



SUPER KOTE

2.000



SUPERKOTE 2000
WWW. SUPERKOTE2000.COM

WORLDWIDE REPRESENTED BY
GOLDEN OIL INC.
MIAMI FL, 33172
INFOUS@SUPERKOTE2000.COM



DISTRIBUTER'S CATALOGUE

Design : Diego F. Gutiérrez

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SUPERKOTE 2000

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HISTORY

GOLDEN OIL INC. was established in 1994. Since the date of its foundation it has been growing until stand in a leader status among the specialize firms in the manufacturing and worldwide distribution of antifriction products, combustibile treatments, extreme pressure grease, octane boosters, and coolants for the automobile and industry branch.

Since its beginning, "GOLDEN OIL INC." distributes their high quality range of products Superkote 2000. It has make an effort to offer a timely service to its clients all around the world, through a close relationship with our clients and distributors; invariably with the support of a solid international group with professionals specialize in different business areas.

PHILOSOPHY

Our philosophy is to advice and guide our clients with the planning perspective and develop long term projects over solid bases, removing the lack of communication barriers and knowledge of foreign business cultures.

The international activities of GOLDEN OIL INC. manifest themselves through our projects of commercialization in the American and European continent. For a better distribution of our products, our main headquarter is located in Miami, USA it transforms in the path that lead us to the trade of our products SUPERKOTE 2000 in different countries around the world.

GOLDEN OIL INC., not only search and choose products representatives abroad, but also works in cooperation with them in the planning and long term developing of the business promoting effective and lasting relationships among all the parties.



SUPER

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WORKING WITH SUPERKOTE 2000

The manner how we work represents many advantages for our clients, which don't have the experience in their respective local markets, and less more in the overseas. The benefits of work with GOLDEN OIL INC. in the trading of their products SUPERKOTE 2000 are the following:

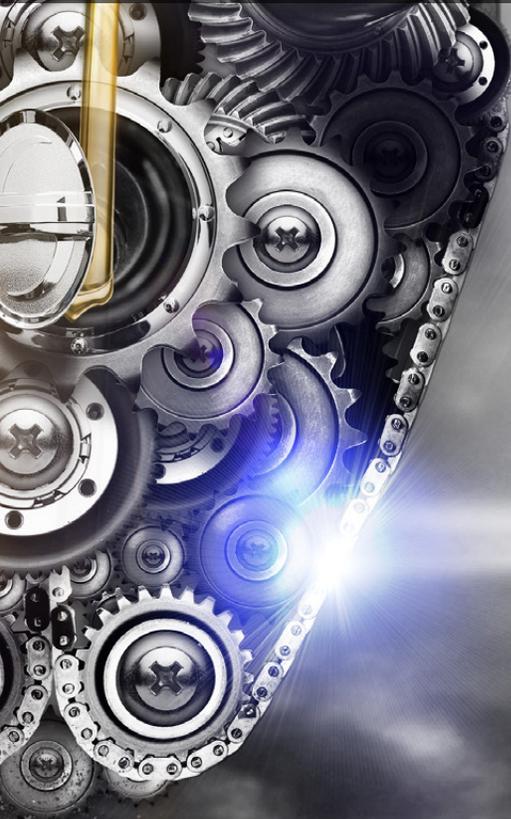
- Wide range of products and field work.
- Operations efficiency, professionalism, and honesty.
- Support of a fully staffed.
- Serious desires and intentions of accomplish international expansion.
- Credibility and reputation already establish in foreign countries.
- Time and minimized cost in the development of international business.
- High quality products that offer real advantages between cost and benefit.
- Market knowledge, business customs, laws and foreign languages.
- Current relationships with legal, custom duties, and transportation services providers.
- Cooperation and synergy between clients (opening markets, minimized costs of exhibition, etc.)
- Excellent reputation products in the established market.
- Constant presence and representation in foreign markets (Latin America, Europe, United States, Africa, etc.)







THE BEST QUALITY PRODUCTS FOR BETTER ENGINE PROTECTION AND PERFORMANCE.







TREATMENT



FOR ENGINE, TRANSMISSIONS, VEHICLE GEARBOX, INDUSTRY, AND MACHINERY.

SUPERKOTE 2000 metal treatment (SK-MT), is a petrochemical mixture of complete halogens and conditioning metal agents specially design for using with oil based lubricants, mineral lubricants, and other from synthetic base.

Characteristics

SK-MT contain stabilizers and patent corrosion neutralizers that protect the metal against the acid formation and prejudicial salts. When it is used according to the instructions (approx. 1.5 oz. per quarter gallon).

It drastically increases lubricity between the surfaces and the metal mobile parts reducing exponentially the wear. SK-MT is added to the existent lubricant, which transport it to all the parts that move inside the system.

Smooth's and improve metal surfaces therefore reduces the wear and heat produced by friction without danger of material accumulation in the surfaces or a critical alteration. This action results in a significant reduction of the wear and an operation substantially improve of the system.

SK-MT automatically will produce a decrease of heat, friction, and wear during the whole process and increasing the strength, otherwise the energy that was wasted before to avoid excessive friction, is now used to perform useful work. This restructuring of the bipolar surface (material system where two electric charges have equal magnitudes but different char-

ges) combine with the enhancement of the physical surface of metal that encourage a better oil spread, will improve the wear of itself and at the same time the wear of the lubricant film, this process that hardly will be upgraded by other known product nowadays.

METAL TREATMENT HIGH TECHNOLOGY

This product is a conditioning formula of high resistance metal specially recommended for use in system lubrication that requires special protection, under extreme pressures, high frictional temperatures, and with excessive wear. Transported to the metal parts by the lubricant, or grease in which is added, SK-MT smooth and seal the metallic surfaces minimizing the friction and the heat. As a result of this process it produce a dramatic decrease in the wear and a softer operation of the mechanism to which it is applied without the danger of accumulation in the metallic walls, therefore without alterations in the critical tolerances. SK-MT is compatible with all kind of petroleum oils and the majority of synthetic lubricants improving the behavior of both.

APPLICATION AREAS

Bearings:

Adding 2 oz. of SK-MT per each quart of the bearing

lubricant used, the useful life of all the bearing surface is prolonged and the metal particles detachment is reduced in a significant form. SK-MT is applied to the majority bearing types no matter if it is spherical, needle, sleeve, track, etc.

Gear coupling:

Adding 2 oz. of SK-MT per each quart of the normal gear lubricant, it reduce the friction significantly, the heat and the wear. In extreme cases, immerse the gears in SK-MT before applying the normal lubricant will remove virtually the scratches and the discoloration or staining produce by the wear and extreme heat and also avoids the structure rupture or the gearbox as a consequence of extreme pressures and misalignment. If it was necessary the exclusive use of grease, we recommend the use of the grease SUPERKOTE WHIT POWER..

Electric motors:

To handle the axis of the electric motors with SK-MT will decrease the electric energy consumption of the motor due to an increase in the lubricity, meanwhile SK- MT will extend the useful life of the axis bearing significantly.

Rails:

Another area of appliance for SK-MT are the sliding surfaces which can include the rails of the metallic doors since they support friction and they could get wear if they are not treated promptly, with SK-MT will be reduce the wear and prolonged their life.

Machinery tools:

SK-MT can be used in a 10% proportion in any tool or machinery that uses petroleum-based lubricants or synthetic base, in this field are included turning lathes, milling machines, drilling machine, pneumatic machine and all kind of machines that are used in the metal-mechanic industry.

Air and refrigeration conditioners:

SK-MT is also applied on the compressors and in the Freon lines of the air conditioner apparatus and in the

refrigeration applications. It prolongs the useful life of them and reduce the consumption of electric energy in refrigerators, commercial freezing apparatus, and air conditioning equipment.

Motor vehicles and heavy equipment

SK-MT is used in motorized lifting, tractors, excavators, trucks, automobiles, and all kind of motorized vehicle. When it is applied according to the dosage instructions, SK-MT reduces the wear, increases the strength due to the decrease in friction, rises the combustible economy, and minimizes the operation temperatures.

SK-MT IS NOT COMPATIBLE WITH THE COOLING OIL R-134 A.

Differential:

SK-MT decreases the wear and the operation temperatures in the gears, and in the coupling gears in this traction mechanisms.

