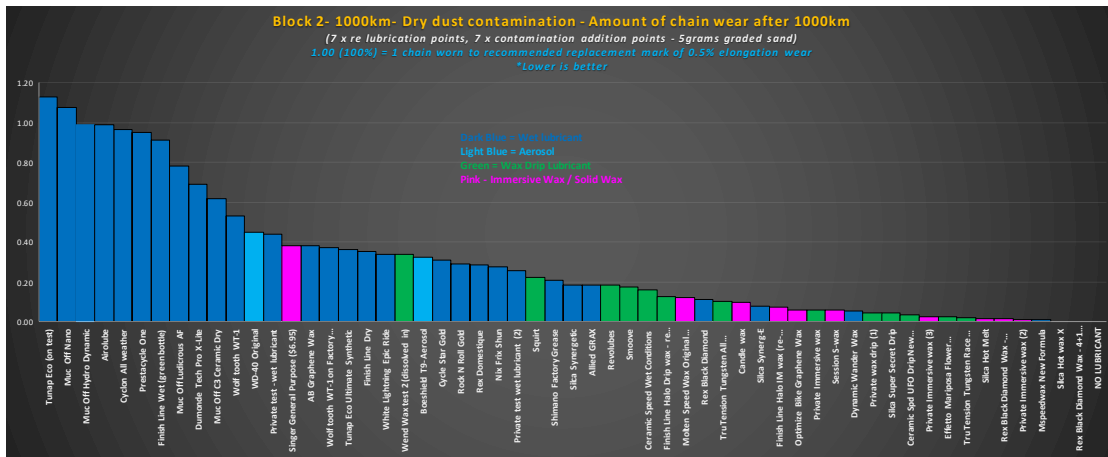
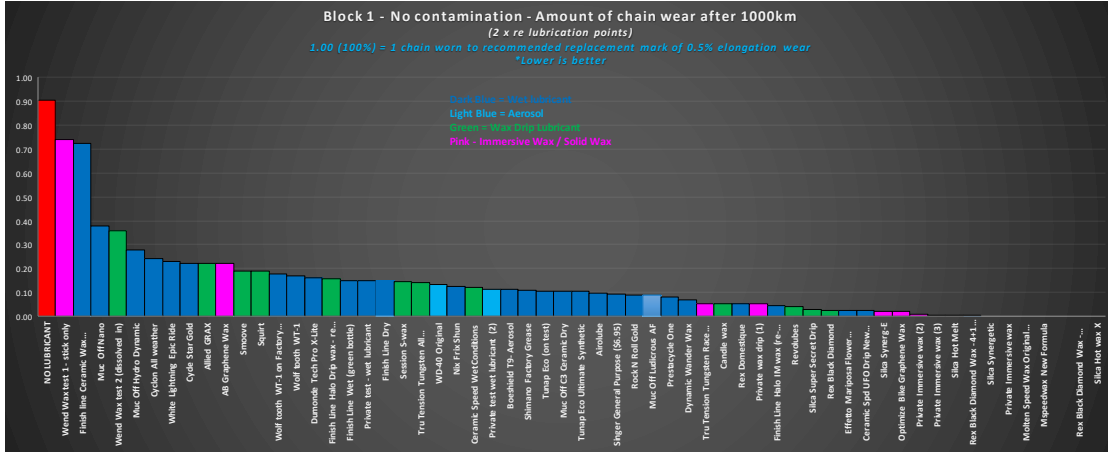


Zero Friction Cycling

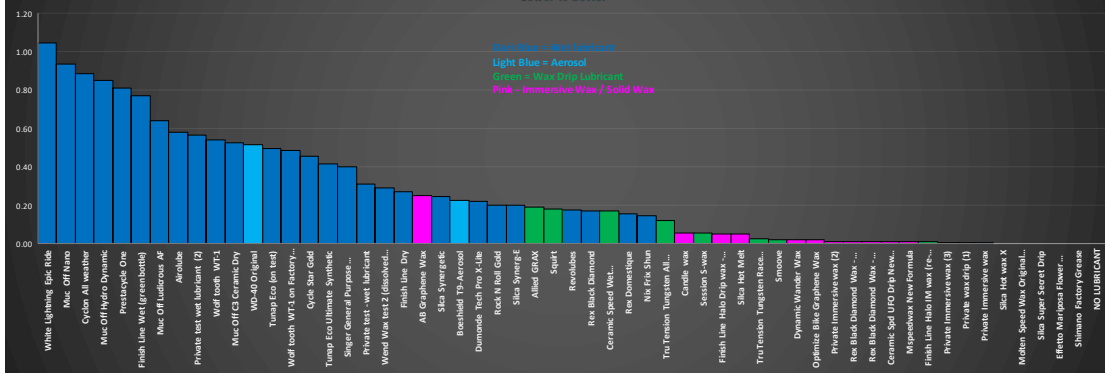
Graphs from main raw data tables. To understand the lubricant test properly please go to "Data Raw revamp 1.1" worksheet and read test information at top of that page. This will explain all the normal reader will need to know about both the test as well as understanding the data from the test. For those who want to go full nerdy there is also a link to the "Full Test Brief" which goes through the test in full detail - all intervals, check measures, contamination, correlations etc - this can also be accessed from website main page instructions tab. In short however if not going to reference the recommended information - the ZFC Test runs for thousands of KM's, on an actual bicycle drivetrain, and includes zero contamination blocks, dry contamination block, wet contamination, and an extreme contamination test block. Each test block is 1000km long. There are re lubrication points (varies depending on test block), but no cleaning maintenance. It is up to the lubricant to protect the chain from wear. A high rate of wear of hardened steel parts makes it less likely the lubricant is low friction and efficient - it simply flat out takes friction to wear hardened steel parts at a notable rate. Thus, the lower the amount of wear (shorter bars) = higher performance. If you wish to understand how the wear correlation is used in this test (it can have some limitations), please refer to this section in the "Full Test Brief".



