



CONCENTRATED FORMULA

## MPT® Engine Treatment and Gear Treatment

Since 1985, MPT Industries has set the standard for improvements in lubrication technology. MPT Engine Treatment and MPT Gear Treatment are both proprietary formulations comprised of synthetic PAO and ester base stocks, molybdenum, PTFE, viscosity modifiers, sludge inhibitors, and special rust/corrosions inhibitors.



### MPT Engine Treatment For All Gas and Diesel Engines

*Extends Engine Life • Increases Fuel Mileage • Reduces Heat & Friction • Engine Will Run Smoother & Produce More Power*

This unique additive formula increases the effectiveness of any motor oil (petroleum or synthetic) by fortifying the oil's base stocks with anti-oxidants to prevent the degradation that can cause damage to internal engine parts. MPT Engine Treatment clings to internal engine parts thus reducing friction and wear. The formula, with regular use, will significantly extend engine life. Smoother and quieter operation will result in increased efficiency for better fuel mileage, easier starting, more power and better performance. MPT Engine Treatment can be used as a ZDDP substitute after break-in. Use MPT Engine Treatment at every oil change. Add two ounces per quart of motor oil for the initial treatment. Subsequent treatments require a minimum of one ounce per quart of motor oil. *MPT Engine Treatment will not void new car warranties.*

MPT Engine Treatment is available in four sizes: 4 oz. (part number MPT-01), 8 oz. (part number MPT-02), 32 oz. (part number MPT-03), and gallon (part number MPT-04, not shown).

### MPT Gear Treatment For All Manual Transmissions and Differentials

*Extends Transmission Life • Increases Fuel Mileage • Reduces Heat & Friction • For Smoother, Easier Shifting*

This unique formula replaces the need for a friction modifier/slip additive and can be used to reduce gear chatter and provide smooth operation of clutch-type limited-slip differentials. MPT Gear Treatment is recommended for use in all manual transmissions, gearboxes, transfer cases or differentials with either petroleum or synthetic based gear oils. It will cling to internal gearbox parts thus reducing friction and wear. The formula, with regular use, will result in increased gearbox life. Smoother and quieter operation will result in increased efficiency for better fuel mileage, easier shifting, more power and better performance. Use MPT Gear Treatment at every gear oil change. For smoother, quieter operation, we recommend adding a minimum of one ounce per quart of gear oil. More should be added as needed, up to a maximum of six ounces per quart of gear oil. *MPT Gear Treatment will not void new car warranties. NOTE: MPT Gear Treatment is not intended for use in automatic transmissions.*

MPT Gear Treatment is available in four sizes: 4 oz. (part number MPT-05), 8 oz. (part number MPT-06), 32 oz. (part number MPT-07), and gallon (part number MPT-08, not shown).

#### **SATISFACTION GUARANTEED.**

**Both MPT Engine Treatment and MPT Gear Treatment offer money back guarantees with proof of purchase (empty container and purchase receipt required). Visit us on the web at [www.mptindustries.com](http://www.mptindustries.com) for details.**

# MPT® Engine Treatment Test Results

All testing of MPT Engine Treatment was performed by an independent testing lab without any pre-soaking.

## Test Method: ASTM D-4683 Taper Bearing Simulator Test

High-temperature high-shear-rate (HTHS) viscosity is an indicator of a motor oil's resistance to flow in the narrow spaces between rapidly moving parts in fully warmed up engines.

This measurement has important implications for such factors as engine fuel economy, valve train wear and bearing protection.

The most common test is ASTM D-4683, which simulates the conditions found in an engine's crankshaft and connecting rod bearings, as well as other narrow regions.

OEMs have determined that 2.9 centipoises (cP) is acceptable for gasoline engines, while heavy duty OEMs require 3.7 cP.

**Results For MPT Engine Treatment: Viscosity @ 150 °C, 12.94 cP**

## Test Method: ASTM D-3233 B Falex Pin & V Block Test

This test method has been found to have some direct correlation to field service conditions, where high-load conditions are encountered.

The loads are applied at a starting point of 250 lbf, with the load being maintained for one-minute intervals at increasing loads.

The test ends when the lubricant being tested can no longer support the applied load, resulting in either breakage of the pin or seizure of the pin to the V-blocks.

The highest load that can be applied in this test is 4,500 lbf. A lubricant that exhibits a 1,500 lbf is considered to provide sufficient protection against wear and scuffing under heavily loaded conditions.

**Results For MPT Engine Treatment: Non-seizure Load, lbf, 3000**

## Test Method: ASTM D-4172 Four Ball Wear with Coefficient of Friction, 40 kg, 1200 rpm, Two (2) Hours @ 75 °C

The Four Ball Wear Test ASTM D-4172 evaluates a lubricant's wear-preventing properties. The lower the scar diameter, the higher the level of wear-protection the lubricant will provide.

**Results For MPT Engine Treatment After Two (2) Hours:**

Scar Diameter: 0.44 mm

Coefficient of Friction: 0.059



# MPT®

## INDUSTRIES

Post Office Box 6181

West Caldwell, NJ 07007-6181

Phone: 973.989.9220 / Fax: 973.989.9234

www.mptindustries.com

**Test Method: ASTM D-92 Flash Point, 436 °F**

**Test Method: ASTM D-445 Viscosity Index, 244**

Kinematic Viscosity @40 °C (cST), 956.3

Kinematic Viscosity @ 100 °C (cST), 129.1

© 2010 - MPT Industries. All rights reserved. MPT® is a registered trademark of MPT Industries, West Caldwell, NJ.