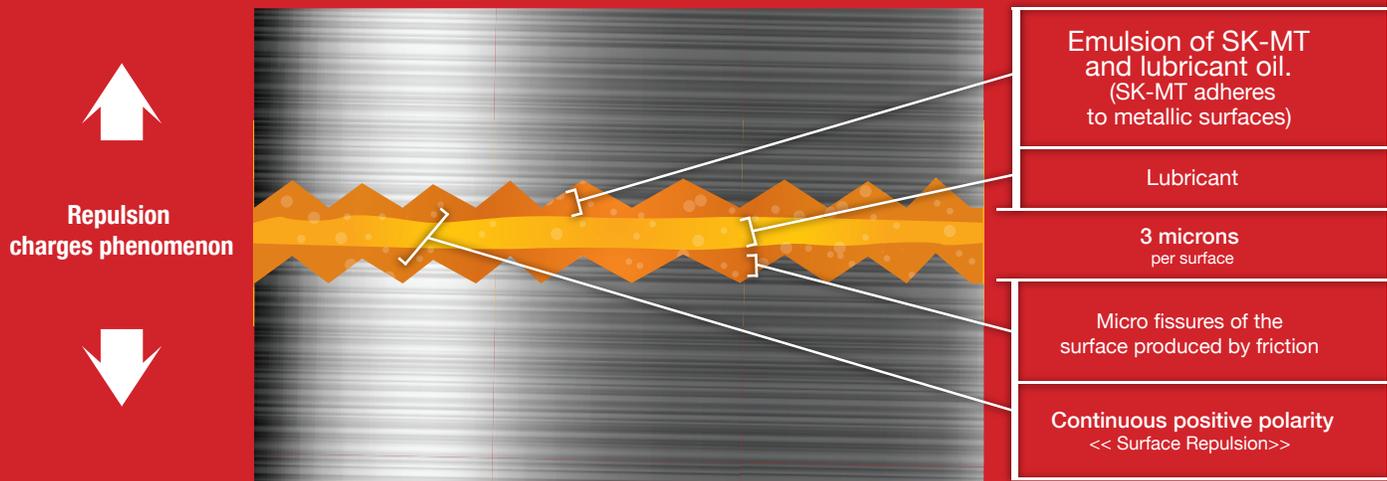
Transmissions:

According to the tests carry on the Reymark/Raybestos laboratory in Crawfordsville, Indiana, SK-MT reduces the operation temperatures on an average of 30 °F in transmissions or automatic and manual velocity gearboxes, as well it decreases the metal particles detachment due to the wear and it contributes to a free operation of the valves without disrupting the necessary friction coefficient for the plates and straps of the clutch.

“IF THE EXCLUSIVE USE OF GREASE IS REQUIRE, WE RECOMMEND THE USE OF SUPERKOTE WHITE POWER GREASE”

HOW DOES IT WORK?

APPLIANCE OF SUPERKOTE 2000 METAL TREATMENT IN METALLIC SURFACES



SUPERKOTE 2000 MT is complemented with the lubricant once is applied in the system, the halogen is characterized by a continuous positive polarity state that will condition the metal to cover the roughness and the interior of the micro- cracks. In the metal-metal contact, metal pieces are no longer attracted by the contrary, they repel, since now they are cover with a continuous positive polarity charge film.

According to the Coulomb law: "Opposite charges are attracted while similar charges repel each other". In fact, similar charges will repel until the point where if two parts move in opposite directions, the static ionization charges would contribute to a better slipping due to the electromagnetic repulsive force with the same charge as the friction surfaces. When two metallic surfaces collide our slip between them, friction is produced and wear caused by the concentration of high charges in a small area, the appearance of metal fractures called filings, the conventional lubrication fails, since the oil molecules are not able to keep apart the pieces in contact; also high temperatures are produced which impose serious demands to the lubricants.

Conclusion

The halogens action and metallic-containers will allow the creation of a new metallic- organic film over the surface in order to improve their strength and motor skills. Disappears and the wear performance of the metallic parts on friction is multiply by ten. The metal treatment SUPERKOTE 2000 is composed b antioxidant agents that allows the cancellation of the acidify process common in halogens.

Metal treatment:

SK-MT. This new technology is a metal conditioner specially formulated for lubricant systems where a protection against extreme pressures, friction (wear), and high temperatures is required. .

SK-MT is not a lubricant or an additive: Do not modify the technical characteristics of the lubricants. It is principally composed by complex agents compatible with mineral or synthetic lubricants, in new vehicles or with a high mileage, diesel, gasoline or gas.

As opposed to the additives, SK-TM do not contain any solid ceramic, PTFE, molybdenum, silicon, graphite or metal. Therefore it does not cancel the manufacturers' warranty.

Benefits

- Applicable to diesel motors, gasoline, vehicular natural gas, direct- injection turbo.
- Applicable to a manual or automatic transmission.
- Guarantee for 80.000 km vehicles
- Well-matched with most mineral and synthetic lubricants.
- It does not change the viscosity ranking index SAE of the lubricant.
- For 2- stroke engines
- It do not allow the motorbike clutch to slip.
- It reduces the emissions, and protects the environment.
- It upheld the manufacturers' warranty.
- Opposite to the additives (change SAE rank)

Presentations

- Increases the motor compression
- Rises the motor efficiency.
- Flexibility under low rpm.
- It helps with the lubricant quality
- Increases motors and machinery lifecycle.
- Decreases the friction in motors up to -70%
- Reductions in the combustible consumption up to -15%
- Decreases oil consumption up to -70%
- Drops in temperature.
- Moderates the noise.
- Lessens pollution by an average of -30%
- Diminishes the sludge formation.



Use in vehicles:

Diesel, gasoline, LPG, turbo, injection, manual transmission and automatic gearbox transference, rear axle, power assisted steering, bearings, suspensions, etc.

Use in motorcycles

4-stroke engine, 2- stroke engine, transmission, chain (in not prejudicial for the gear).

TEST METHODS

Four ball method

Different load tests were carried on over six main sample additives treatments in the world. The testing method ASTM D2783 es-88, property measurements of extreme pressure of liquid lubricants (four ball testing method). This method is used to distinguish the extreme pressure levels EP (low, medium, high).

Three fixed metallic spheres are grouped together and bathed with the treatment X that was going to be tested. A fourth metal sphere with a continuous rotation exerts a pressure in the interior cavity created by the three spheres. This produces a characterize pressure by three define contact points. The initial temperature is of 18, 33 °C and 35 °C, the reached velocity is 1.760 rpm (+ / -40). Several tests with a duration of 10 seconds is carry on at high charges with the objective of establishing the welding points.

The method of the 4 spheres was develop by one of the largest laboratories EE.UU. Throughout these results it is demonstrated that the capacity of 2000 SUPERKOTE motor treatment cannot be matched by any motor lubricant, the friction, or the transformation in the world market. This supportive evidence, and strengthen the position of this new technology in the motor treatment market: METAL TREATMENT SUPERKOTE 2000 is the main motor of the treatments.

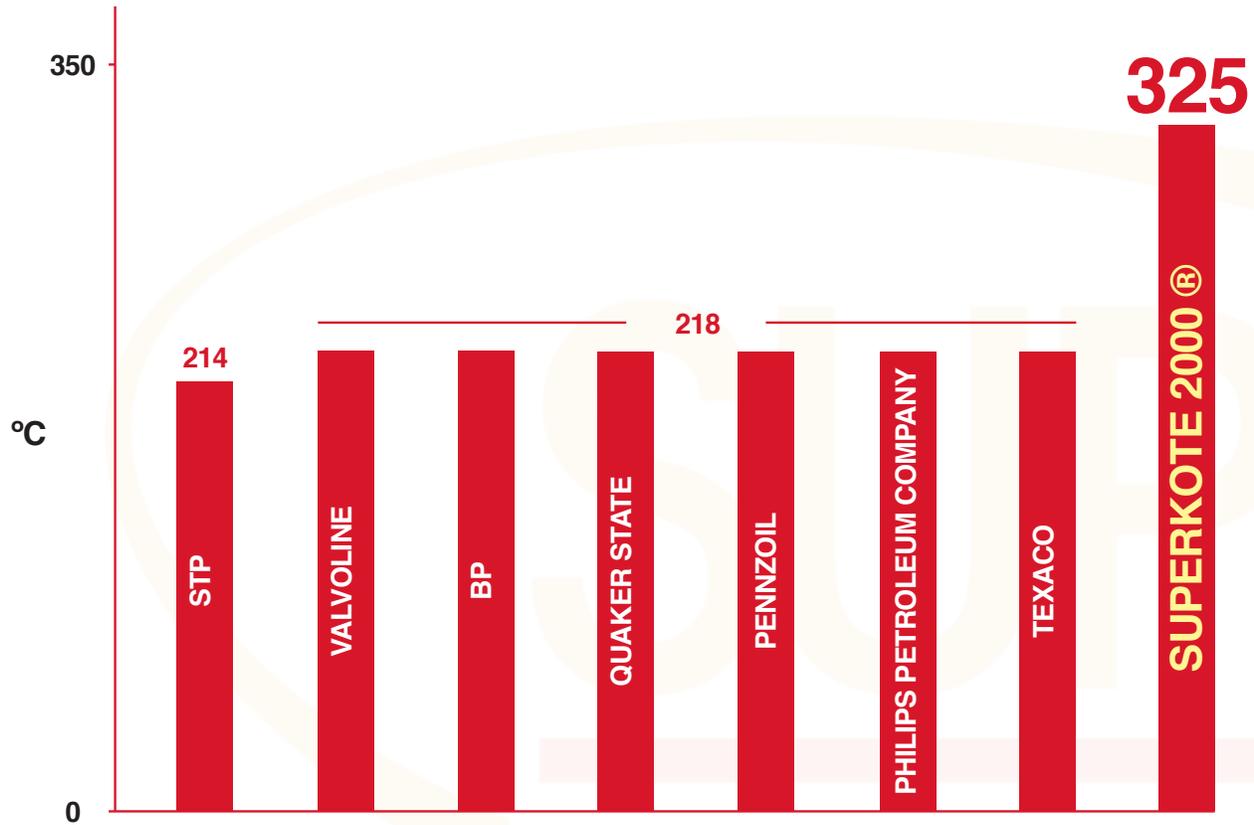


Sample	Index chargeW	elding (KG)
T - PLUSTéflon®	43,7	200
Supreme Plus®	59,9	250
Slick 50®	42,5	200
STPE EngineTreatment ®	58,5	315
QMI EngineTreatment	49	250
SUPERKOTE 2000®	246,4	> 800

The results in each sample were obtain in the welding point under the charge in kilograms, when the spheres rotate in the same point and the wear index under charge using different lubricants.

