



TEST REPORT AND CONCLUSION UNDER CONTRACT No. 16/6

"Gazel 983-93" engine: compression evened out without teardown, in service

Dnipropetrovsk Motor Transport Enterprise 11231 (ATP 11231) · treatment performed by Azurit LLC,
director I. V. Yefimov

Dnipropetrovsk, Ukraine · contract No. 16/6 of 16.10.2000 · report of 11.01.2001

PRODUCT	TREATED OBJECT	DOCUMENT TYPE
XADO technology® repair and restoration treatment of the engine without teardown	"Gazel 983-93" vehicle internal combustion engine, 4 cylinders · piston group and valvetrain	ATP 11231 test report and conclusion signed and sealed by both parties

EQUIPMENT	CONDITION BEFORE TREATMENT	WHAT WAS MEASURED
"Gazel 983-93" vehicle, transport department of ATP 11231	Compression uneven: 8.5-9.0 kgf/cm² , lowest on cylinder II; valvetrain noise, oil burn-off consumption	Compression in each of the four cylinders before and after treatment

The treatment was performed by Azurit LLC specialists on the enterprise premises, under regular service operation, without
disassembling the engine.

Key results

↑ **0.2-0.5 kgf/cm²**

compression in the cylinders, 8.5-9.0 → 9.0 kgf/cm²

Compression by engine cylinder, kgf/cm²

CYLINDER	BEFORE TREATMENT	AFTER TREATMENT	CHANGE
I	9.0	9.0	—
II	8.5	9.0	+0.5
III	8.8	9.0	+0.2
IV	8.8	9.0	+0.2
Spread between cylinders	0.5	0	−0.5

Cylinder I was already at **9.0 kgf/cm²** — after the treatment the other three came up to its level.

Conclusion of the test report

The engine entered the trial with uneven compression and noise in the valve mechanism. Compression physically cannot rise above the manufacturer's rated value, so bringing all four cylinders to **9.0 kgf/cm²** is the limit achievable for this engine. ATP 11231 and Azurit LLC recorded the results in the test report and conclusion and recommended including planned preventive work using XADO technology® in the enterprise's scheduled vehicle repair system:

1. Compression evened out distinctly across all cylinders.
2. Noise in the valvetrain disappeared.
3. The fuel saving achieved amounted to **10%**.
4. Oil burn-off consumption is close to zero.
5. Engine throttle response improved.

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The results refer to the petrol engine of a "Gazel 983-93" vehicle under the operating conditions of ATP 11231; on other equipment and with a different condition of the components the figures may differ. The original test report and conclusion, signed and sealed by both parties, is published in full and available for download.