

**7500 MONOLEC® POWER FLUID****SHAWROSE CONSTRUCTION, INC., Coraopolis, PA****Ford F-150, F-250, F-350, F-450, F-550 • SIC 1799 Speical Trade Contractors****7500 REDUCES TRANSMISSION TEMPERATURES RESULTING IN REDUCED  
SLUDGING AND VARNISH BUILD UP, INCREASING OIL AND TRANSMISSION LIFE****CUSTOMER PROFILE**

Shawrose Construction, Inc. services cell phone towers in Pittsburgh, PA, and the surrounding Tri-state area. They also perform road excavation and bridge building and repair. They have been in business since 1992 and an LE customer since July 2003.

**APPLICATION**

They use a mix of forty F-150, F-250, F-350, F-450 and F-550 pick-ups with model 4R100 automatic transmissions to transport work crews, tow bobcat loaders to worksites and to tow 2-3 ton portable generators to remote towers that suffer power outages during electrical storms.

**AREA OF INTEREST**

While using a commercial grade transmission fluid some units would require three transmissions within 100,000 miles of service. Transmission temperatures would be at least 250°F (121°C), evidenced by oil lines turning blue from the hot ATF. The ATF would be cooked at 12,000 miles and they would either change it or put it through a filtration unit and back into the transmission. In addition gaskets would petrify from the heat.

**LE SOLUTION**

LE Representative Larry Boyle recommended 7500 MONOLEC® Power Fluid. LE's 7500 is formulated for combination hydraulic-gear systems and certain hydraulic transmission and converters. LE's 7500 is non-foaming in service and rejects water. Larry sold them on 7500 with a testimonial from a neighboring business that uses 7500 in their Ford trucks and have never had a transmission go down. He also showed Feedbacks from other LE customers who rectified transmission problems with the use of 7500.

**CUSTOMER COST SAVINGS**

Upon installation of LE's 7500, Tim Gould took his truck and "really beat on it". He couldn't get the transmission temperature to read over 200°F (93°C) – a reduction of 50°F. He knew then he was on the right track to ending this nightmare of a maintenance headache.

Tim stated, "7500 works great. The trucks shift smoother and I get more work done. Recently I was plowing heavy snow near Erie, PA, and the tranny temperature never rose at all – it stayed around 150°F (66°C). These trannys have never performed so well."

**LUBRICATION  
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### ***OTHER PRODUCTS USED***

704 MONOLEC® Gear Lubricant has been installed in a couple of truckss. The limited slip clutches were grabbing and knocking in the rear differential when turning tight corners, while using a commercial grade synthetic oil. Since the conversion to LE's 704 the clutches don't grab and the banging noise is gone.

Lubrication Engineers wishes to thank Tim Gould and LE Representative Larry Boyle (pictured) for information provided to prepare this report.



**Larry Boyle**