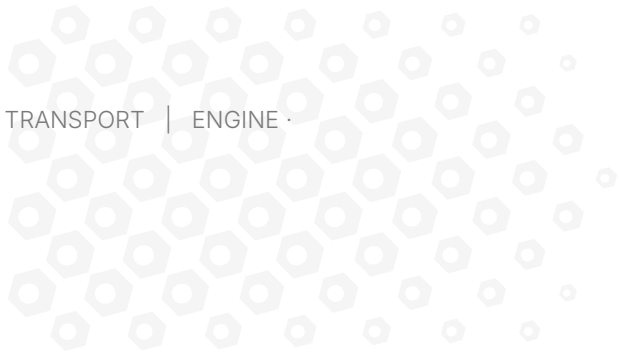




ENGINE TREATMENT REPORT — XADO TECHNOLOGY

PAZ 33205 bus: compression rose without engine teardown

Lori-Evrotrans transport company · approved by chief engineer A. I. Malaev · report signed by the vehicle driver and a representative of XADO LLC

Republic of Mordovia · treatment 6.03–4.04.2007 · report dated 11.04.2007

PRODUCT	TREATED UNIT	DOCUMENT TYPE
XADO revitalizant gel for engines Oil system flush and decarbonising with Absolut+, then 4 stages in a 1+1+1+2 sequence · XADO Atomic Oil 15W-40 SL/CI-4, 14 l	PAZ 33205 bus, reg. no. AA721 Petrol engine 5311 · vehicle in regular route service	Treatment report, approved by the plant chief engineer

EQUIPMENT	MILEAGE AT START OF WORK	WHAT WAS MEASURED
PAZ 33205 bus, reg. no. AA721 engine 5311, petrol	59,036 km	Compression by cylinder, kgf/cm ²

The engine was neither dismantled nor removed: the compound was added to the oil system and the bus kept running its route.

Key result

↑ **2.4-5.9 %**

compression by cylinder, 8.5 → 9.0 kgf/cm²; the rest unchanged; gain in 3 of 4 measurements; the rest unchanged

Compression by cylinder, engine 5311

CYLINDER	BEFORE TREATMENT	AFTER TREATMENT AND MILEAGE
Cylinder 6	8.5 kgf/cm ²	9.0 kgf/cm ²
Cylinder 7	8.0 kgf/cm ²	8.0 kgf/cm ²
Cylinder 8	8.5 kgf/cm ²	9.0 kgf/cm ²

Measurements were taken before the work began and after the full treatment cycle plus **9,318 km** of route mileage (odometer **59,036 → 68,354 km**).

What the report showed

"Between 6.03.07 and 4.04.07 the oil system of the engine of PAZ 33205 bus, reg. no. AA721, was treated using XADO technology" — this is how the Lori-Evrotrans report describes the work. The 5311 engine with **59,036 km** on the odometer received an oil system flush and four stages of revitalizant gel, with no teardown and without taking the vehicle off its routes. After **9,318 km** the cylinder compression rose from **8.5 to 9.0 kgf/cm²**: the seal of the cylinder-piston group was restored — the very thing that governs engine power and fuel consumption. The gain runs up against the factory rating: compression cannot climb above it, and coming close to it on a worn engine is the limit of what is achievable. All of this came from an ordinary oil change with the compound added while the vehicle stayed in service.

XADO

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The results relate to the 5311 petrol engine of a PAZ 33205 bus in urban passenger service; on other equipment and under other conditions the figures may differ. The original report with signatures and stamp is published in full and available for download.