



ENGINE TREATMENT REPORT — XADO TECHNOLOGY

Volga car engine: compression evened out, fuel consumption fell

Customer — an industrial enterprise, Volgograd · treatment performed by Stroy-Servis STC LLC · report signed by both parties and stamped with the customer's seal
Volgograd, Russia · report dated 10.06.2002

PRODUCT	TREATED OBJECT	DOCUMENT TYPE
XADO gel for petrol engines treatment by XADO technology, no engine disassembly	Volga passenger car petrol internal combustion engine, 4 cylinders	Treatment report signed by both parties and stamped with the company seal

OBJECT	TREATMENT	WHAT WAS MEASURED
Volga passenger car, petrol engine, 4 cylinders	XADO gel, added to the engine without disassembly, vehicle in normal service	Compression of each cylinder before and after treatment · petrol consumption

Key results

↑ **1.0-2.0 atm**
compression across the cylinders, 9-10 → 11 atm

↓ **10 %**
petrol consumption of the car in everyday service

Cylinder compression — before and after treatment

CYLINDER	BEFORE TREATMENT	AFTER TREATMENT	CHANGE
No. 1	9.0 atm	11 atm	+2.0 atm
No. 2	9.5 atm	11 atm	+1.5 atm
No. 3	10 atm	11 atm	+1.0 atm
No. 4	9.0 atm	11 atm	+2.0 atm

All four cylinders read the same value after treatment — 11 atm. Average gain: 1.6 atm by the measurements, 2 atm by the conclusion of the report; the petrol consumption figure is an estimate from that same conclusion.

Conclusion of the report

The report is signed by the customer and by the contractor that performed the treatment, and stamped with the company seal. Verbatim: «As a result of the treatment, petrol consumption dropped by **10%**, compression rose by an average of **2 atmospheres**, the engine began to run more smoothly, the car became more responsive, and its dynamics improved». The per-cylinder measurements in the same report show where this came from: before treatment the cylinders were out of step — **9.0, 9.5, 10 and 9.0 atm**, after treatment all four settled at **11 atm**. The restored sealing of the cylinder-piston group is precisely what makes the engine run smoothly and burn less fuel. Compression physically cannot rise above the nominal value set by the manufacturer, so bringing every cylinder to a single value is the maximum achievable. The engine was treated without disassembly, on a car in normal service.

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The results relate to the petrol engine of a Volga passenger car treated by XADO technology without disassembly; on other equipment and under different operating conditions the figures may differ. The original report dated 10.06.2002 is published in full and available for download.