

Longevity Test – RVS Company Car

Vehicle make: 1991 Oldsmobile
Model: Cierra Cruiser (ex-Canada Post car)
Engine: 2.5L, 4 cylinder
Mileage: 457,506km (retired in late 2008)
Purpose: To test the durability and effectiveness of RVS Technology



This Oldsmobile started life back in 1991 as a Canada Post mail vehicle, and was acquired by RVS-TEC Canada to conduct long-term RVS product testing.

Before the first treatment with RVS the car was showing signs of significant engine wear. The car had lost its "oomph", the acceleration and power had gone down significantly.



At 306 943km the engine's health did not seem very promising and a compression test was conducted. conducting the first compression test before the application of RVS. Compression in all four cylinders was very low, cyl. #3 being the lowest at 40psi:

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

After the first treatment with RVS, and after having driven the car for just 543km, the numbers improved dramatically. Compression is up in all cylinders, especially in #3 which was in the worst shape. You can see the results in the following table:

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

After applying the second treatment and after a total of 1109km since the beginning of the test, the numbers in all cylinders were up to 130-140psi. To say that this is a big increase in compression is an understatement. The engine now ran like almost brand new. Here are the final results:

Cylinder #	Pressure (psi)	Increase in Pressure (psi) after first treatment	Increase in Pressure (%) after first treatment
1	135	35	35
2	135	40	42
3	135	35	35
4	135	45	47

Further compression testing was conducted at the Jim Tubman GM dealer in Ottawa, Ontario, Canada. The mileage of the vehicle was now 314,873km, a full 7,930km after applying the first RVS treatment. The compression numbers were staggering. Compression in all cylinders was up to 140-150psi! You can see a copy of the compression test below:



Jim Tubman
CHEVROLET · OLDSMOBILE · CHEVY TRUCKS
1770 Bank St. Ottawa, Ontario K1V 7Y6
Let's Talk about TRUST



Invoice # : WO- 196426
Invoice Date: 03/09/04
Page # : 1
Cust # : NADJ03

Sales: 733-4050 · Fax: 733-9164 · Service: 733-1251 · Collision Centre: 733 0152 · Parts: 733-5483

CUSTOMER	YEAR	MAKE/MODEL	COLOR	IN SERVICE DATE
NADJAKOVA, OLGA 2577 FOX HOLLOW CR GLOUCESTER, ON	1991	OLDSMOBILE CIERA		/ /
		VIN NO	DATE IN	ODOMETER IN
		2G3AJ81ROM2346616	03/09/04	314873
		TIME PROMISED	GMPP/MP	SERVICE ADVISOR
		03/09/04	WAITER	03/09/04 002
		WORK TEL	HOME TEL	HOURLY LABOUR RATE
			(613) 733-8986	89.95

CUSTOMER COPY

PARTS/LABOUR DESCRIPTION	QTY./HOURS	PRICE	SALE
A COND: (459999) ENGINE COMPRESSION TEST. CAUSE: ALL CYLINDERS HAVE GOOD COMPRESSION. CORR: #1=150, #2=145, #3=150, #4=140. Tech:016Y - [C] P:0.00 L:89.95 O:0.00 Tx:13.50 T:103.45	1.00	89.95	89.95



CUSTOMER COPY

Technician Comments	Parts	0.00
	Labour	89.95
	Sublet	0.00
	Other	0.00
Paid Cash: 103.45		0.00
Paid Cheque: 0.00		0.00
Paid VISA: 0.00		0.00
Paid MasterCard: 0.00	Sub Total	89.95
Paid Debit Card: 0.00	G.S.T.	6.30
Paid Other: 0.00	P.S.T.	7.20
Charged To: 0.00	Total	103.45
	On Account	0.00
		COD

The factory warranty constitutes all of the warranties with respect to the sale of this item/items. The Seller hereby expressly disclaims all liability in connection with the sale of this item/items. Seller neither assumes nor authorizes any other person to assume for it any liability in connection with the sale of this item/items.

