

TECHNICAL REPORT, ATP No. 16330 JSC

# LAZ bus: compression up in every cylinder, fuel use down

ATP No. 16330 JSC, city passenger route No. 7 · report approved by chief engineer V. A. Grebenyuk;  
treatment performed by XADO LLC, engineer Yu. L. Glushchenko

Ukraine · report dated 13.03.2000 · "after" measurements taken at 2030 km of running following the first treatment

**PRODUCT**

XADO RVS  
engine treatment without  
disassembly, the vehicle stayed  
in service

**TEST OBJECT**

LAZ bus, plate No. 43-70  
KhAU  
petrol engine, eight cylinders —  
right and left banks

**DOCUMENT TYPE**

Technical report  
ATP No. 16330 JSC  
signatures of both parties, seals  
of the transport enterprise and  
XADO LLC

**EQUIPMENT**

LAZ bus, plate No. 43-70  
KhAU  
petrol engine, 8 cylinders

**MILEAGE AT START OF  
TESTS****58,034 km****WHAT WAS MEASURED**

Compression in all eight cylinders, oil pressure,  
fuel consumption on the control sample and on  
the route

The "after" measurements were taken {{2030 km}} of running after the first treatment; the contractor counts {{3500 km}} as a full treatment cycle.

## Key results

**↑ 2 min 06 s**

engine running time on 200 g of petrol, 7 min 30 s → 9 min 36 s

**↑ 2-2.5×**

oil pressure at idle, 0.5 → 1-1.25 kgf/cm<sup>2</sup>

# The engine before and after XADO RVS treatment

| PARAMETER                                                                       | BEFORE TREATMENT        | AFTER TREATMENT            |
|---------------------------------------------------------------------------------|-------------------------|----------------------------|
| Engine running time on a control sample of 200 g of petrol                      | 7 min 30 s              | 9 min 36 s                 |
| Oil pressure at idle at 30 °C                                                   | 0.5 kgf/cm <sup>2</sup> | 1-1.25 kgf/cm <sup>2</sup> |
| Petrol consumption per lap of route No. 7 (as reported by driver S. Vrublevsky) | 18 l                    | 15 l                       |

Compression was measured in all eight cylinders of both banks — after the treatment it rose in every one of them. According to the driver, the bus became quieter and gained throttle response and power.

## What the report recorded

The technical report of ATP No. 16330 JSC dated 13.03.2000 on the LAZ bus recorded: after the treatment, compression rose in each of the eight cylinders of the right and left banks; oil pressure at idle **0.5 → 1-1.25 kgf/cm<sup>2</sup>**; on a control sample of **200 g** of petrol the engine ran **7 min 30 s → 9 min 36 s**. According to the driver, consumption per lap of city route No. 7 was **18 l → 15 l**. All of this was obtained without disassembling the engine, on a vehicle with **58,034 km** of mileage that continued to run its own route. The measurements were taken at **2030 km** after the first treatment, and the report ends with the words: "Since the treatment is considered complete after 3500 km of running, we believe that the economic effect of applying RVS technology™ will be greater."

**XADO**

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The results relate to the petrol engine of a LAZ city bus treated with XADO RVS under normal service conditions; on other equipment and in other duty cycles the figures may differ. RVS is an obsolete XADO designation, the zero-generation compounds; the current product generation is revitalizants. The original report is published in full and available for download.