may differ. The original report of JSC Avtokolonna No. 1118 dated 29.10.2002, with signatures and stamps, is published in full and available for download.