MOTOR TREATMENTS- COMPARISON TEST

Graphic expressing the boiling point reach in °C by the leading lubricant brand in comparison with the reached by SK-MT.



The motor treatment- charge capacity test

Sample	Charge index ASTM D-2783			Results
	Welding point ASTM D-278381	Wear diameter mm ASTM D-2783		
STP oil transformation	44.45	200	0,45	10% of the product added to the lubricant
WYNNS	44.10	200	0,50	10% of the product added to the lubricant
BARDHALL oil transformation	35.05	200	0,47	10% of the product added to the lubricant
CD-2 oil transformation	41.73	200	0,48	10% of the product added to the lubricant
CASITE MOTOR HONEY	42.21	200	0,43	10% of the product added to the lubricant
JB Engine Tune-up	37.15	250	0,46	10% of the product added to the lubricant
JB oil transformation	38.41	250	0,48	10% of the product added to the lubricant
Hi Tech Oil Treatment	42.15	200	0,61	20% of the product added to the lubricant
CLM Base Metal Lubricant	48.27	315	0,58	10% of the product added to the lubricant
MPG Plus	41.26	200	0,55	10% of the product added to the lubricant
FR III friction reducer	42.26	200	0,44	05% of the product added to the lubricant
SLICK 50 PTFE	39.55	200	0,45	20% of the product added to the lubricant
PENNZOIL	45.20	200	0,53	100% of the product added to the lubricant
QUAKER STATE	34.8	200	0,44	100% of the product added to the lubricant
SUPERKOTE 2000 METAL TREATMENT	63.46	315	0,39	10% of the product added to the lubricant

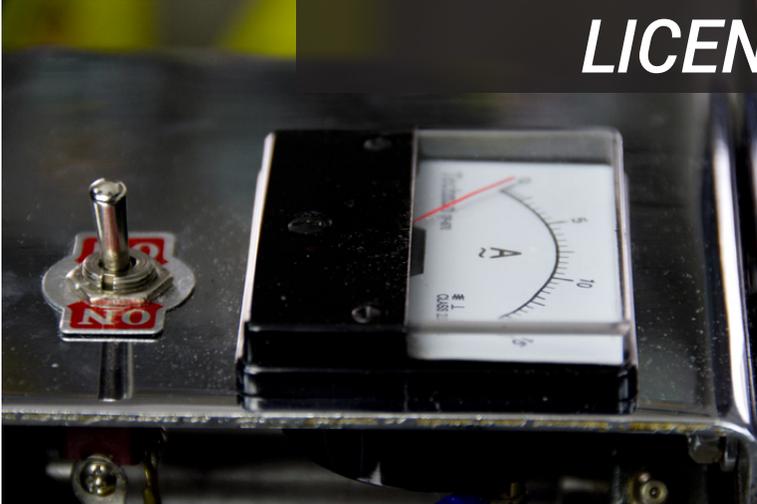
Lubrication tester

The lubrication tester is fabricated by Falex, an international organization that produces machines for lubricant companies all around the world.

The main function of this tester is demonstrate and compare the quality of different lubricants.



**A PROOF OF
LICENSE AND CERTIFICATE**







ANTIFRICTION
GREASE



WHITE ANTIFRICTION GREASE NLGI 2

Useful lifecycle of bearings and ball bearings lubricated with SUPERKOTE 2000 grease

The cars bearings and industrial equipment are designed to provide more than 65,000 service hours without failures if they are lubricated with the correct grease, the precise amount, and in the correct moment. In our industry studies we always find close factories for maintenance; bearings are change due to multiple reasons and they lose money.

In this bulletin we will identify the causes of the failures and we will explain the different greases that causes this failures.

Causes

Adjustment :

16% of the bearings failures are caused by an adjustment error when installing, review, or doing "preventive" maintenance. Many of this comes due to the lack of a torque, its knowledge and its calibration. Sometimes the bearing cannot be properly adjusted caused by over greasing.

Lubrication:

36% of the bearings failures are caused by a poor lubrication. This can be due to an inadequate grease, grease excess, or lack of grease. The lubricators that learnt how to grease trucks jumper struts are responsible for this constant problem because the jumper strut is grease until new grease shows up, but it is not well-done with the bearing.

Contamination:

14% of the bearings failures are caused by environment or work contamination. The failure or lack of retainers, the review after working in the water, cleaning of the working area, and the excess of dust affect the useful life of the equipment.

Fatigue:

34% of the bearings failures are caused by fatigue. In other words, we mean overloaded bearings, poorly applied (bearings designed to be used in vertical position and installed horizontally) or a lack of protection by the low Timken resistance grease, low adherence, high-consistency, low contaminants withstands (water, temperature, gases, etc.)

Grease function

Grease functions are multiple, to provide a long life-cycle of the equipment, the grease has to:

- Reduce the friction under several conditions, charges, velocities, and work temperatures.
- Avoid the water and soil entrance through the seals while it maintains a compatibility with the materials used in these molds.
- Avoid corrosion and the heavy rust in metallic pieces.
- Preserve the structure in its vase, the greasing pump and the bearings under different conditions, allowing its pumping in cold and its job in both low and high temperatures. It must work under severe conditions avoiding the shear between lubricant oil and its thickener.

- Expand and contract with the temperatures variations, going back to its original condition, the release oil must be absorb by the thickener again.
- Working in high temperatures without flowing or oxidizing.
- Resist been washed by water to maintain the pieces protected.

The NLGI number only defines the consistency grade, it does not specify the type of thickener or the quality of a grease.

What is grease?

To understand the work of grease we have to understand its preparation. Between more thickener it has, the available lubricant oil would be less, making the bearings penetration harder, the formation of the hydrodynamic film and the adhesion to the pieces. To identify the grease consistence a table has been establish which measures the penetration of a cone of 150 grams in microns.

This table establishes consistencies from the NLGI 000 grade (rather liquid) until the NLGI 6 grade (rather hard). This penetration is obtain with the combination of viscosity of the oil base and the type and quantity of the thickener. The consistency grade NLGI 2 id the most common and it can be applied in the majority of the purposes if it alo takes into account the necessary characteristics.

The grease consistency is more critical than it appears.to be. Several times the mechanics raise the consistency from NLGI 2 to NLGI 3 because the existent grease (or the one once used) could no longer bear the temperature. They think that by increasing the thickener's percentage (sponge) the grease would avoid its "melting".

The truth is that few bearings require more than a number 2. If the equipment was designed for a number 2 grease, it requires number 2. By placing a harder grease we reduce the lubrication and will shorten the useful lifecycle of the equipment. SUPERKOTE 2000 INTERNATIONAL CORP with its grease SK NLGI 2 GC-LB ensures that the grade will always be the same, it will only change by production a little the color and it guarantees quality because it has ISO 9001:2008.

THE 36% OF THE BEARINGS FAILURES ARE CAUSED BY A POOR LUBRICATION.

The thickener:

The thickener is the sponge that maintains the oil in the precise place to lubricate the pieces and the mold against the environment contaminants. The thickeners characteristics vary and they identify the grease types, our SK2000 grease is lithium based.

Why are we going to have more repairs?

If the lubricant or the operator uses the wrong grease, it would not work in the working conditions. As well, the mixture of two types of grease can create a reaction, causing the complete separation between the soap and the oil, modifying its working structure.

For this reason, SUPERKOTE 2000 INTERNATIONAL CORP. warns that it is needed a minimize grease variety in a company, increasing in quality until reaching the level where it covers the demanding conditions. When two greases are needed, it is important to recognize in a proper way which grease goes in which equipment.

NLGI grade	Penetration: Cone of 150g grease at 25 °C (0,1mm)	Characteristics
000	445 - 475	Semi-liquid
00	400 - 430	Semi-liquid
0	335 - 385	Semi-liquid
1	310 - 340	Very soft
2	265 - 296	Soft
3	220 - 250	Lightweight
4	175 - 205	Medium
5	130 - 160	Heavy
6	85 - 115	Block

Source: NLGI - National Lubricant Grease Institute

Protection:

The basic protection that grease provides came from the combination of the basic oil viscosity and the additives against extreme pressure. This kind of basic oil and this kind of thickener determined the regreasing frequency, operational range of temperatures and humidity conditions where the grease could work.

