NCH
lubricants

SAVE ON YOUR

-3.3%

CONSUMPTION*

LOWER YOUR

-12.1%

CO*

Helping you **save money** and **reducing your environmental footprint**

*Tested by the UTAC-CERAM Group. Report #14/03664.

KUBE

The **most advanced** and comprehensive **fuel quality program**

Typical savings for an annual diesel consumption of 1,000,000 litres:

18,000 €*

* Savings include cost of the K Kube package. Several external factors can influence the savings potential (i.e. load, road, driver, etc…)

KUBE

NCH lubricants

CRITERIA	DIESEL FUEL (B5)		DIFFERENCE
	WITHOUT ADDITIVE	WITH ADDITIVE	
Consumption L/100km	26.1	25.2	-3.3%
CO_2 g/km	686	662	-3.5%
NO_X g/km	6.802	5.5	-19.1%
Particules	0.019	0.015	-20.6%
CO g/km	0.463	0.407	-12.1%

Results Explained

Consumption L/100km: (-3.3%)

The number of litres of diesel fuel consumed per 100km. A reduction in the number of litres for the same vehicle under the same conditions implies ***better combustion in the engine.***

Carbon Dioxide (CO_2): (-3.5%)

Carbon dioxide measured in g per km from the exhaust.

The greater the fuel consumption the greater the amount of CO_2 produced.

Hence CO_2 figures are often used to calculate fuel consumption figures and are used by authorities for ‘Car Tax bands’ i.e. vehicles with the highest CO_2 figures receive the highest car tax.

Results Explained

Nitrogen Oxides (NO_x): (-19.1%)

Pollutant. Nitrogen oxide reading in g per Km from the exhaust. Comparing results before and after treatment for the same vehicle then higher NO_x values imply poorer combustion. ***The lower the value the better the combustion.***

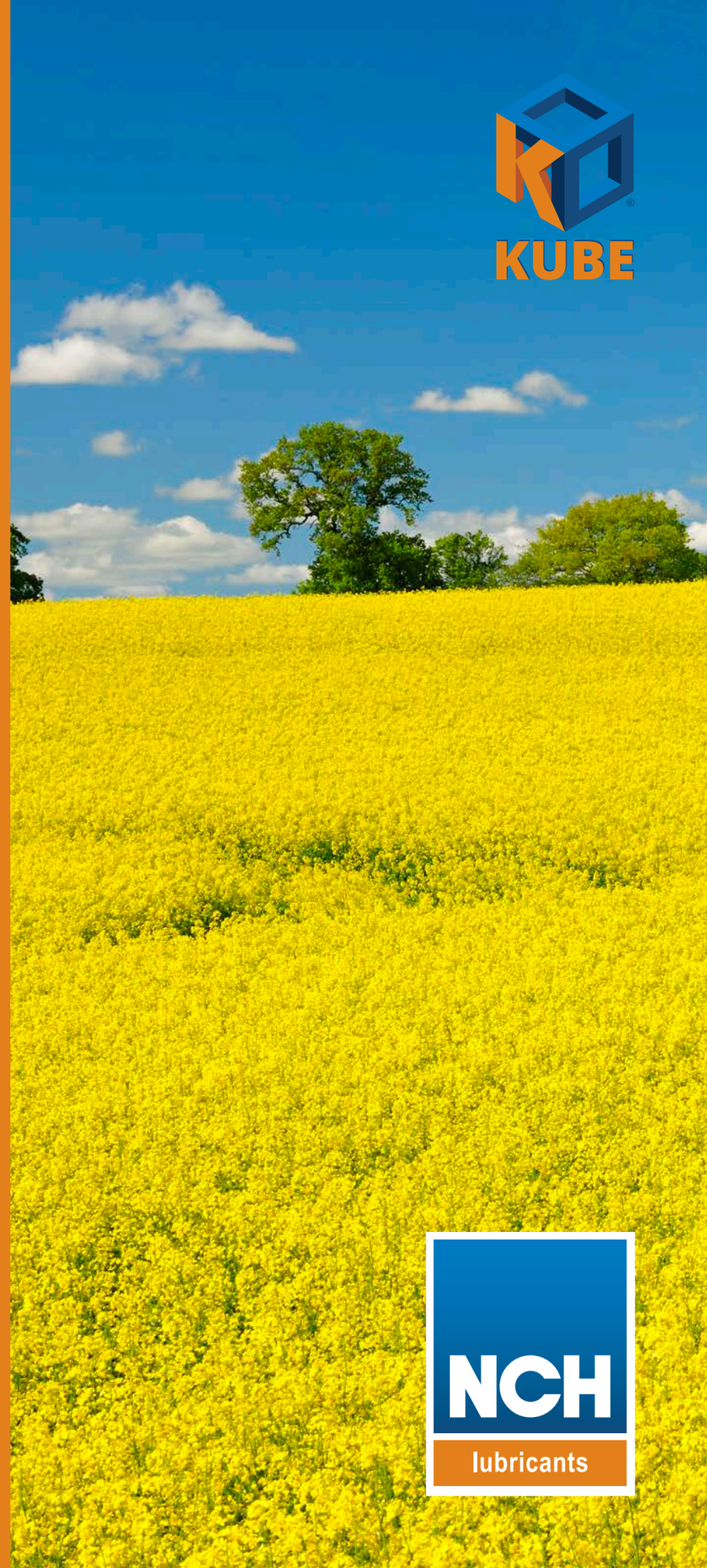
Particles: (-20.6%)

Particulate matter (PM) is partly burned fuel eg PM10s are very small particles less than 10 microns. Comparing results before and after treatment for the same vehicle, ***a reduction in the g/Km of particles coming out of the exhaust implies a cleaner fuel line*** and better for the vehicle and the environment.

Note - Diesel Particulate Filters (DPF's) are now also used on vehicles to help reduce the figures.

Carbon Monoxide: (-12.1%)

Pollutant. Carbon monoxide measured in g per Km from the exhaust. This substance results from incomplete combustion. ***The higher the amount of CO, the poorer the combustion process.*** The lower the value the better the combustion.



What is the UTAC-CERAM GROUP?

The UTAC (Technical Union for the Automobile, Motorcycle and Cycle Industries) has been designated as an official Technical Service to the European Commission and the UN. It participates in drafting the regulations that apply to vehicles and their equipment in the following fields:

- **Active safety**
  (dynamic behaviour and braking)
- **Passive safety**
  (impact behaviour)
- **Environment**
  (pollution emissions, electromagnetic compatibility)

KUBE

GROUPE UTAC CERAM

Purpose of the test?:

To compare the performance of a vehicle before and after the use of an NCH diesel additive.

Performance criteria's are:

- **Diesel consumption**
- **CO2 emissions**
- **Regulated pollutants**
  [Carbon Monoxide (CO), Nitrogen Oxides (NO_x) and particles]

Test Protocol:

The test is composed of the following 5 steps:

Measurements with no additive:

- **Vehicle* preparation on rollers**
- **6 cycles measurements (60 NERV)****

Measurements with additive:

- **10,000km on a closed circuit - speed stabilized at 90km/h**
- **Vehicle* preparation on rollers**
- **6 cycles measurements (60 NERV)****

* Truck: Scania 420 A2G42X, Euro4, diesel 6 cylinders, EGR equipped

** 60NERV: duration: 906 seconds, maximum speed: 86km/h, average speed: 60km/h

NCH lubricants