

These informations are general informations and AVERAGES over several years of regular coating
 Those truck companies do respect at about 80% our recommendations: They use ONE dose (450 ml) per truck and 100 000 km. The other companies that do not respect this, do add more.
 There are companies that use 2 bottles per 25-30 liters of oil, although one bottle would be enough and they add the ceramic engine care more often (not only after 100 000 km).



Switzerland, July 2014

Ceracoat Industries
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CERACOAT CERAMIC COATING FOR ENGINES (Truck – 450 ml):

- Is a coating by solid ceramic particles, to be added to greases, hydraulic-oils, gear-oils, engine-oils, etc. in order to reduce friction and wear in a spectacular way.
- The ceramic solid particles do not build any agglomerates, and do not block filters. The solid polar particles have a disc structure and therefore an extremely good adhesion to the metal surface, building a film-like ceramic layer on the piston rings and the cylinder walls, reducing friction + wear in the engine. No more friction between metal at cold start (no lubrication yet) because of the protectant ceramic film.
- Recommendation: 1 Dose per 100 000 km maximum and for a maximum of 25 liters of engine oil
- It's recommended, to add a Speed engine cleaner first (1 dose for about 80-100 liters of fuel) to the fuel compartment and then, the ceramic engine care to the warm engine oil

| All figures for Ceracoat ceramic | Up to |
|---|--------------|
| Improves considerably | |
| Engine life | 100% |
| Engine power | ~15% |
| Engine elasticity | |
| Cold start | |
| Reduces considerably | Up to |
| FRICITION | 35% |
| Engine wear | 84% |
| Oil temperature + consumption | 20% |
| Fuel consumption | 10% |
| Exhaust gas emissions | 85% |
| Noise | 5dB |
| Stick-Slip | 100% |
| Stops oilleak | |

ORIGINAL

Seen by the **003130**
Chamber of Industry and Commerce
of Thurgovia 2014 -09- 3 0
 8570 Weinfelden (Switzerland),





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| truck | quantity of trucks | city | country | since | average fuel economy | highest fuel economy |
|-----------------|--------------------|------------|---------------|-------|----------------------|----------------------|
| Scania (?) | 20 | Rotterdam | Holland | 2013 | 5,4% | 6,9% |
| MAN TGA | 98 | Nice | France | 2001 | 11,2% | 13,9% |
| Mercedes Axor | 316 | Marseilles | France | 2004 | 9,4% | 15 % |
| Mercedes 3246 | 250 | Lyon | France | 2004 | 12,5% | 15 % |
| Scania 164 | 124 | Hägendorf | Switzerland | 2008 | 8,4% | 14,5% |
| Mercedes Actros | 90 | Uzwil | Switzerland | 2004 | 8 % | 9,5% |
| MAN TGL | 620 | Rothrist | Switzerland | 2009 | 7,6% | 9,1% |
| Volvo VNL | 134 | San Remo | Italy | 2001 | 12 % | 13 % |
| Mercedes Axor | 75 | Como | Italy | 2002 | 14,3% | 16,6% |
| Volvo VNL | 355 | Linz | Austria | 2004 | 7,2% | 9 % |
| Volvo FH | 312 | Vienna | Austria | 2004 | 7,3% | 10,3% |
| Scania 164 | 98 | Bregenz | Austria | 2004 | 5,6% | 8 % |
| Mercedes Actros | 350 | Hagen | Germany | 2005 | 12 % | - |
| MAN TGA | 420 | Bruchsal | Germany | 2005 | 8,5% | - |
| Scania R730 | 145 | Schaan | Liechtenstein | 2012 | 4,6% | 6,5% |
| MAN (?) | 200 | Zagreb | Croatia | 2012 | 8,5% | - |