The basic oil viscosity bordered and provides a hydrodynamic lubrication base that supports the axis into the bearing. The thickener only keep it on the place till the moment that is needed and acts like a seal in the retainers. The extreme pressure additives work when the charges, the strikes, and the pressures tearing the hydrodynamic base and the metal come into contact with metal.

The protection that a grease against extreme pressure offers is measure by the Timken test (ASTM D2509) in pounds of the pressure exerted to slow down or mark the axis of the testing equipment. The greases vary from 0 pounds to 75 pounds of protection. The manuals of all vehicles brands ask for a grease EP 2, guaranteed a minimum of 40 pounds protection.

The problem to continue with the maintenance program recommended by the equipment manufacturer when we change conditions or grease

- If grease is missing (by dissolving, more heat, more charge, infrequency of regreasing), the bearing works without its oil base and the surfaces rub.
- If there is excessive grease, there is not going to be space for the natural expansion of the grease, causing a temperature rise, bearing fatigue, and failure of the retainer due to an excessive pressure on the part of the melting grease.

The grease quantity

One of the problems we face every day is the application of an excessive grease in the inner race and the cage. We can see in this graph that the application of the correct amount of grease to the bearing causes a temporary temperature rise while the grease covers all the surface, going back to its normal temperature in a few hours. When more grease than it is needed is applied, the temperature continue increasing by the resistance caused when it does not have where to move by being compact the loading area.

SUPERKOTE 2000 ASTM TEST

TEST METHOD	DESCRIPTION	SPECIFICATIONS
---	NLGI GRADE	2
ASTM D 217	Cone penetration @ 77°F worked 60 Strokes	265 - 295
ASTM D 128	THICKENER TYPE	LITHIUM COMPLEX
ASTM D 128	THICKENER CONTENT, %	8 - 12
ASTM D 2265	DROPPING POINT, grade F	525 MN
ASTM D 445	Base oil viscosity CST @ 40 °CCST @ 100 °C	175 - 215 / 16 - 24
ASTM D 2270	VISCOSITY INDEX	95 MN
VISUAL	COLOR	WHITE
VISUAL	APPEAREANCE	SMOOTH
ASTM D 2509	TIMKEN OK LOAD LBS	60 MN
ASTM D 2596	FOUR BALL EP WELD PT. KG.	400 MN
---	LOAD WEAR INDEX	30 MN
ASTM D 1743	RUST PREVENTION	PASS
ASTM D 4170	Fretting Protections WT. LOSS G.	10 MAX
ASTM D 3527	HIGH TEMP LIFE BRS	80 MN
ASTM D 2266	Four ball WEAR, SCAR DIA M.M.	0.6 MAX
ASTM D 4693	Low temp torque @ -40 °C, N - M	15.5 MAX

The regreasing frequency

Each inner race or cage has its ideal moment to be regrease. This point depends in the size of the bearing, the axis velocity, the charge, the environment temperature, the humidity, and the used grease. Any variation in one of this elements the regreasing frequency changes.

In the following graph we have a typical bearing where we can see how the charge presses the grease when it reduces the space between the bearing and axis. The created resistance increases the grease temperature causing its liquefaction and expulsion through the retainer. After expelling the excess, if the grease has not

Relation between the bearing temperature and the greasing amount



decompose, it is able to lubricate as normal. Most of the greases do not maintain their characteristics after being abused that way.

Can we notice if we lubricate a bearing in the wrong way?

Yes, evidently, if you see a vehicle that has been grease with the same grease and it has the same wear in its pieces and runs down by the retainer of one of them.

Contamination

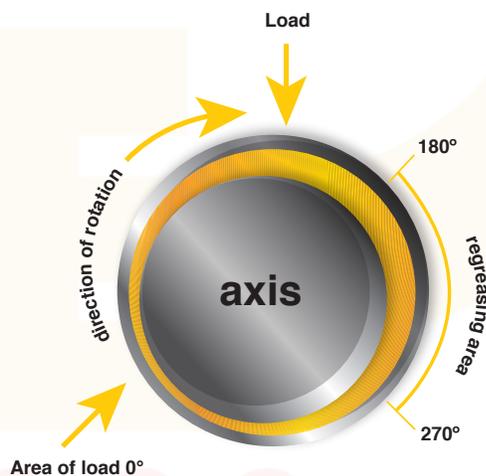
There are three types of contamination that worry us:

- **Land contamination:** In the container inside the warehouse the companies buy drums, when they do not use more than 15 kilos monthly. The open drum can be contaminated by the elements in the air and the atmosphere, reducing its protection properties.

- **Contamination by other greases:** All the greases are not compatible. The shopping system where the products or brands are changed with each purchase, causes a huge loss in maintenance. When an electric motor or another equipment is sent to an external repair shop to be repair, many times they use an incompatible grease with the grease that would be used in your plant maintenance. The bearing works well until its first regreasing. When it is grease with another type of grease, the oil is separated from the thickener and the lubrication is lost.

- **Contamination by the atmosphere once applied:** The atmosphere contaminants are normally sand and water.

- **Sand:** Sand enters any retainer that it is not seal properly. If the grease is able to go out when it is heated, it comes back with sand when it contracts.



As a general rule, if the bearing rotates more than 50% of its maximum design velocity, between 30% and 50% of the bearing and its mallet should be filled. If the velocity is less than 50% of its maximum design velocity, more grease is added, reaching between 50% and 65% of the bearing and its mallet.

The bearings must be grease and fill maximum 1/3 of the mallet and the lid area leaving an area for the grease to expand and allowing the correct adjustment of the bearing. When the mallet is filled with grease, it is difficult to adjust the bearings, and when they rotate it melts and runs down the retainer.

The sand also moves in with the dirty water. While the retainers have to be in good shape, the grease should also seal and avoid the maximum possible the contaminations.

Water: the water goes in the grease when we cross by a river, a street with water, we wash the equipment, it rains, or it just incorporates from the atmosphere humidity when the bearing is turn. To avoid the entrance of water the retainers must be keep in good shape and avoid as much as possible the contact with water. The custom of washing the cars in the river with the bearings and jumper struts in the water washes the greases and it increases the cost of the maintenance. Man of the mobile equipment have to work in the water of the rivers or it is in constant danger of humidity absorption by the grease. The use of a grease with a low resistance to the water will cause more costs in the spare parts.

Fatigue:

The fatigue of any piece of the equipment, no matter if it is an inner race, a cage, a bracket, a gear or any other piece is the consequence of vibrations, temperatures, frictions, pressure or other controllable conditions. The use of a grease with extreme Timken protection, maximum quality of basic oil, correct basic oil viscosity for the equipment, and correct NGLI consistency for the equipment, will reduce the temperature and the friction at reasonable intervals while the applied quantity is limited. The contamination by sand or wear particles also cause fatigue due to the pressures that they transfer to the structure of the piece.

When the bearing is smack by land tightened metallic particles between the surfaces it leaves its print, the bearing structure compacts, each time more deep, weakening it until it breaks. The cleaner the grease is, more is the useful life of the bearing.

To simplify the shopping process, the NLGI has grease categories that fulfill certain standards and testing. Just for the chassis, we can only look for JB greases, and for automotive bearings GC. The best greases for automotive use are GC- LB.

The SK 200 white grease is GC-LB grease classification for every use certificate directly from the NLGI USA.

Recommendations for the utilization in components and chassis parts, shafts, suspensions, jumper struts axis, etc. NLGI grease classification (L):



LA: Frequent re-lubrication. Not for critical appliances. Chassis components and universal shafts under lightweight working conditions.

LB: Heavy cargo. Severe vibration. Construction equipment. Prolonged re-lubrication intervals. Water and other contaminants exposure. Chassis components and universal shafts under lightweight to heavy working conditions.

Recommendations for the utilization in bearings (G) of the different NGLI classifications:

GA - frequent re-lubrication. Not for critical appliances. Typical bearing service operating under lightweight working conditions.

GB - Normal urban service, in the road or not in the road, typical bearing service operating under lightweight/moderate working conditions.

GC - mountains roads. Bearings subjected to high temperatures. Typical bearing service operating under simple and severe working conditions. Constant stop- and-go (buses, cabs, police, etc.). Severe and heavy work (trailers, heavy machinery and equipment) Exceed Mack GC-C specification.







FUEL Treatment



CLEAN MOTORS OPERATE WITH MORE EFFICIENCY

All motors suffer from a sludge accumulation, varnishes and carbons. This sediments block the fuel ducts, leaving deposits in the carburetors, obstructing the injectors, leading to a stick of them in the rings.

SUPERKOTE 2000 fuel treatment (SK-FT) contain complex organic solvents that dissolve the sludge's, rubbers or varnishes, as well it avoids the reformation of this deposits. Using SK-FT regularly:

- Clean the motor to facilitate the launching. More energy and acceleration.
- Reducing to a 25% the fuel consumption, since it cleans the injectors and the carburetors.
- Dissolves the deposits in the tip of the injections to restore the spraying pattern.
- It avoids the obstruction in the fuel lines.

