

RVS Technology ® tested in an Aircraft Engine

The efficiency of RVS Technology products (Finland) were tested in an aircraft engine in the Czech Republic in September, 2005.



Technical Specifications of the Engine:

Air-cooled 2-cylinder 4-stroke engine. Displacement 1300 cc. Power output 84 hp.

The engine and the propeller gear have a common lubrication system, which is why the oil temperature and number of particles increase problematically high.

In order to solve or at least facilitate the problems a decision to test the impact of RVS Technology was taken in September 2005.

In order to verify the effects and efficiency of RVS as clearly as possible, an engine that had clearly identified wear signs on cylinders was selected. The engine operating hours are 97 hours, which is equivalent to about 485 h / 25000 km in a car engine.

The engine is so much worn out that the cold engine must be started by hands. In addition some gasoline had to be added into the carburetor choke. The engine produces somewhat smoke upon start-up phase and after 3 hours a break is compulsory as the engine starts smoking again when the engine oil leaks into the combustion chamber.

One package of RVS Technology G6 product is applied into the warm engine. The engine is operated for 50 minutes immediately after the application. After 22 hours of normal operation the engine is disassembled. The camshaft is subject of a closer observation.

The observation results of RVS Technology treatment:

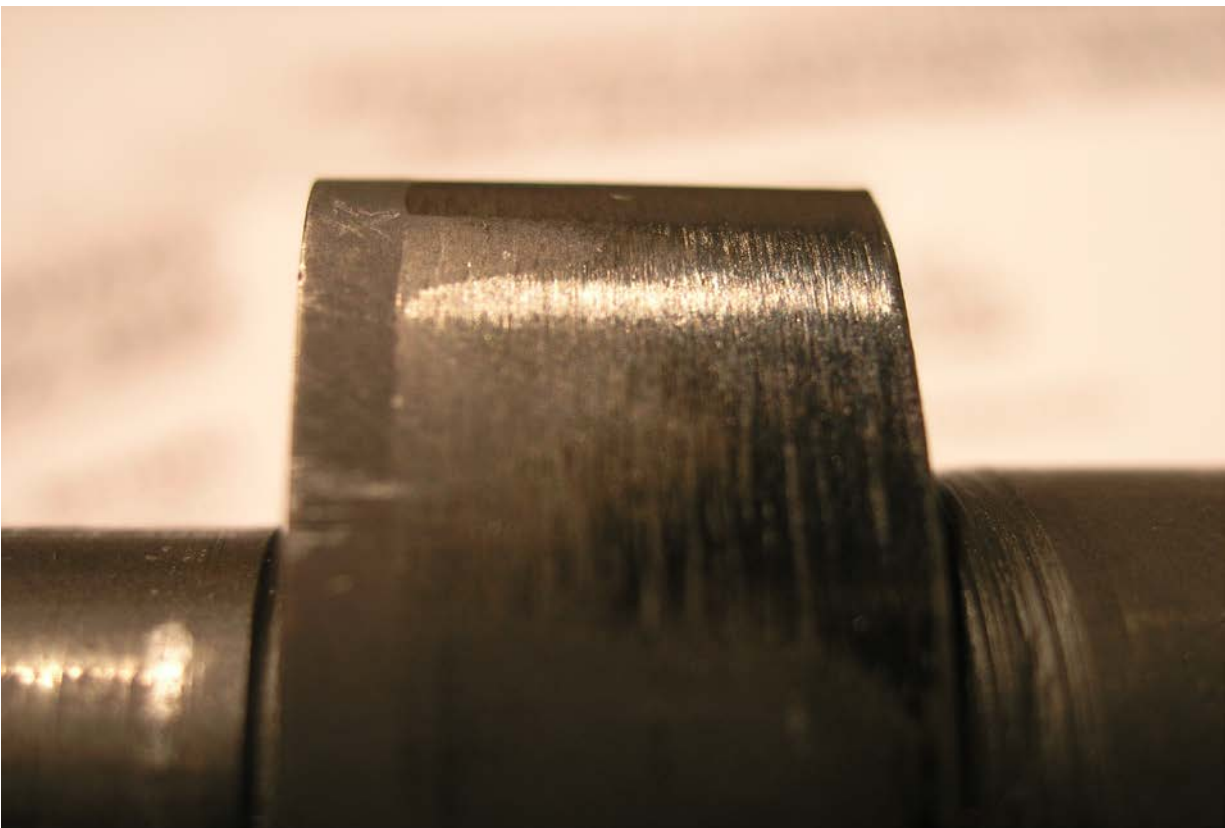
1. The metallic engine noise disappeared in about 30 min after the RVS treatment.
2. The engine starts now without manual handwork and extra "start-gasoline".
3. The engine doesn't produce smoke at the start-up anymore.
4. The "Metal Gear" sounds of the gearbox softened within 16 hours after the treatment.
5. The oil temperature dropped by 10% within the 22-hour period .



