CLAIMS:

1. A high-temperature lubricant composition, comprising an amount of a monoester of 90 wt% or more of the composition based on the total weight of the composition, wherein the monoester exhibits a kinematic viscosity at 100ºC of 1 to 4 centistokes and a kinematic viscosity ratio at 150ºC/100ºC of 0.6 or higher, wherein the composition is at a temperature of 100ºC to 150ºC, and

wherein the monoester is selected from the group consisting of 2-ethylhexyl laurate, isobutyl stearate, isobutyl oleate, ethylhexyl isononanoate, isodecyl pelargonate, isononyl heptanoate, isononyl otanoate, isononyl isononanoate, isodecyl isononanoate, and isodecyl ethylhexanoate.

2. The composition of claim 1, wherein the monoester exhibits an average friction coefficient of 1.0 or lower at 140ºC.

3. The composition of claim 1, wherein the monoester exhibits an average friction coefficient of 0.8 or lower at 140ºC.

4. A method for improving the operating efficiency of an engine having a crankcase lubricant, wherein the lubricant composition of claim 1 is added to the crankcase.

5. A lubricant composition, comprising a polymeric viscosity modifier in an amount of 5 wt % to 10 wt % and an amount of a monoester 95 wt % to 90 wt % based on the total weight of the composition, wherein the ester exhibits a kinematic viscosity at 100ºC of 1 to 4 centistokes and a kinematic viscosity ratio at 150ºC/100ºC of 0.60 or higher, wherein the amount of the polymeric viscosity modifier and the amount of the monoester are present at 90 wt % or more of the composition based on the total weight of the composition, and

wherein the monoester is selected from the group consisting of 2-ethylhexyl laurate, isobutyl stearate, isobutyl oleate, ethylhexyl isononanoate, isodecyl pelargonate, isononyl heptanoate, isononyl otanoate, isononyl isononanoate, isodecyl isononanoate, and isodecyl ethylhexanoate.

6. The composition of claim 5, wherein the composition is at a temperature of 100ºC to 150ºC.

7. The composition of claim 5, wherein the monoester exhibits an average friction coefficient of 1.0 or lower at 140ºC.

8. The composition of claim 5, wherein the monoester exhibits an average friction coefficient of 0.8 or lower at 140ºC.

9. The composition of claim 5, wherein the polymeric viscosity modifier is selected from the group consisting of polymethacrylates, copolymers of ethylene and propylene, hydrogenated block copolymers of styrene and isoprene or of styrene and butadiene.

10. The composition of claim 5, wherein the polymeric viscosity modifier is a polymethacrylate.

11. The composition of claim 5, wherein the composition the combination of polymeric viscosity modifier and monoester has a kinematic viscosity ratio at 150ºC/100ºC of 0.55 or higher.

12. A method for improving the operating efficiency of an engine having a crankcase lubricant, wherein the lubricant composition of claim 5 added to the crankcase.