Block 3 - 1000km- No contamination - Amount of chain wear after 1000km

*Lubricants ability to clear contamination gathered in block 2
(3 x re lubrication points, 0 x contamination addition points)

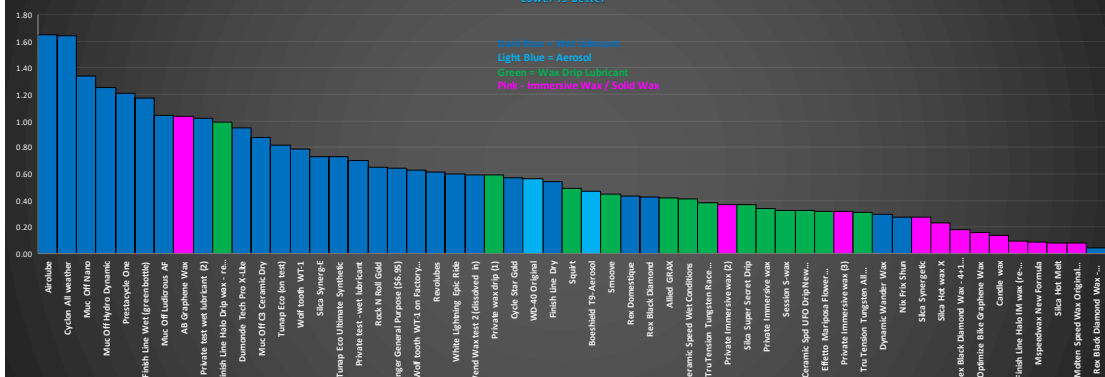
1.00 (100%) = 1 chain worn to recommended replacement mark of 0.5% elongation wear
*Lower is better



Block 4 - 1000km- Wet contamination - Amount of chain wear after 1000km

(7 x re lubrication points, 7 x contamination addition points - 500ml water spray + 5 grams graded sand)

1.00 (100%) = 1 chain worn to recommended replacement mark of 0.5% elongation wear
*Lower is better



Block 5 - 1000km- No contamination - Amount of chain wear after 1000km

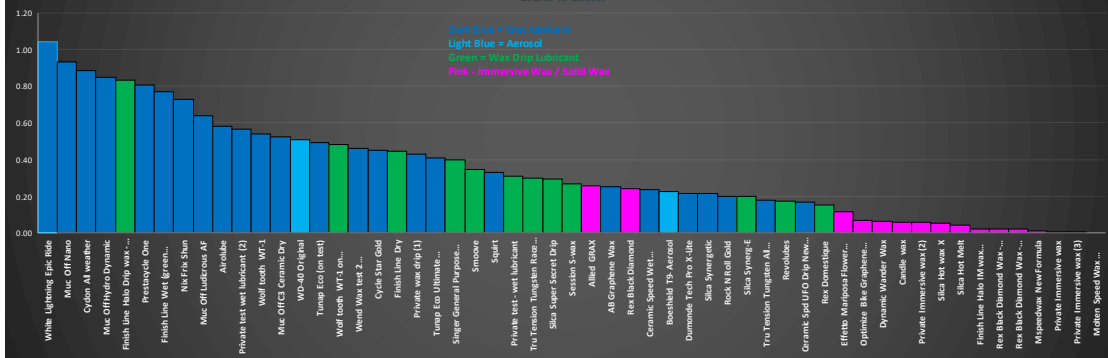
*Lubricants ability to clear contamination gathered in block 2

(3 x re lubrication points, 0 x contamination addition points)

**Extrapolated data is used for many drip lubricants - especially wet lubricants - refer to data table

1.00 (100%) = 1 chain worn to recommended replacement mark of 0.5% elongation wear

*Lower is better



Block 6 - 1000km: Extreme contamination - Amount of chain wear after 1000km

(7 x re lubrication points, 14 x contamination addition points - 1000ml water + 10grams graded sand)

**Extrapolated data is used for many lubricants - especially drip lubricants - refer to data table

1.00 (100%) = 1 chain worn to recommended replacement mark of 0.5% elongation wear

*Lower is better

