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Press Release

Drive down fleet costs and reduce environmental footprint

Tungsten disulphide caged nano particles work wonders

Using NanoLub tungsten disulphide (WS2) caged nano particles in lubricants presents proven opportunities for fleet operators to increase oil life, reduce maintenance, cut fuel consumption and lower emissions, thereby cutting costs and boosting productivity in all vehicles and plant.

The benefits have to be seen to be believed and, in this regard, Techenomics, the independent, specialised total fluid management provider which is distributing the WS2 product, is undertaking a roadshow of councils in eastern Australia.



Chris Adsett, CEO of
Techenomics International

The company's NanoLub Sales Consultant Simon Butler is calling on councils in New South Wales to demonstrate how the nano particles provide many benefits for all vehicles in the broad-based fleets operated by councils.

Techenomics CEO Chris Adsett says Simon is well-placed to demonstrate how councils can halve workshop man hours across facilities, halve oil use, drive down fleet costs by cutting fuel use by 5% across an average fleet, halve waste oil and improve the equipment while extending its life, all with less down time.

He has been involved in the development of a number of chemical-based products to solve issues and improve productivity in the defence, oil, sewage treatment and marine industries, including an odour neutralising agent and a hydrophobic coating for boats.

Among the products he has helped develop are the eziMate handle and Wonder Bond, which has several unique applications, including as a timber deck treatment.



One of the vehicles used to test WS2 additives' effectiveness

Chris Adsett says as well as having this practical experience, Simon is also a disciple of the NanoLub Inorganic Fullerene-like Tungsten Disulphide (IFWS2) product and is demonstrating the astounding results in his own vehicle.

He added IFWS2 to the engine oil of an LPG-powered 4-litre, 6-cylinder Ford used in an extensive amount of motoring on rural roads. Before using WS2 his fuel economy was 17.4 litres per 100 kilometres and during the trial, this dropped to 15.2 litres, representing a 14.5% saving.

Another recent unofficial trial by Simon in a light utility used for work purposes also demonstrated the benefits. The ute was smoking 'like a chimney' and was filling the workshop with smoke, even after a full service. However, the emissions stopped after adding 200 ml of WS2 to the oil and the ute is running 'unbelievably well'.

During the NanoLub tour of duty to councils, Simon is encouraging council fleet workers to use the product on their own vehicles, and this is showing similar results.

At one rural-based council an apprentice has added the product to his V8 ute, which had noisy lifters and tappets and was using a fair bit of oil. After adding 250 mls of NanoLub the ute started purring like a kitten almost instantaneously. Three weeks later the ute is still performing well and none of the tappet and lifter noises have returned.



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Another personal vehicle, a 4-litre Ford sedan, was using 1 litre of oil every two weeks for 2400km of driving primarily on country roads with the user believing that an engine re-build incorporating new rings and bearings was needed. However, after adding 250 mls of NanoLub the excessive oil use and resulting cost has been stopped and the car is performing faultlessly.

Simon Butler says, "We have had 100% success rate with the material on every piece of equipment that I've applied it to. It's genuinely quite miraculous how quickly the material works."

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