

TEC 2000

Field Report: Banstead Road Garage

September 2026

TEC 2000 Field Report FR-2026-01

Executive Summary

Engine flush, fuel treatment and Oil Booster in routine servicing: field report from Banstead Road Garage, Carshalton

This report documents a recorded interview with Dave, who has worked at Banstead Road Garage in Carshalton, Surrey, for over 20 years and has run it for about eight. The garage states that it carries out about 100 services a month and puts a TEC 2000 engine flush and fuel treatment into every one, with Oil Booster on engines that burn oil. Dave describes three cases. A V8 Jaguar that had failed its MOT emissions test twice passed straight away after an engine flush and an oil and filter change, so the full service first suggested was not needed. A Ford Transit that was smoking quite badly smoked less after an engine flush, a fuel treatment, a can of oil booster and an extended road test. A customer accused the garage of not changing his oil because it looked so clean; CCTV showed it had been changed. Each case is given in Dave's words, with timestamps, followed by TEC 2000's technical explanation.

Garage. Banstead Road Garage, 70 Banstead Road, Carshalton Beeches, Carshalton, Surrey SM5 3NL, United Kingdom. Independent garage and MOT test station on a site that has been a garage for over 100 years; about 100 services a month, as stated by the garage.

Interviewee. Dave, Runs Banstead Road Garage. Over 20 years at Banstead Road Garage, running it for about eight years

Recorded. 6 November 2025, Workshop of Banstead Road Garage, Carshalton, Surrey; interview conducted by David (TEC 2000 UK) and Sławomir Goleniak (TEC 2000)

Source recording. <https://youtu.be/HYRg2cone6g>

Products discussed. TEC 2000 Engine Flush, TEC 2000 Oil Booster, TEC 2000 Diesel System Cleaner, TEC 2000 Fuel System Cleaner

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1 Background

Banstead Road Garage is an independent garage and MOT test station in Carshalton Beeches, on the southern edge of London. In Dave's words, "it's been a garage here for over 100 years". Dave has worked there for over 20 years and has run it for about eight.

The garage states that it carries out about 100 services a month, each with a TEC 2000 engine flush and fuel treatment. Asked by Sławomir Goleniak how many products the garage sells a month, Dave's first answer was "at least 100".



[Figure 1.A] Dave in the workshop during the recorded interview, 6 November 2025, with the MOT test bay behind him.

2 Method

The interview was recorded on 6 November 2025 in the workshop, on one camera with a clip-on microphone (raw file IMG_4900.MOV, 7 minutes 46 seconds). Questions were asked off camera by David of TEC 2000 UK and Sławomir Goleniak of TEC 2000. Dave's first account, covering the garage, the products, the Jaguar and the test-tube demonstration, was a reply to one opening question about the garage's history.

The recording was transcribed with speaker labels and word-level timestamps, and every quotation was checked against them. Hesitations, false starts and immediate repetitions are removed; any other omission is marked "...". The brand name, transcribed by ear as "Tech2000", is written TEC 2000. Dave's grammar is kept as spoken. Where he was answering a specific question, the question is stated.

Quotations that appear in the published 3 minute 11 second film carry the film time; every quotation carries its raw-file time. Technical explanations are TEC 2000's, taken from the TEC 2000 technical data sheets (revision 09.2026), and are not attributed to Dave. Results are given in the terms Dave used.

3 Findings

3.1 Case 1: V8 Jaguar that failed its MOT emissions test twice

Vehicle. Jaguar, V8 engine (model, year and mileage not stated)

Problem. The car failed the emissions part of its MOT test, was taken for a drive, and failed again.

Action. The garage added an engine flush, changed the engine oil and oil filter, and retested. Dave came back to the car later in the interview, when Sławomir Goleniak asked whether TEC 2000 products had increased the garage's speed of work: without the flush the garage would have gone straight for a full service, and its first suggestion to the customer had included new spark plugs. The flush, oil and filter were tried first.

Outcome reported. The car passed straight away, and a full service was not needed. No emissions readings are quoted. Asked separately by Sławomir Goleniak whether the garage sees better parameters after TEC 2000, Dave said: "If it fails the MOT and we do an engine flush and a oil filter, then you can see the results on the hydrocarbons are a lot lower than what they were previously" (film 01:21).

Products. TEC 2000 Engine Flush

"We had a Jaguar in, V8, that failed its emissions. Took it for a drive, brought it back, it still failed the emissions again. We added a engine flush in it, changed the engine oil, oil filter, run an emissions test on it, and then it passed the emissions straight away. So a full service was not needed."

Dave, Banstead Road Garage, film 01:31

"So if we wouldn't have tried an engine flush, we would have gone straight for a full service. Was what we first suggested to the customer was to change the spark plugs as well. We'd done the oil and filter, engine flush. That brought the emissions down enough to pass the car for the MOT."

