The enclosed test data was gathered at the Kamloops branch of Cullen Detroit Diesel Allison Limited under the direction of Mr. Ewen Topolinsky, Branch Manager.

SUMMARY OF RAW DATA:

1. A. Compression before Microlon (Average of 2)

cylinder #1 #2 #3 #4
91# 75# 106# 77#

B. Compression after Microlon (Average of 2)

cylinder #1 #2 #3 #4 126# 124# 131# 120#

C. % Increase

cylinder #1 #2 #3 #4
38% 65% 24% 56%

2. Oil Consumption

- A. Before Microlon .04821 Liters/hour
- B. After Microlon .03852 Liters/hour
- C. % Reduction 20%

3. Fuel Consumption

- A. Before Microlon 33.75 Minutes/ & gallon @ 1515 R.P.M.
- B. After Microlon 42.25 Minutes/ 4 gallon @ 1620 R.P.M.
- C. Fincrease in time to burn 4 gallon of fuel is 25%. Therefore, fuel efficiency increased 25%. It should be noted that this increase was obtained at an average of 105 R.P.M. higher.

4. Oil Pressure

- A. Before Microlon 48 p.s.i.
- B. After Microlon 53 p.s.i.
- C. %Increase 10%

5. Water Temperature

- A. Before Microlon 181.5 degrees F.
- B. After Microlon 178 degrees F.
- C. % Decrease 1%

6. No-Oil Test

On March 11, 1980, this engine was run for 2½ hours with no oil in the crankcase. It should be noted that the water temperature rose only 3 degrees above the after-treatment average; still ½ degree lower than the before-treatment average. The compression on all four cylinders is also still above the before-treatment results. After replacing the oil, all factors returned to the after-treatment values. In no way do we recommend running an engine without oil, however; this is a dramatic demonstration of the protective dry lubricating film provided when Microlon is used in equipment.