



## Monolec® GFS Engine Oil (8430)

### Dynamometer Test

### 8 HP Briggs & Stratton Air-Cooled Engines

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#### Test Profile

This dynamometer test was overseen by Lorton Trent, P. E., mechanical engineering laboratory manager at Southern Methodist University, Dallas, Texas. Members of SAE (Society of Automotive Engineers) performed this test. The test was run against a major oil company's motor oil.

#### LE Product

Monolec® GFS Engine Oil (8430). This engine oil is formulated for heavy-duty service and is excellent for diesel engines. It is made from select 100 percent paraffinic base oil and contains Monolec, LE's exclusive wear-reducing additive.

#### Challenge

Readings were taken in four different performance areas on the 8 hp Briggs & Stratton air-cooled engine.

1. Torque
2. Oil Temperature
3. Exhaust Temperature
4. Electric Motor Amp Draw

Each of the readings were taken at intervals of 200 rpm, beginning at 1800 rpm up to 3400 rpm. Please note that the Electric Motor Amp Draw parameters called for shutting off the fuel from internal combustion engine and allowing an electric motor to power the engine.

All test results are graphically depicted, and show that Monolec GFS Engine Oil (8430):

- increased the torque
- lowered the oil temperature
- lowered exhaust temperature
- lowered the amperage draw

Because Monolec 8430 works to significantly reduce friction and wear, the equipment it protects runs cooler and more efficiently, thereby using less energy. A correlation can be made that lowering the amperage draw required to power the engine would result in improved engine efficiency in operation, or reduced fuel consumption. Lower temperatures are a result of reduced friction, and will result in longer engine life.

*Thank you to Lorton Trent, P.E., member of SAE, for providing the information used in this report.*



Monolec® is a registered trademark of Lubrication Engineers, Inc.

Based on actual user experience. Individual results may vary. Not intended to supersede manufacturer specifications.

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