Dave, Banstead Road Garage

TEC 2000 technical note. TEC 2000 explanation. According to the TEC 2000 directions, Engine Flush goes into the used oil of an engine at operating temperature, which then idles for about fifteen minutes before the oil and filter are drained; Dave does not describe the

garage's procedure. Its deposit-dissolving medium takes carbonised oil, sludge and varnish into solution. In the ring grooves it dissolves the carbon that locks piston rings, so they seal against the bore again and less oil gets past into the combustion chamber. It also thins the used oil so more of it drains, and the fresh fill starts less diluted by old oil. In this case the retest followed the flush, fresh oil and a new filter together.

3.2 Case 2: Ford Transit smoking quite badly

Vehicle. Ford Transit van (engine, year and mileage not stated)

Problem. The van was smoking quite badly. Dave described it when Sławomir Goleniak asked whether a smoking vehicle had stopped smoking after a treatment or an engine flush.

Action. Three products together: an engine flush, a fuel treatment (not specified) and a can of oil booster, followed by an extended road test.

Outcome reported. The smoke was less, and it did not sting the eyes as much standing next to the van in the workshop. Dave describes a reduction judged by sight and by eye irritation; no measurement is mentioned.

Products. TEC 2000 Engine Flush, TEC 2000 Oil Booster, TEC 2000 fuel treatment (type not specified)

"We had a Transit in that was smoking quite badly, as some of them do. We did an engine flush, a fuel treatment, and also a can of oil booster. Drove the car on a extended road test, brought the car back, and we could see that the smoke was less and it wouldn't sting your eyes as much when you were standing in the workshop next to it."

Dave, Banstead Road Garage, film 01:54

TEC 2000 technical note. TEC 2000 explanation. Where exhaust smoke is oil burning in the cylinders, the usual cause is piston rings that carbon has stuck. Engine Flush dissolves that carbon; for engines that smoke, the TEC 2000 directions extend the idling period to 25-30 minutes instead of 15 (Dave does not say how long the flush was run). Oil Booster, added to the fresh oil, stabilises viscosity so the film keeps its thickness when hot or diluted.

Dave does not say which fuel treatment was used or whether the van was a diesel. For diesel engines, TEC 2000 Diesel System Cleaner is the tank treatment: it dissolves deposits at the injector tip and restores the spray pattern, and where the smoke is deposit-related the data sheet states that it cuts black smoke by improving combustion. The result Dave describes belongs to the combined treatment.

3.3 Case 3: Customer who believed his oil had not been changed

Vehicle. Customer's car after a service (make and model not stated)

Problem. A customer returned after a service and accused the garage of not changing his oil. Dave told the story when David of TEC 2000 UK asked whether customers had noticed how clean the oil was after the TEC 2000 engine flush.

Action. Dave showed the customer CCTV footage of the oil being changed, then checked the oil in his engine.

Outcome reported. The oil was so clean that the customer had assumed it was not changed. Dave says he can only really put this down to the TEC 2000 product, and adds his own qualification: the inside of the engine cannot be seen. He checked the oil after that service and does not say how long it stayed clean.

Products. TEC 2000 Engine Flush

"We had one customer come in after a service and accused us of not changing his oil or forgetting to change his oil. So I produced my phone to get the CCTV out, and then when I showed him the video that we did indeed change the oil, I went out and checked the guy's engine oil and the oil was so clean he just assumed that it hadn't have been changed."

Dave, Banstead Road Garage, film 02:13

"So I can only really put that down to the TEC 2000 product flushing all the contaminants out of the engine and making the engine a lot cleaner from the inside, which you can't see."

Dave, Banstead Road Garage, film 02:36

TEC 2000 technical note. TEC 2000 explanation. A drain never removes all the old oil; what stays on gallery walls, the sump floor and in the head contaminates the fresh fill at once.

Engine Flush thins that residue so more of it drains, and takes deposits into solution so they leave with the old oil instead of being picked up by the new oil. Separately, TEC 2000 users who flush at every oil change report that, over time, the drained oil stops coming out pitch black.



[Figure 3.3.A] The TEC 2000 rack built into the side of a tool chest: Engine Flush (green cans) and Fuel System Cleaner for petrol engines (purple cans).

4 How the garage uses the products day to day

An engine flush and a fuel treatment go into every service; the cans stand on a rack built into the side of a tool chest. Oil Booster is kept for engines that burn oil, and Dave names Minis and Audis. He says it helps reduce consumption and gives no figures.

The products came in through a sales visit by David of TEC 2000 UK, who demonstrated TEC 2000 alongside the garage's previous, unnamed product in two test tubes. Dave remembers what he saw on the glass; it was a demonstration in glass, not a test in an engine. Asked by Sławomir Goleniak whether customers are happy that the garage uses TEC 2000, Dave said that customers who ask what the additives are can be shown the posters in the office and told they can view the videos online.

"We also have oil booster, so we use that if certain Minis burn oil, Audis. That helps reduce the amount of oil the cars burn."

Dave, Banstead Road Garage, film 00:33

"...we could see on the TEC 2000 test tube that there was no residue or sludge or dirt on the side of the test tube. So we could actually physically see the product was working through the glass as opposed to assuming it would work in the engine."

