8800 MONOLEC ULTRA[®] ENGINE OIL 8440 MONOLEC[®] GFS ENGINE OIL

A MAJOR RAIL REPAIR COMPANY IN MONTANA Deutz, Hatz, Detroit, Cummins and John Deere engines • SIC 3743

Monolec Engine Oils perform regardless of engine type

CUSTOMER PROFILE

This customer repairs rail across the entire southern line that passes through the state of Montana (more than 400 miles of line). It best can be described as a construction operation on rail. Repairing line is hard work and requires multiple pieces of specialized equipment. Most of the equipment is old and undersized, and new equipment is costprohibitive. The company has been in business for more than 25 years, and has been an LE customer for 12 years.

APPLICATION

This rail repair company has multiple engines running its repair equipment, including cranes, ballast regulators, frontend loaders, swing masters, spikers, spike pullers, tampers, tie cranes, tie removers and various other small pieces. They use Deutz, Hatz, Detroit, Cummins and John Deere engines.

AREA OF INTEREST

The company's access to the rail is limited to early April through late October. Employees use the downtime to repair hydraulic hoses and other equipment. While on the line, they do no maintenance to the equipment other than what is necessary. When LE Lubrication Consultant Jim Pezoldt met with the potential customer, they told him that they wanted an engine oil program that allowed them not to change oil until coming off the line in the fall. At that time, a

program such as this seemed unattainable, especially considering the number of two-stroke Detroit engines in service. Additionally, they used their





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LI70757 11/09 equipment between 300 and 2,000 hours per year.

LE SOLUTION

Pezoldt recommended 8800 Monolec Ultra and 8440 Monolec GFS engine oils.

CUSTOMER COST SAVINGS

The customer was able to extend its oil drain intervals from 100 hours to 300 hours by switching to the Monolec engine oils. This change eliminated three oil changes per season; however, changing oil on the rail remained necessary and difficult.

During the 2001-2002 offseason, the customer notified Jim that it was going back to its previous program and oil supplier because it still had to change oil on the rail. Jim did some research and learned that secondary filtration provided by companies such as AMS Filtration further lengthened service intervals, especially when used with Monolec engine oils.

Pezoldt was able to convince the customers to add the filtration systems to the engine and to some hydraulic systems. The results prove that the combination of LE Monolec extended drain oils and AMS secondary filtration systems provide the service that the customer desired.

Customer cost savings have been substantial. The company was able to eliminate the costly time-consuming oil changes on the rail; this provided an environmental impact savings to the customer as well. In addition, oil use dropped five times over the initial three-year period. Engine life is also on the rise according to the maintenance supervisor, providing further savings.

The company is headed toward applying the same type of program for all of its hydraulic systems. AMS hydraulic kits are being mounted on three units for the 2009 season.







OTHER PRODUCTS USED

3752 Almagard Vari-Purpose Lubricant for summer grease 4622 Monolec Multiplex Lubricant for winter grease

AMS filter elements # 304 (for both hydraulic and engine)

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Regardless of engine type, size or amount of hours, the AMS secondary filter system and 8800 Monolec Ultra Engine Oil performed beyond what is possible with other products.

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Thank you to Jim Pezoldt, LE lubrication consultant (pictured), for providing the information used in this report.



Based on actual user experience. Individual results may vary. Product used not intended to supersede manufacturer's specific cations.