

A statement on the influence of the RVS Technology Engine Treatment product of RVS-Tec Canada on the changes of engine compression

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Vehicle: Olds Mobil Cutlass Cruiser, 1991, 4 Cylinders Engine 2.5 L.
Mileage at the beginning of the test: 306943 km.

Proceedings of the test

Definition of the mechanical condition of the engine at the beginning of the test

Compression measurement:

I demonstrated the compression measurement with the **K-D TOOLS Model # 2828** registering compressmeter.
(The cylinder with the lowest result was always re-measured)

Cylinder	Pressure (PSI)
1	95
2	70
3	40
4	80

Treatment with the RVS Technology™ Engine Treatment

I added the compound in accordance with the recommendations of the manufacturer on November 7th, 2003, when the mileage was 306943 km. After that I used the vehicle normally until November 10th, 2003 when the mileage was 307486 km. Thus the mileage after the first treatment was 543 km.

Measurements check at 543 km after the first treatment.

I measured the compression with the same equipment and methods as at the beginning of the test.

Compression measurement

#2

Cylinder	Pressure (PSI)	Increase in PSI after 1st treatment	Increase in % after 1st treatment
1	100	5	5.26
2	95	25	35.7
3	95	55	72.7
4	85	5	6.25

The second treatment with the RVS Technology™ Engine Treatment

I carried out the second treatment in accordance with the recommendations of the manufacturer immediately after the measurements. After that at normal driving until November 16th, 2003 when the mileage was 308052 km. The mileage since the beginning was 1109 km, and 566 km since the second treatment.

**Compression measurement
#3**

Cylinder	Pressure (PSI)	Increase in PSI after 2nd treatment	Increase in % after 2nd treatment
1	100	0	0
2	95	0	0
3	100	5	5.26
4	90	5	5.9

Compression measurement on December 29, 2003 at mileage 310694 km.

Cylinder	Pressure (PSI)	Increase in PSI after 2nd treatment	Increase in % after 2nd treatment
1	135	35	35
2	135	40	42
3	135	35	35
4	135	45	50

Conclusion

I have always had a sceptic attitude towards all kinds of additives, and that is why I wanted to test the RVS Technology™ Engine treatment that has appeared in the market. The results surprised me positively. The compound has really worked. Compression has increased by 63.75 PSI on average, most importantly in the cylinder where it was lowest.

The following conclusions can be drawn on the changes of the tightness of the engine caused by the compound:

1. Power increased
2. Decreased fuel consumption
3. Decreased exhaust, especially that of HC
4. Inter-repair intervals increase