

Feb.05

Tech-Tips for Trucking Companies

Fuel Gain-

Test completed on a 2003 Dodge dually, with a Cummins Turbo Diesel, showed a 2mile per gallon Gain by coating the exhaust manifolds, both sides of the turbo housing and the O2 sensor housing with TCB-107.

The owner reports the Boost now comes in 250 rpm's Sooner, and there is no turbo Lag.

Horsepower Gain-

A truck running a Cummins Diesel Engine was Dyno'd with factory chrome exhaust at 513 H.P. to the rear wheels.

The exhaust manifold, the pipes and elbows leading to the stacks, but not the mufflers, were coated with TCB-107.the result was 524 H.P. at the rear wheels. The owner reports a quieter ride and both engine and cab temperatures were cooler.

Brake Wear-

We have been monitoring the results of coating truck brake parts for improvement in wear resistance and reliability.

By coating the back of Pads, inside curve of Calipers and on the outside and inside of the Hubs using TCB-108 Thermal Barrier, and coating the exterior surface of the Calipers and the Brake Drums as well as Non-contact surfaces of the Rotors (on disc brake units) with TDC-201, we have observed Brake temperatures and Tire temperatures are lower, leading to better Brake performance and increased Brake Shoe life.

Brake shoe life has been extended by 1/3, over non-coated parts, and on GM 2 and 2 ½ Ton trucks Pad life has nearly doubled. Also tire life has been extended as well up to the 80,000 to 90,000 mile range.

If you are a Over the Road Truck owner and looking for any edge to reduce maintenance and fuel costs, contact us at www.coat-this.com, 800-440-9540 and ask for Bill, or contact our national representative Chris Bridges, KFEI Sales, 269-352-4503, or www.admin@kfei.com