Dave, Banstead Road Garage, film 00:52



[Figure 4.A] TEC 2000 posters on the wall of the MOT reception, which Dave shows to customers who ask about the additives.



[Figure 4.B] A can of TEC 2000 Diesel System Cleaner being taken from the workshop shelf.

5 Technical background: how the products work

5.1 TEC 2000 Engine Flush

In-oil cleaner, 375 ml per 4-5 litres of oil, added to the used oil of an engine at operating temperature and drained after about fifteen minutes at idle. It dissolves deposits rather than

breaking them off, so they leave through the sump plug instead of collecting at the oil pick-up strainer, and it carries anti-wear protection while the oil is thinned. For four-stroke petrol, diesel and gas engines of any mileage; safe for seals, turbochargers and Nikasil-coated bores.

Product page: tec2000.com/products/tec-2000-engine-flush

5.2 TEC 2000 Oil Booster

Concentrated treatment, 375 ml per 4-5 litres of fresh oil at the oil change. It stabilises viscosity and restocks the oil's protective reserve with anti-wear film formers, an acid-neutralising reserve and an oxidation brake. The data sheet links lower oil consumption to slower oxidation and thickening of the oil, and states that the product is preventive: it does not restore compression or reverse wear that has already happened. Most effective in a clean engine, after Engine Flush.

Product page: tec2000.com/products/tec-2000-oil-booster-oil-additive

5.3 TEC 2000 Diesel System Cleaner

Diesel tank additive that travels with the fuel to the injector tip, dissolving deposits, binding free water and controlling microbial growth. One 375 ml can per full tank, or into about 25 litres of fuel for injector problems. Compatible with high-pressure common rail, DPF and SCR systems.

Product page: tec2000.com/products/tec-2000-diesel-system-cleaner

5.4 TEC 2000 Fuel System Cleaner

Petrol tank additive, 375 ml per treatment, that cleans from the tank to the injectors and intake valves and binds water in the fuel. The garage stocks both fuel cleaners; Dave says only "fuel treatment".

Product page: tec2000.com/products/tec-2000-fuel-system-cleaner

6 Key statements by Dave

Verbatim statements by Dave, Runs Banstead Road Garage, Banstead Road Garage, recorded on 6 November 2025.

- *"It's been a garage here for over 100 years. I've been working here for over 20, running it for about eight years now."* (film 00:16)
- *"We use TEC 2000 products, as you can see here. We use them on every service: engine flush, fuel treatment."* (film 00:26)

- “Customer left happy knowing that they didn't have to then spend further money on paying for a full service.” (film 01:48)
- “...we could see that the smoke was less and it wouldn't sting your eyes as much when you were standing in the workshop next to it.” (film 02:06)
- “I went out and checked the guy's engine oil and the oil was so clean he just assumed that it hadn't have been changed.” (film 02:29)
- “So I can only really put that down to the TEC 2000 product flushing all the contaminants out of the engine and making the engine a lot cleaner from the inside, which you can't see.” (film 02:36)
- “I'd say it's a very good product. Cost-effective in the long run for helping your engine perform better.”

7 References

1. Film: Dave, Banstead Road Garage, 6 November 2025 (YouTube).
<https://youtu.be/HYRg2cone6g>
2. Banstead Road Garage testimonial, tec2000.com.
<https://tec2000.com/blogs/testimonials/banstead-road-garage-oil-so-clean-customer-thought-it-wasnt-changed>
3. TEC 2000 Engine Flush. <https://tec2000.com/products/tec-2000-engine-flush>
4. TEC 2000 Oil Booster. <https://tec2000.com/products/tec-2000-oil-booster-oil-additive>
5. TEC 2000 Diesel System Cleaner. <https://tec2000.com/products/tec-2000-diesel-system-cleaner>
6. TEC 2000 Fuel System Cleaner. <https://tec2000.com/products/tec-2000-fuel-system-cleaner>

8 Source and verification

Statements by. Dave, Runs Banstead Road Garage, Banstead Road Garage, 70 Banstead Road, Carshalton Beeches, Carshalton, Surrey SM5 3NL, United Kingdom.

Recorded. 6 November 2025, Workshop of Banstead Road Garage, Carshalton, Surrey. On-camera interview conducted by David (TEC 2000 UK) and Sławomir Goleniak (TEC 2000).

Video. <https://youtu.be/HYRg2cone6g>. Key statements appear at 00:16, 00:26, 01:48, 02:06, 02:29, 02:36 in the published film.

Verification. The statements attributed to Dave in this report are verbatim quotations from the recorded interview of 6 November 2025 at Banstead Road Garage, Carshalton. Passages marked with a film time can be checked in the published film at <https://youtu.be/HYRg2cone6g>.

Technical notes. Prepared by TEC 2000 from the technical data sheets of the products concerned.

Report. TEC 2000 Field Report FR-2026-01, first published September 2026. Published article: tec2000.com/blogs/testimonials/banstead-road-garage-oil-so-clean-customer-thought-it-wasnt-changed