Water is the major contaminant in all the fuels

Water accumulates in each fuel tank every day through condensation. Water reduces the heat of the combustion what means more smoke, less energy, and more RPM oscillations what results in a more fuel consumption.

The water contamination is known as "E-10 fuel separation", this means:

The E-10 fuel is hygroscopic (it absorbs humidity from the atmosphere). If water is sufficiently present, either if it is condensed mode or with contaminated fuel, E-10 will separate in two liquid layers: a superior layer that is almost all the gasoline, and an inferior layer that is almost all the ethanol (until 75%) and water (and the oil, in the 2-cycle fuel). This process is known as phase's separation, and it might cause

that a motor has difficulties or is not able to turn the engine on. The phase's separation also drastically reduces the octane (cetane) reducing from 89 octanes to 83 or 82 octanes. Thinking that the fuel filter is clean, but the motor does not have strength, in this moment we have had a fall of octane and a phase's separation in our fuel.

The biggest damage of the phase's separation is evident in the two-stroke engines with pre-mix, because if the motor is able to start and get going, it is not going to be lubricated, because almost all the engines oil has been separated from the fuel. In some cases, especially in cold weather, an emulsion can be form, obstructing the fuel filters and it ends sticking to the carburetor.

Boats and equipment's with the fuel systems OPEN, have a ventilator in the tank that is always open to the atmosphere and humidity. Condensation is formed every time that is a difference between the fuels temperature and the atmosphere. With the time this condensation will accumulate enough to cause the separation of its phases, leaving the water in the tank with sludge's, and this, in turn will cause the oxidation, causing obstruction of the fuel conducts.

While SK-FT will avoid that a phase's separations take place, if the phase's separation has already taken place is necessary to drain the tank, since SK-TC does not reverse the damage.

REDUCE TO A MINIMUM THE PROBABILITIES OF A PHASE'S SEPARATION

This is possible when you use SK-FT, periodically to

keep the water away from the E-10 fuel, since it will be burn in the combustion at the moment of been neutralize the water.

The water contamination can also:

- Generate the spread or growth of microbes in the Diesel fuel.
- Block the fuel lines.
- Block the tip of the fuel injectors.
- Increases corrosion, lacquers, gels, varnishes, and this in turn cause acids (sulfuric acid).
- During winter it causes the fuel to freeze.

THE SOLUTION WITH SUPERKOTE 2000 FUEL TREATMENT

The SK-FT formula will have a strong hydrophilic attraction with water. SK-FT search for water droplets and permanently sticks them to itself to convert them into molecules, which will be totally encapsulated with an organic fuel compound. The water will be removed with the vehicle in movement and this one will consume and burn these capsules.

The use of SK-FT regularly will make:

- Minor or minimum idling.
- Power increase and better acceleration.
- Improves the general efficiency of the motor to obtain a fuel saving kilometers/ gal.
- Reduce the black smoke and the emissions.
- Eliminate the necessary conditions for the growth of microbes.
- Avoid the phase's separation in the E-10 fuel.
- Eliminate the freezing so the fuel conducts and filters are not blocked.
- Avoid the formation of paraffin's during winter.
- Prevent corrosion and acid formations.
- Avoid the clogging of the injectors half-pints.

OLD FUELS= LESS POWER, HIGHER AMOUNT OF RUBBERS AND VARNISHES.

The petroleum derived fuels are mixed with the additives during the refining process, this compounds are added each time more as fuels that are reformulated to satisfy the government's mandates with the intention of lowering the contamination levels.

Unfortunately, the additives and the process used to create this new fuels are been burn in a cleaner way, additionally they are less stable. The fuel deteriorates and loses the power after 90 days for diesel and 30 days for gasoline.

Due to the fuels age, solids and varnishes built up in them that can obstruct the fuel conducts and the combustion system. The fuels often used contain water as a contaminant. SK-FT contain stabilizers that keep the fuel fresh, cleaners to dissolve the rubbers and varnishes, and compounds that consume the organics, to be encapsulated.

KEEP THE FUEL TANK FULL AND IF IT IS POSSIBLE IN DEGRANEL TANK CLOSE THE TANK'S VENT WHEN THE EQUIPMENT IS NOT IN USE.

The unique chemistry of SK-FT, is going to even "renovate" the equipment that have not been used for a long time and that do not start- or that are malfunctioning- by doubling the treatment doses, the motor must be allowed to turn enough so the treated fuel reaches all the system, for this effect half an hour should be waited so the treatment works as expected.

DIESEL FUEL WITH LOW LUBRICATION POWER

The recent sulfur elimination from the diesel fuels to reduce contamination also eliminates great part of the natural fuel lubricity. All the refineries are adding additive lubricant agents to fulfill the ASTM standards, but those standards do not comply with the recommendations from the motors manufacturer's.

The diesel equipment with high fuel pressure pumps and the injectors are base in the fuels lubricity to keep them working. These ones should be lubricated to prevent a premature failure of the equipment, especially in former equipment.

SK-FT contains organic lubricants that cover the fuel system components to avoid corrosion and oxidation of the metallic compounds and it burns in a full clean way without leaving ashes deposits that dirty the rings, valves, or plugs.

MÁXIMUM POWER ENGINE



SK
2.000

**SUPER
KOTE**
2.000

FUEL
Treatment
FOR DIESEL AND GASOLINE



**FUEL
TREATMENT**



OIL STABILIZER

HEAVY  DUTY



OIL ALONE IS NOT ENOUGH

Specially formulated to control heat, wear and friction in high performance and heavy duty engines and gear boxes. Stop piston wash during long periods of cold weather idling.

Slow oil leaks

Insures against oil breakdown in case of overheating. Cools and quiets engines and gear boxes. Assures total lubrication to power dividers. Has high detergent action to counteract engine acids and extend oil life.

Raises oil pressure

Expect less heat, less wear, higher fuel milage, more power and longer component life. Extends oil life at least 50% longer.

Will not void warranties when used as directed

Slows blow-by for less pollution and oil contamination. Will not sludge or varnish.

For total protection in newer engines and to stop smoking, knocking and oil consumption in older engines (diesel, gasoline or high performance). Use 20% of system capacity (example: use two gallons stabilizer to 8 gallons motor oil.) In badly worn engines use up to 60% of system capacity. For Powerstroke diesels use SUPERKOTE 2000 Oil Stabilizer.

In light duty manual transmissions use 25%. In heavy duty transmissions use 25% to 50%. Controls rattle, leas, heat, wear and hard shifting. To stop noise and wear in differentials, use 50-100%. No special additives needed for limited slip. It's perfect to transfer cases, use 50%. Also a must for air compressors and lawnmowers, use 20-25%.

Has high detergent action to counteract engine acids and extend oil life.





SMOKE

FREE



REDUCES SMOKE OF VEHICLES WITH HIGH MILEAGE

The smoke release in a motor occurs when the oil drains in the combustion chamber, burning along with the fuel. This happens in vehicles with high mileage. SUPERKOTE 2000 smoke free seals openings cause in the metallic segments due to the use, reducing the oil consumption, and the smoke release. The formula contain a percentage of SUPERKOTE 2000 metal treatment that reduces friction.

SUPERKOTE 2000 smoke free is an improved viscosity treatment design to modify the viscosity and like that decrease the oil consumption and the smoke release in worn-out motors.

Benefits

- Eliminates the smoke release.
- Reduces oil consumption.

Application areas

SUPERKOTE 2000 smoke free can be used in diesel motors, gas and gasoline when they are extremely worn-out and they have oil consumption.

- For high mileage motors.
- Minimizes the smoke release
- Reduces oil consumption
- Reduces friction and stabilizes the wear.

NO recommended applications

SUPERKOTE 2000 smoke free CANNOT be applied in new or recent repaired motors. The viscosity improvers must not be used in new motors or in good condition, because by increasing the viscosity the oil flow is limited and slow down to the friction zones. Neither can it be used in motors with cracked rings, motors with rubbers of burn valves, faulty gaskets.





Fuel Cleaner & Octane
BOOSTER



HIGH PERFORMANCE GASOLINE

Gasoline loses effectiveness by the filth present in it. SUPERKOTE 2000 octane cleaner and booster restores the fuel efficiency since it cleans and optimizes the performance recovering the lost acceleration. Is safe for the catalytic converters and oxygen sensors.

SUPERKOTE 2000 octane cleaner and booster must be used when there is a doubt about the gasoline quality and its octane grade, in addition, when the motor presents piston symptoms (rattling), vibrations, high temperatures of the chambers (white and deteriorated spark plugs).