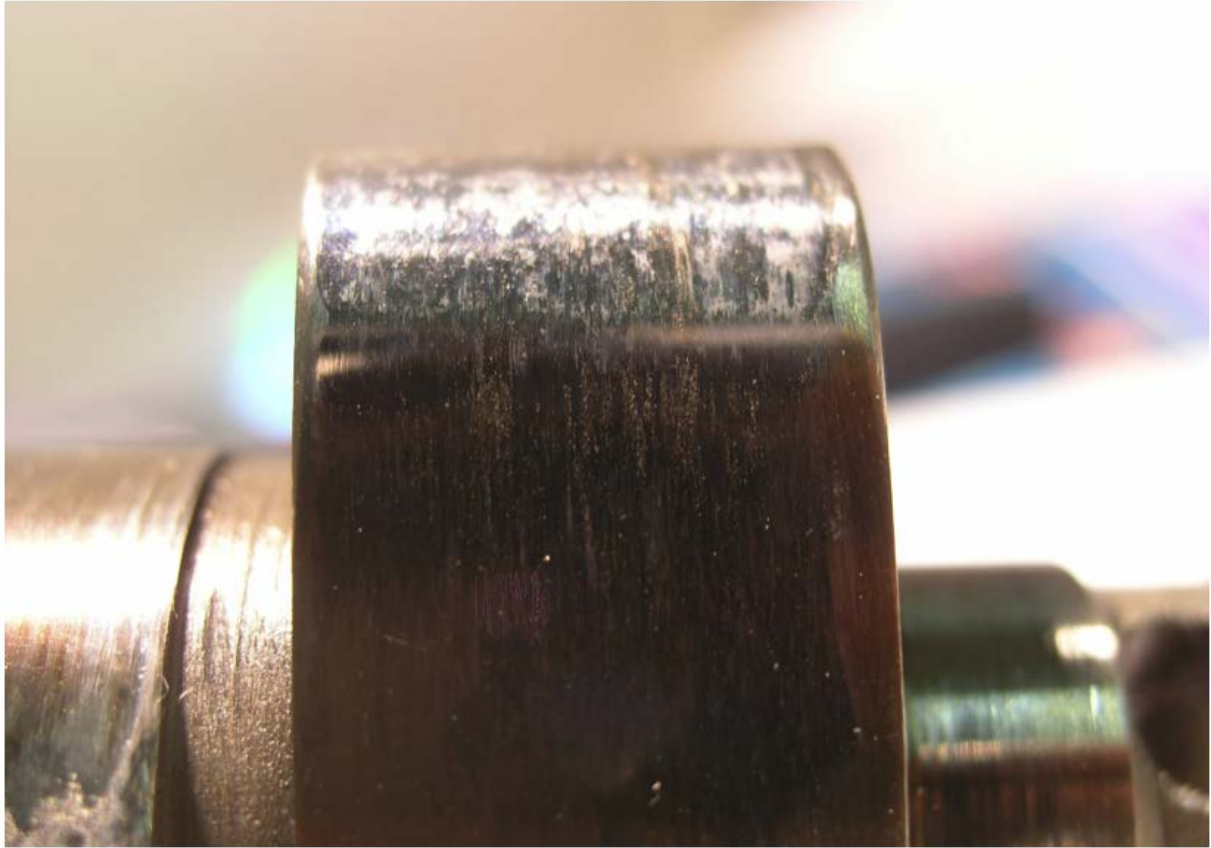
Camshaft: New (1), used one without RVS (2), used camshaft treated with RVS (3). The triboceramic surface produced by RVS Technology can be seen with naked eye (arrows).



Picture 1. New cam. The surface structure of a new cam after machining. The micro relief is destroyed.



Picture 2. Used cam. Progressive wear is clearly visible on the interface of the working surface of the cam.



Picture 3. The used cam after RVS Technology treatment. The triboceramic layer is clearly visible on the contact zone of the friction surface of the cam.