

MICROLON: METAL TREATMENT

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/ ¼ gallon @ 1515 R.P.M.

B. After Microlon - 42.25 Minutes/ ¼ gallon @ 1620 R.P.M.

C. % increase in time to burn ¼ 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.