Objectives

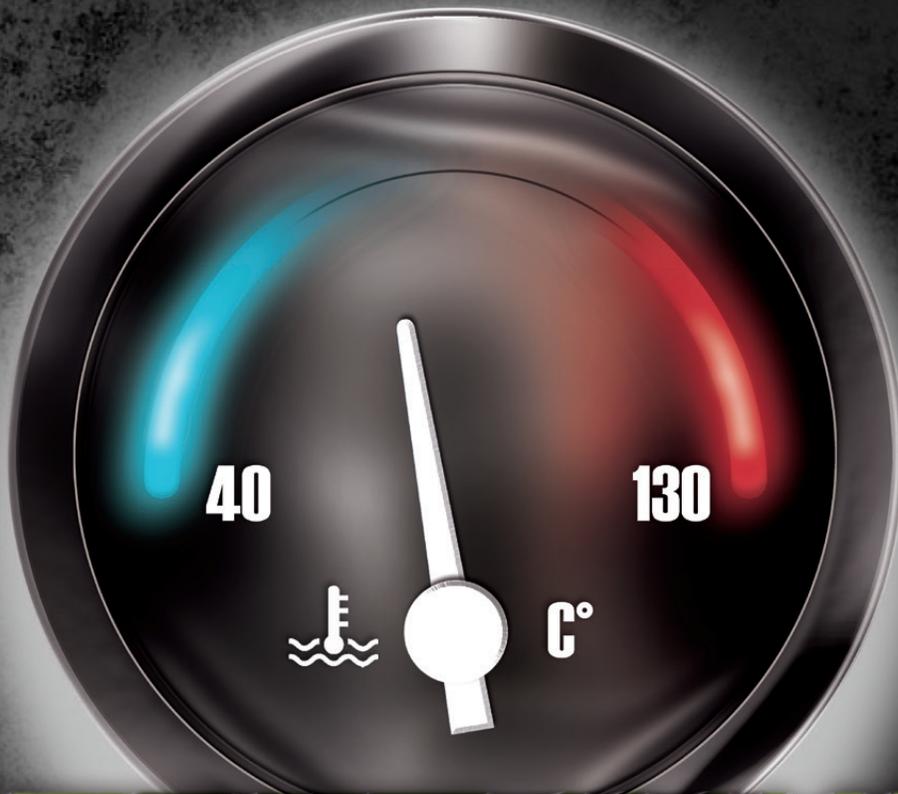
SUPERKOTE 2000 octane cleaner and booster is design to protect the motor (piston, spark plug, connecting rod, shells, chambers) from the running car effects (vibrations and high temperatures) whose effects are demonstrated as the cast of the piston socket or the electrode of the spark plug, high frequency vibrations that cause damage to the cylinder, connecting rods, and shells, generally is evident the accumulative damages (chronic) as a result of the use of low quality fuels.

Benefits

- Increases octane, power.
- Eradicates rattling, impurities.
- Protects the injector, carburetor.
- Reduces the fuel consumption







ANTIFREEZE-COOLANT
for radiator



ULTRA, EXTRA AND SUPER RADIATOR COOLANTS

The motor obtains its power from the fuel burning. This fuel can be gasoline, diesel, CNG, or LPG. When you burn the fuel, heat is also produced. This heat combine with the heat produce by the friction of the moving fragments inside the motor.

For its proper functioning, the motor temperature should be between 80°C and 100 °C. Only 30% of the heat is consumed as energy. All the other heat produced has to be eliminated. 7% of this heat normally dissipates to the environment, 33% goes directly though the engine exhaust system, and 30% has to be evacuated through the oil and the refrigeration system.

To eliminate the heat excess, there are two refrigeration systems in the vehicle:

Oil: oil circulates through the motor, absorbing what it cans from the combustion heat, friction and turbo. Oil has to absorb and dissipate the heat easily. This requires a good oil and surfaces free from insulated materials like varnish and sludge in the motor.

Water or refrigerant: water is a good liquid to transmit

heat from one point to another. But water has three failings:

- It freezes at cero degrees Celsius.
- It boils at 100 °C in sea level and 84°C in the Bolivian highland.
- Causes corrosion and rust.

Refrigeration system

Water runs through a separate system that the lubrication system, passing through stock conducts, the block, the oil cooler to receive the combustion heat and take it through the water pump to the radiator were it is able to pass it to the atmosphere.

When the thermostat is closed, the water in the radiator stays there without circulating and the hot water circulates inside the block until it warms up. When the thermostat opens, the hot water goes into the radiator.

The thermostat

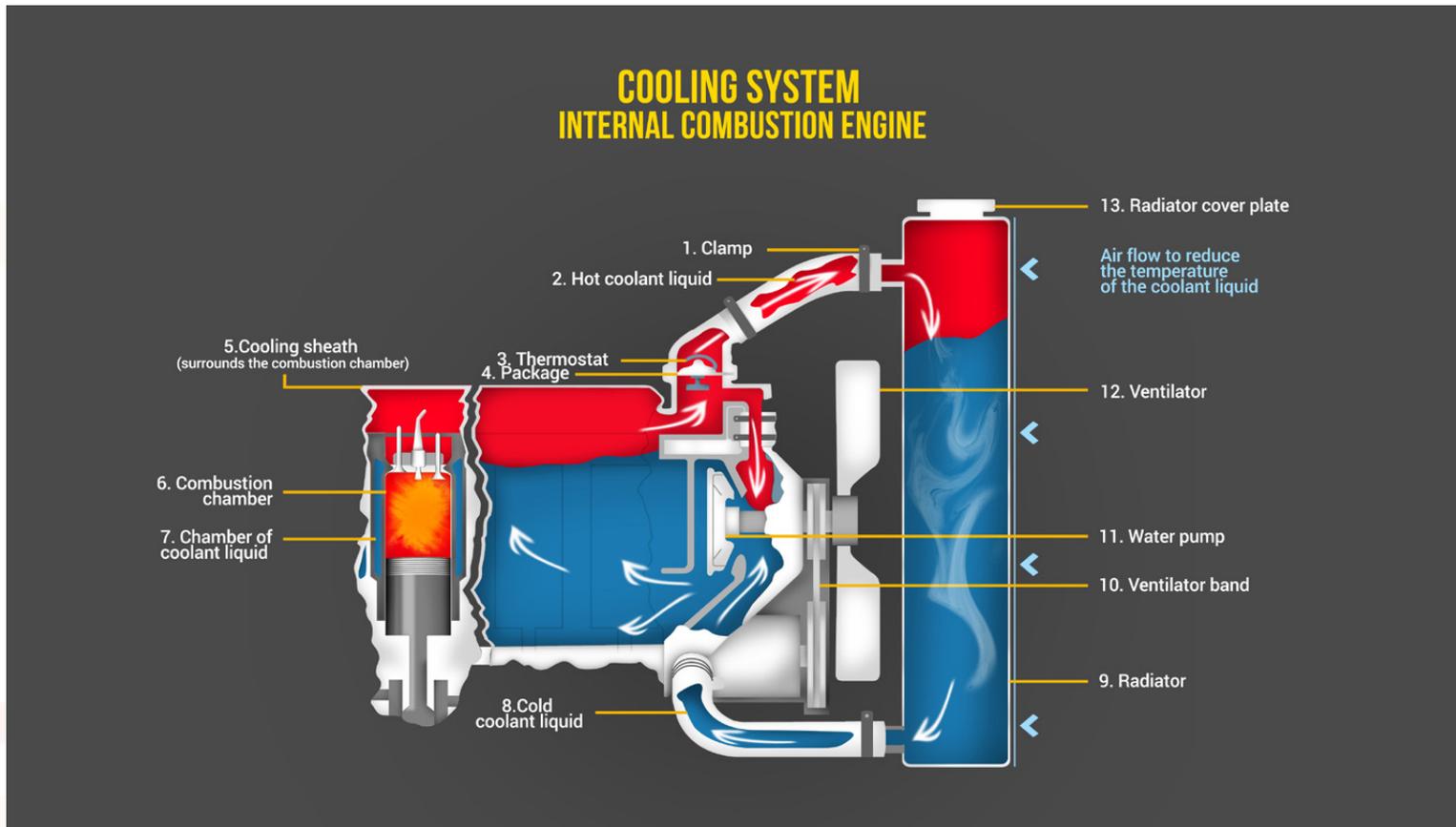
The thermostat keeps the water inside the block until

the motor reaches a temperature where it can work efficiently, without greater wear and fuel consumption.

When it reaches this temperature, the thermostat valve opens, allowing the water to flow through the

radiator to cool off.

If the motor starts cooling off extensively, the thermostat partially closes to reduce the flow and keep the temperature. (see diagram)



Protection against cold

After testing many products in the radiators over the years, SUPERKOTE 2000 ultra-refrigerant for radiators was formulated which uses ethylene glycol that is really effective to reduce the freezing and boiling problems. SUPERKOTE 2000 ultra-refrigerant for radiators have an optimum glycol concentration to cover the cold temperatures, and it also provides anti-freezing protection until -20°F.

The corrosion and rust in the motor can be fought with various anti-corrosive additives.

The traditional coolant

The traditional coolants contain additives (phosphates, borates, nitrate, silicates, and amines). This refrigerants work until certain time, avoiding corrosion while they increase the boiling point. But, its additives are spent quite quickly, they go out from suspension and built sludge's and deposits. With the formation of a protective layer in all the system surface, the heat conduction from the pieces to the fluid reduces. Its protection in high temperature is reduce and they are toxic to the environment.

