MAXR Energy Efficient Technologies

MAXR 200 Anti-Friction Lubricant

Engine Treatment

Industrial Use -Vehicular — *Application Guide* **MAXR 200**

Application Uses

- ***Commercial/Industrial Vehicles***
- ***Gasoline, Diesel or Natural Gas***

Technology Description

MAXR 200™ is designed... as a concentrated "Metal Conditioner" for internal combustion engines. MAXR 200's patent pending "active polar molecules" have been combined with synthetic components into a concentrated oil that is compatible with conventional lubricants and ferrous and non-ferrous metals/alloys. MAXR 200 provides superior anti-friction, extreme pressure, load carrying, anti-corrosive and boundary lubrication properties. MAXR 200 is radically different from "oil treatments" that only seek to fortify the engine's oil with thickeners and particulate. Instead of merely treating the oil, MAXR 200 treats and protects where the friction damage actually happens-on the engine's metal surfaces *(as proven by laboratory oil analysis of reduced wear metal particle count).*

MAXR 200 utilizes "molecular bonding" technology to form an electrochemical bond with the engine's metal surfaces. This "bond" forms a microscopic protective layer that becomes part of the metal surface and provides continuous lubrication for metal parts. These protected metal parts now slide past each other on molecules of MAXR 200 instead of metal. Due to this "bonding" process, MAXR 200 can extend the useful life of worn parts and even protect the engine components in the event of a catastrophic loss of oil.

Unlike Other Products... the MAXR 200 formula's "activated polar agent" does not include chemical elements of the "Halogen" group, particularly chlorine and fluorine, nor sulfur or phosphorous which may combine with hydrogen and form highly undesired (corrosive) acid. MAXR 200 does not contain PTFE (Teflon®) or any other particulate that can cause corrosion, alter design tolerances, increase oxidation or contaminate oil.

How MAXR 200™ Technology Works

Illustrates a magnified view of the equipment's metal surface. Opposing metal peaks rub and break off causing harmful frictional heat, metal wear & oil degradation.

Jagged peaks are protected by the MAXR 200 layer & are then smoothed out dramatically allowing metal parts to slide past smoothly on the MAXR 200 molecular layer.

Directions for Use

To Treat an Engine... apply MAXR 200 directly to the engine's crank-case at the correct ratio (of the primary oil) according to the engine's oil sump capacity and based on the engine's operational requirement *(see "Engine Ratio Usage" chart below)*. MAXR 200 utilizes the engine's primary oil as a carrier/transport to distribute the MAXR 200 treatment throughout the engine.

- *Industrial engines should be retreated with MAXR 200 at every scheduled oil change.*
- *For a first time "vehicle engine treatment": If equipped with a computerized "Engine Control Unit" system, it is necessary to **RESET** the engine's system in order to take advantage of the new performance improvements. To perform the "Engine Control Unit" reset: disconnect the negative (black) cable on the vehicle's battery for at least one minute in order for the computer chips to 'lose' their memory of the previous lesser performance settings.*

Engine Ratio Usage

Standard	(2oz / Quart or 60 ml / Liter)	***= 6%***
Severe Conditions	(3oz / Quart or 100ml / Liter)	***= 10%***
Retreatment	(50% of original treatment)	***= 3-5%***

Benefits of Use

- ***Drastically reduces friction & wear in engine- particularly dry start-up wear***
- ***Lowers engine operating temperatures***
- ***Reduces wear metals suspended in oil***
- ***Inhibits corrosion/rust and leaves no deposits***
- ***Helps improve fuel efficiency and horse power***
- ***Reduces exhaust emissions***
- ***Reduces maintenance and down time***
- ***Protects mechanical parts with a "molecular bonded" lubricant layer***
- ***Will not affect manufacturer's warranty***

Characteristics of MAXR 200

Synthetic Base Oil.....	PAO (Polyalphaolefin)
Specific Gravity.....	.928
* ASTM 92- Fire Point.....	420 degrees F
* ASTM 97- Pour Point.....	10 degrees F
* ASTM 130- Copper Corrosion...	1A (Non-Corrosive)
** OSHA CFR 1910.1200.....	Non-Hazardous

* American Society for Testing and Materials - ** Occupational Safety and Health Administration