INCIDENTNESS IS HEREBY ACKNOWLEDGED IN THE SUM OF \$ 0.00 BEING ALL OR THE BALANCE OWING FOR REPAIRS PARTS & ACCESSORIES DESCRIBED IN THIS WORK ORDER.

DATE _____ SIGNATURE _____

Update: Sept 02.2004*: A new compression test was conducted at Jim Tubman GM, and further improvement in the compression of all cylinders has been recorded. It appears that with 324,938km on the clock, 17,995km after the initial treatment, the engine is showing no signs of diminishing compression – quite the contrary, compression is slightly higher across the board. Here are the new figures:

						Invoice # : WO- 205686 Invoice Date: 08/09/04 Page # : 1 Cust # : NADJ03 CUSTOMER COPY	
CHEVROLET - OLDSMOBILE - CHEVY TRUCKS 1770 Bank St. Ottawa, Ontario K1V 7Y6 Let's Talk about TRUST		Sales: 733-4050 - Fax: 733-9164 - Service: 733-1251 - Collision Centre: 733-0152 - Parts: 733-5483					
CUSTOMER NADJAKOVA, OLGA 2577 FOX HOLLOW CR GLOUCESTER, ON K1T 1X5 P.O.#		YEAR MAKE/MODEL 1991 OLDSMOBILE CIERA		COLOUR / /		IN SERVICE DATE / /	
		VIN. NO. 2G3AJ81ROM2346616		DATE IN 08/09/04		ODOMETER IN 324938	
		TIME PROMISED 08/09/04		GMPS/MRP WAITER		SERVICE ADVISOR 003	
		WORK TEL (613) 261-3232		HOME TEL (613) 733-8986		STOCK NO ATPL 708	
						HOURLY LABOUR RATE 89.95	
PARTS/LABOUR DESCRIPTION				QTY./HOURS		PRICE	
A COND: (459999) PERFORM ENGINE COMPRESSION TEST CAUSE: 150 PSI ON ALL 4 CYLINDERS Tech:060Y - [C] P:0.00 L:89.95 O:0.00 Tx:13.50 T:103.45				1.00		89.95	
						89.95	
							
CUSTOMER COPY							
Technician Comments				Parts		0.00	
				Labour		89.95	
				Sublet		0.00	
				Other		0.00	
Paid Cash: 103.45				Sub Total		89.95	
Paid Cheque: 0.00				G.S.T.		6.30	
Paid VISA: 0.00				P.S.T.		7.20	
Paid MasterCard: 0.00				Total		103.45	
Paid Debit Card: 0.00				On Account		0.00	
Paid Other: 0.00							
Charged To: 0.00							
						COD	
0.00							

It's a daily driver

The car was driven on a daily basis, doing product deliveries throughout the Ottawa Region. The engine continued to operate smoothly and fuel efficiency appeared to be holding steady. At 314,710km the headgasket blew, and the vehicle was taken to Mob's Auto Service in Ottawa. The mechanics were so impressed by the look and feel of the cylinder walls, being perfectly smooth to the touch with no visible micro-scarring, that they took a short video of it. You can see a picture extracted from that video below:



The Oldsmobile was finally retired in Fall of 2008 due to its suspension, brakes and body panels being in a state of total disrepair. Rust took its toll on the body and it was not safe to keep driving it. The odometer was showing 425,506km before the vehicle was dismantled, and engine and trans were still running smooth and strong.

At the outset of this test we set a simple goal: drive it until it can't be driven anymore. We were not expecting the drivetrain to outlive the body and chassis, since the engine was dying before the first RVS treatment. RVS breathed new life into this car and allowed us to keep using it for over 100,000km more.

Note: The original compression test report was written by Mr. Jeko Jekov, certified mechanic and owner of Instyle Auto in Ottawa, ON. A detailed report of his findings can be seen on our website on the Research & Testimonials page under "InStyle Auto".