Electrolytic corrosion:

In any metal, when processing, when bend, by bring-

ing it over to another metal piece, no matter if it is the same metal or a different one (especially one that is different, for example iron near cooper) a differential power occurs. We can say that an electron migration from an area occurs, from the anode region to another place, the cathode region. In the metal surface, that is located in an atmosphere where we have water, oxygen and other ions that make it an electrolytic atmosphere, a chemical reaction takes place where the ions of the rusted metal in the anode region are release, while in the cathode region, positive ions reduce.

The traditional protection

The additives in the refrigerants from the traditional technology cover all the surfaces to isolate them and avoid corrosion. Is an effective system, but this isolate also reduces an efficient heat transmission.

The new protection

The additives in the refrigerants from the new generation with carboxylic acids only act to prevent corrosion in the places susceptible to it. This leaves the majority of the surface free from insulation, providing more thermic transference.

The ethylene glycol continue providing the require protection in the cold and the increase in the boiling point.

The protection against the pricked pump and the sleeves

The corrosion in the system starts points that suffer from cavitation: the water pump where air ingestion or bubbles due to boiling cause cavitation in the pump's entrance and the cylinder sleeve in the opposite side which receives de combustion strength.

This photo shows the water conducts open, cover with rust scales. This scales reduce the heat transference by the motor, blocking minor pipes when they give off, and increase the turbulence of the coolant causing cavitation and foam. SUPERKOTE 2000 ultra-coolant counts with anti-foaming that prevents the foam formation, for that matter, cavitation.



This rust scale accumulation in the water pump reduce the pumping efficiency and causes foam, turbulence and cavitation. SUPERKOTE 2000 ultra-coolant, protects the water pump increasing the efficiency and the motor's life.



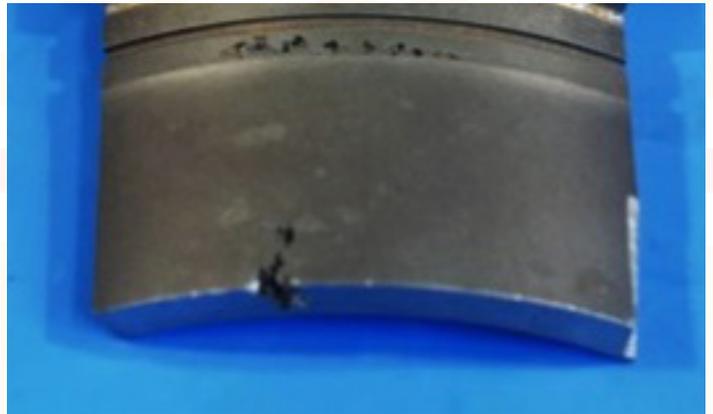
In the normal combustion process a minor sleeve abnormality exists when the piston is forced down against the cylinder's wall and the crankshaft. This small abnormality allows bubble formation in the emptiness crated in the opposite side. The implosion dissipates the energy over the cylinder wall removing the rust film. This causes the constant replacement of the additives in this part of the sleeve until the run out. When there are not enough additives to stick again to the sleeve, this cavitation goes on, erosion and eventually the sleeve's perforation and he water

appearance in the motor.

Here we have a pump corroded where it fins have been spent. This pump is no longer able to circulate sufficient water to cool the motor off.



Pricked of the sleeve



This photo shows the rust scales that are built up in the motor canals, causing a restriction and turbulence in the water circulation. This motor only used water or a low quality coolant that does not count with additives, and does not use treated water (chemically pure) to prevent the impairment.



SK-ultra antifreeze-coolant ensures its components providing protection to all the motor sections.

This one shows the sleeve corrosion. Went through the holes, causing a full motor repairing.



Here we closely see some sleeve holes.



The useful life of the additives

The traditional coolants lose their additives quite fast (the ones they have) remaining without strength. The first ones to lose their effects are silicates, followed by the ones with nitrates. Before 40, 000 kilometers the silicates and nitrates are found at less than 10% of their initial capacity.

THE SOLUTION WITH SUPERKOTE 2000 RADIATOR COOLANT

Ultra antifreeze-coolant

This coolant is recommended for all the cars and trucks. It is patented with carboxylate inhibitors that have been proofed against the extreme temperatures, corrosion and rust.

The biggest vehicles manufacturers have recognize that SUPERKOTE 2000 prolonged the useful life of the coolant, for about 250.000 kilometers or a five year period of time

Extra antifreeze-coolant

This coolant is recommended for all the cars and trucks. It is patented with carboxylate inhibitors that have been proofed against the extreme temperatures, corrosion and rust. The biggest vehicles manufacturers have recognize that SUPERKOTE 2000 prolonged the useful life of the coolant, for about 50.000 kilometers or a year period of time.

IS INEXPENSIVE TO KEEP THE MOTOR WITH COOLANT

Super coolant

This coolant is recommended for all the cars and trucks. It is patented with carboxylate inhibitors that have been proofed against the extreme temperatures, corrosion and rust.

Benefits

- Optimizes the heat transmission to the motor.
- Decreases the freezing point.
- Rises the boiling point.
- Protects the coolant system (motor, water pump, and radiators against corrosion).
- Protects against saline deposits, chemically stable over time and operation.
- Avoids the microorganism's formation.
- Extends the motor life.
- Minimizes the repairing's due to overheating
- Water free from impurities (minerals and salts)
- It does not need supplementary additives
- Protects the sleeves against pricked, holes.
- Increases the life of the water pump.
- Protects against temperatures from the aluminum.
- It fulfills the criterion of all American vehicles since it contains DEX-COOL.
- Free from phosphates fulfilling the European criterion for vehicles.



DATA SHEET

SECTION I: IDENTIFICATION

Material identity: Superkote 2000 anti-freezing/coolant
Product codes: 02353
Color and appearance: Green fluorescent liquid

SECTION II: PRODUCTS/INGREDIENTS

CAS #	Concentration	Ingredients
Mixture	100 % weight	anti-freezing/coolant
107-21-1	47 - 40 % weight	Ethylene glycol
7732-18-5	54 - 44 % weight	deionized water
7758-11-4	9 - 6 % weight	Dipotassium phosphate

SECTION III: HAZARDS IDENTIFICATION

Emergency perspective

Danger to the health: if it is ingested it may cause damage or be fatal. Do not provoke vomit, it may cause pneumonia. It may cause CNS depression.

NFPA averages (health, fire, reactivity): 2,1,0

Peril rank: minimum 0, little 1, moderated 2, high 3

Inhalation: in applications in which steam is cause (produce by high temperatures) or breezes (cause by mixtures or aerosol use), the respiration may cause an ardor sensation in the nose, the throat, and the lungs. **Eye irritation:** it may cause a slight eye irritation. If irritation occurs, a temporal sensation is produce. **Skin contact:** it might cause a minor skin irritation. In case of irritation, a temporary ardor sensation might occur and a minor reddening or swelling. Other adverse effects not expected due to a brief contact with the skin.

SECTION IV: OPERATION AND STORAGE

Control measures: avoids the heat, open flames, including pilot lights and strong oxidizing agents. Use explosion proof ventilation to prevent the steam accumulation. Set apart all the operation equipment to avoid the sparkle production. Avoid the contact with the eyes, skin and clothes. Wash completely after been used.

Precautions with the containers: keep the containers close when they are nod been used. Even the empty containers may contain explosive esteems. Do not cut, drill, grind, weld, nor perform similar procedureds over or near the containers.

SECTION V: EXPLOSION CONTROLS / PERSONAL PROTECTION

Dipotassium phosphate	ACGIH TLV	TWA: 1mg/m ³
Dipotassium phosphate	OSHA PEL 1989 (repealed)	TWA: 1mg/m ³ STEL: 3 Mg/m ³
Ethylene Glycol	ACGIH TLV	Límit: 100 mg/m ³
Ethylene Glycol	OSHA PEL 1989 (repealed)	Límit: 50 ppmv

SECTION VI: CHEMICAL PHYSICAL PROPERTIES

Appearance:	green fluorescent liquid
Chemical family:	Ethylene glycol
Boiling point:	262 °F
Flash point:	260 °F
Freezing point:-	-20 °F
Smell:	Soft
PH:	10.2 11
Specific gravity:	1.12 1.14

Note: the freezing and boiling point reflects a 50-60% of the water solution to the atmospheric pressure.

SECTION VII: REACTIVITY AND STABILITY

The products of thermal decomposition rely much in the combustion conditions. It will be develop a complex mixture of solids, liquids and gases transported through the air when this material suffers a pyrolysis or combustion. Acids, aldehydes, carbon monoxide, carbon dioxide and other not identified organic compounds may be formed as a result of the combustion.

SECTION VIII: TRANSPORT INFORMATION:

This material is not regulated under the CFR 49 if the container is from an inferior capacity than 119 gallons. If it is transported in a container of a higher capacity than 119 gallons then the DOT information must be attach to a RQ note, otherwise the "No regulated" product would be classify as a solid/liquid environmentally dangerous N.O.S class 9, packing group III unless the product qualify for the petroleum exception (CFR 49 171.8)

Hazardous substance/RQ material: ethylene glycol/ 5272. 7043 lbs.

