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30 May 2017

Testimonial: Overheating

To whom it may concern,

My 2002 Holden Commodore wagon 6 cylinder 3.8 L (~220,000 km) would overheat (temperature gauge stuck at max) any time it was driven for more than ~10 minutes. The radiator wasn't clogged, the pump seemed to work, the radiator had been flushed and still it was overheating. Various mechanics weren't able to accurately identify the problem so we couldn't fix it although I spent hundreds of dollars on various parts. The overheating got progressively worst over the space of a year till the engine risked warping the head.

Eventually, on the 14th of June 2015, I decided to treat it with Xcelplus. I didn't change the oil (which was dirty) I just poured a ½ bottle of Xcelplus Engine Treatment into a hot engine and ran the engine to allow the treatment to work:

The engine temperature gauge was stuck at a maximum when we added the Xcelplus.

About 5 minutes after adding the Xcelplus the temperature gauge had settled down to its normal ~1/3 reading.



Figure 1 Temperature gauge stuck on max (left) and at ~1/3 after ~5 minutes (right)

Now almost 2 years later I haven't done any more work on the cooling system (still don't know what was wrong) but the temperature gauge hasn't moved. The treatment has obviously reduced the friction in my engine enough so that the cooling system can keep up.

The car is noticeably quieter since the treatment as well. In fact, it's so quiet sometimes it's hard to hear the engine running.

The treatment continues to work even after changing the oil which means it really does bond with the metal and does not need retreatment.

This has been the cheapest fix I've ever invested in.

Thanks Xcelplus

A handwritten signature in blue ink that reads "T. Kowal". The signature is written in a cursive style on a white background.

Ted Kowal



Figure 2 Left hand side view (upper) and front view (lower) of the car (with Ted Kowal)