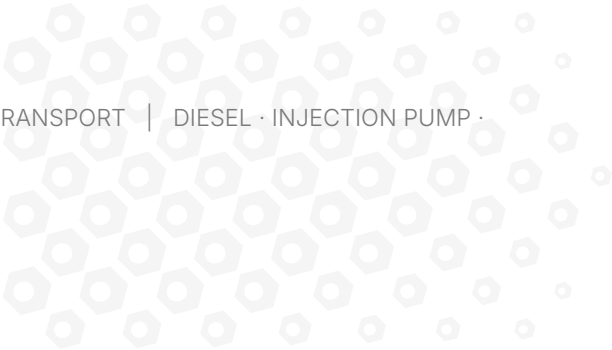




SEID-TRANSAVTO LLC · REPORT DATED 15.10.2003

KamAZ-55111A: engine, injection pump and hubs — recovery without disassembly

SEID-Transavto LLC, Murmansk · approved by director R. S. Kuznetsov · chief mechanic P. V. Balukhtin · treatment performed by Arktik-Avto LLC, director I. V. Pavlov
Murmansk, Russia · report dated 15.10.2003

PRODUCT	TREATED OBJECT	DOCUMENT TYPE
XADO revitalizant gels for diesel engines · for fuel injection equipment · XADO restorative grease for bearings	KamAZ-55111A dump truck reg. no. E 924 VR 51 · engine, injection pump, wheel hub bearings	Report dated 15.10.2003 with signatures and stamps

VEHICLE	SERVICE HISTORY AT START OF WORK	WHAT WAS TREATED
KamAZ-55111A dump truck, reg. no. E 924 VR 51	1999 build year — 4 years in service by the date of the report	Engine, fuel injection equipment (injection pump), wheel hub bearings

A truck in everyday service, not a test bench: the treatment was performed on the vehicle.

Key result

↑ **2.5x**

engine oil pressure, 2.2 → 5.5 kgf/cm²

What changed on each treated unit

UNIT	BEFORE TREATMENT	AFTER TREATMENT
Engine	Oil pressure 2.2 kgf/cm² ; service life extension needed	Oil pressure 5.5 kgf/cm² ; vibration lower, pulling power and throttle response higher, easier starting, less exhaust smoke
Fuel injection equipment (injection pump)	Complaints about pump operation and fuel consumption	Injection pump operation improved
Wheel hub bearings	Chipping and scoring on the rollers — outer and inner	Chipping and scoring eliminated

The engine and injection pump were treated with XADO revitalizant gels, the wheel hub bearings with XADO restorative grease; the units were not disassembled.

What the commission recorded

The commission of SEID-Transavto LLC, with the chief mechanic and a representative of Arktik-Avto LLC taking part, recorded the following after treatment of the units with XADO revitalizant gels:

1. Fuel injection equipment — injection pump operation improved.
2. Engine — vibration decreased, pulling power and throttle response increased, oil pressure rose to **5.5 kgf/cm²**.
3. Engine starting improved, exhaust smoke decreased.
4. Chipping and scoring on the rollers of the wheel hub bearings, both outer and inner, were eliminated. The decision to treat was taken on a truck with an oil pressure of **2.2 kgf/cm²** and already identified roller defects — the units were brought back without disassembly, right in service.

XADO

© XADO. All rights reserved.

The results relate to the KamAZ-55111A dump truck — its diesel engine, fuel injection equipment and wheel hub bearings; on other machinery and under other operating conditions the figures may differ. The treatment was performed by Arktik-Avto LLC (Murmansk). The original report with signatures and stamps is published in full and available for download.