Classification of the International Air Transportation Association

Dangerous class/division:	9 (miscellany)
Identification number:	UN 3082
Packing group:	III
Proper name for its delivery:	N.O.S liquid, environmentally dangerous
Technical name:	Ethylene glycol

Classification of the international maritime transport.

Dangerous class/division:	9 (miscellany)
Identification number:	UN 3082
Packing group:	III
Proper name for its delivery:	N.O.S liquid, environmentally dangerous substance.
Technical name:	Ethylene glycol

SECTION IX: REGULATORY INFORMATION

OSHA classification: The product is not hazardous according to the danger communication standards, 29 CFR 1910. 1200

Comprehensive environmental release, compensation and trust protocol (CERCLA):

Ethylene glycol RQ 5000 lbs. reportable spill 5273 lbs. or 632 gallons of potassium hydroxide RQ 1.000 lbs. reportable spill 133333 lbs. or 15993 gallons of sodium hydroxide RQ 1.000 lbs. reportable spill 416667 lbs. or 49978 gallons.

Substances of ozone reduction (40 CFR 82 Clean Air act)

This material does not contain or was fabricated with none ozone reduction substance class I or class.



DATA SHEET

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Material identity: Superkote 2000 anti-freezing/coolant
Product codes: 02353
Color and appearance: Green fluorescent liquid

SECTION II: PRODUCTS/INGREDIENTS

CAS #	Concentration	Ingredients
Mixture	100 % weight	anti-freezing/coolant
107-21-1	25 - 15 % weight	Ethylene glycol
7732-18-5	79 - 66 % weight	deionized water
7758-11-4	9 - 6 % weight	Dipotassium phosphate

SECTION III: HAZARDS IDENTIFICATION

Emergency perspective

Danger to the health: if it is ingested it may cause damage or be fatal. Do not provoke vomit, it may cause pneumonia. It may cause CNS depression.

NFPA averages (health, fire, reactivity): 2,1,0

Peril rank: minimum 0, little 1, moderated 2, high 3

Inhalation: in applications in which steam is cause (produce by high temperatures) or breezes (cause by mixtures or aerosol use), the respiration may cause an ardor sensation in the nose, the throat, and the lungs. **Eye irritation:** it may cause a slight eye irritation. If irritation occurs, a temporal sensation is produce. **Skin contact:** it might cause a minor skin irritation. In case of irritation, a temporary ardor sensation might occur and a minor reddening or swelling. Other adverse effects not expected due to a brief contact with the skin.

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SECTION V: EXPLOSION CONTROLS / PERSONAL PROTECTION

Dipotassium phosphate	ACGIH TLV	TWA: 1mg/m ³
Dipotassium phosphate	OSHA PEL 1989 (repealed)	TWA: 1mg/m ³ STEL: 3 Mg/m ³
Ethylene Glycol	ACGIH TLV	Límit: 100 mg/m ³
Ethylene Glycol	OSHA PEL 1989 (repealed)	Límit: 50 ppmv

SECTION VI: CHEMICAL PHYSICAL PROPERTIES

Appearance:	green fluorescent liquid
Chemical family:	ethylene glycol
Boiling point:	258 °F
Flash point:	255 °F
Freezing point:-	-18 °F
Smell:	soft
PH:	10.2 11
Specific gravity:	1.12 1.14

Note: the freezing and boiling point reflects a 50-60% of the water solution to the atmospheric pressure.

SECTION VII: REACTIVITY AND STABILITY

The products of thermal decomposition rely much in the combustion conditions. It will be develop a complex mixture of solids, liquids and gases transported through the air when this material suffers a pyrolysis or combustion. Acids, aldehydes, carbon monoxide, carbon dioxide and other not identified organic compounds may be formed as a result of the combustion.

SECTION VIII: TRANSPORT INFORMATION:

This material is not regulated under the CFR 49 if the container is from an inferior capacity than 119 gallons. If it is transported in a container of a higher capacity than 119 gallons then the DOT information must be attach to a RQ note, otherwise the "No regulated" product would be classify as a solid/liquid environmentally dangerous N.O.S class 9, packing group III unless the product qualify for the petroleum exception (CFR 49 171.8)

Hazardous substance/RQ material: ethylene glycol/ 5272. 7043 lbs.

Classification of the International Air Transportation Association

Dangerous class/division:	9 (miscellany)
Identification number:	UN 3082
Packing group:	III
Proper name for its delivery:	N.O.S liquid, environmentally dangerous
Technical name:	Ethylene glycol

Classification of the international maritime transport.

Dangerous class/division:	9 (miscellany)
Identification number:	UN 3082
Packing group:	III
Proper name for its delivery:	N.O.S liquid, environmentally dangerous
Technical name:	Ethylene glycol

SECTION IX: REGULATORY INFORMATION

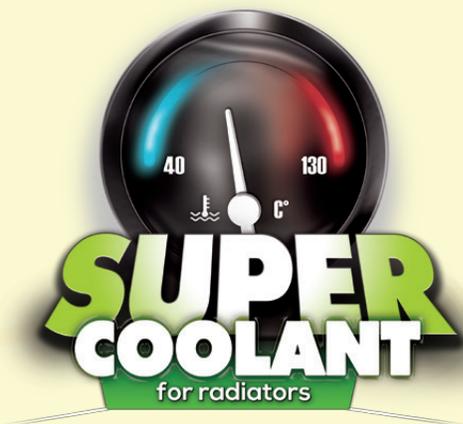
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Product codes: 02353
Color and appearance: Green fluorescent liquid

SECTION II: PRODUCTS/INGREDIENTS

CAS #	Concentration	Ingredients
Mixture	100 % weight	anti-freezing/coolant
7732-18-5	94 - 91 % weight	Ethylene glycol
7758-11-4	9 - 6 % weight	Dipotassium phosphate

SECTION III: HAZARDS IDENTIFICATION

Emergency perspective

Danger to the health: if it is ingested it may cause damage or be fatal. Do not provoke vomit, it may cause pneumonia. It may cause CNS depression.

NFPA averages (health, fire, reactivity): 2,1,0

Peril rank: minimum 0, little 1, moderated 2, high 3

Inhalation: in applications in which steam is cause (produce by high temperatures) or breezes (cause by mixtures or aerosol use), the respiration may cause an ardor sensation in the nose, the throat, and the lungs. **Eye irritation:** it may cause a slight eye irritation. If irritation occurs, a temporal sensation is produce. **Skin contact:** it might cause a minor skin irritation. In case of irritation, a temporary ardor sensation might occur and a minor reddening or swelling. Other adverse effects not expected due to a brief contact with the skin.

SECTION IV: OPERATION AND STORAGE

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SECTION V: EXPLOSION CONTROLS / PERSONAL PROTECTION

Dipotassium phosphate	ACGIH TLV	TWA: 1mg/m ³
Dipotassium phosphate	OSHA PEL 1989 (repealed)	TWA: 1mg/m ³ STEL: 3 Mg/m ³

SECTION VI: CHEMICAL PHYSICAL PROPERTIES

Appearance:	green fluorescent liquid
Chemical family:	coolant
Boiling point:	221 °F
Flash point:	238 °F
Freezing point:-	-9 °F
Smell:	Soft
PH:	10.2 11
Specific gravity:	1.12 1.14

Note: the freezing and boiling point reflects a 50-60% of the water solution to the atmospheric pressure.

SECTION VII: REACTIVITY AND STABILITY

The products of thermal decomposition rely much in the combustion conditions. It will be develop a complex mixture of solids, liquids and gases transported through the air when this material suffers a pyrolysis or combustion. Acids, aldehydes, carbon monoxide, carbon dioxide and other not identified organic compounds may be formed as a result of the combustion.

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Hazardous substance/RQ material: ethylene glycol/ 5272. 7043 lbs.

Classification of the International Air Transportation Association

Dangerous class/division:	9 (miscellany)
Identification number:	UN 3082
Packing group:	III
Proper name for its delivery:	N.O.S liquid, environmentally dangerous
Technical name:	Coolant

Classification of the international maritime transport.

Dangerous class/division:	9 (miscellany)
Identification number:	UN 3082
Packing group:	III
Proper name for its delivery:	N.O.S liquid, environmentally dangerous
Technical name:	Coolant

SECTION IX: REGULATORY INFORMATION

OSHA classification: The product is not hazardous according to the danger communication standards, 29 CFR 1910. 1200

Comprehensive environmental release, compensation and trust protocol (CERCLA):

Ethylene glycol RQ 5000 lbs. reportable spill 5273 lbs. or 632 gallons of potassium hydroxide RQ 1.000 lbs. reportable spill 133333 lbs. or 15993 gallons of sodium hydroxide RQ 1.000 lbs. reportable spill 416667 lbs. or 49978 gallons.

Substances of ozone reduction (40 CFR 82 Clean Air act)

This material does not contain or was fabricated with none ozone reduction substance class I or class.





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