

8800 MONOLEC ULTRA® ENGINE OIL
CLASSIC TRANSPORT, Allison Park, PA
 Ford F350 • SIC 4212 Local Trucking

Saving \$55.50 every 3,000 miles he drives using LE oil

CUSTOMER PROFILE

Classic Transport hauls Postal Jeeps. They service the Midwest and Eastern United States. They travel 2,000 to 3,000 miles weekly, hauling three Jeeps at a time.



APPLICATION

They run a 1999 Ford F-350 equipped with a Diesel Powerstroke 7.3 liter International engine. The loaded weight on the engine is 30,500 pounds. The trailer and 3 jeeps account for 19,200 pounds.

AREA OF INTEREST

They were using a commercial brand oil that needed to be changed every 4,000 to 5,000 miles. The Powerstroke would lose fuel efficiency and performance as it reached 5,000 miles on the oil. The oil seemed to lose viscosity and they grew tired of changing it every other weekend.

LE SOLUTION

LE Representative Larry Boyle recommended 8800 MONOLEC ULTRA® Engine Oil. LE's 8800 is for heavy-duty, long-drain service in diesel and gasoline engines. It improves fuel efficiency, reduces wear, and

provides all-season, all-weather performance. It exceeds performance requirements for Mack, Caterpillar, Cummins, Detroit Diesel, Ford and General Motors.

CUSTOMER COST SAVINGS

The owner Ken Ley has a computer readout for fuel mileage on the dash of his truck. Immediately upon changing to LE's 8800, Ken realized a 2 MPG increase, more power and a reduction in oil consumption.

<u>Commercial brand</u>	<u>LE's 8800</u>
Hauling empty 15 MPG	17 MPG
Hauling loaded 8.5 MPG	10.5 MPG

Fuel savings:

Commercial brand
 $23.5 / 2 = 11.75$ average (empty, loaded)
 3,000 miles weekly / 11.75 = 255 gallon fuel
 255 gallons x \$1.50 gallon diesel
 \$382.50 weekly fuel cost

8800 MONOLEC ULTRA Engine Oil
 $27.5 / 2 = 13.75$ average (empty, loaded)
 3,000 miles / 13.75 = 218 gallons fuel
 218 gallons x \$1.50 gallon diesel
 \$327 weekly fuel cost

CUSTOMER TESTIMONIAL

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The 8800 in now changed at 10,000 miles even though oil samples show the oil is good for continued use. Ken feels it is best to play it safe because the truck idles while the driver sleeps.

Ken saves \$55.50 every 3,000 miles he drives using LE oil.

Ken says, "By using LE oil in this truck and seeing and feeling how they perform, I think you would be crazy not to run LE Oil. I'm out to make money and LE oil helps me do that."

OTHER PRODUCTS USED

In the model 4R100 Ford automatic transmission Ken was running a semi-synthetic ATF. The transmission always ran hot (well over 200°F) when loaded. Shifting was not smooth. When changing ATF he would notice metal burrs on the transmission magnet. He was changing the fluid every 15,000 miles.

After changing over to LE's 7500 MONOLEC® Power Fluid, he now changes the fluid every 70,000 miles. At the time of change out, the oil retains its near new red color, and no metal burrs

are ever on the magnet. The transmission shifts much smoother and even when hauling loaded, the transmission temperature computer readout is 150°-170°F.

Ken also uses LE's 7500 in the power steering. He noticed an immediate improvement in the steering.

In the Dana 80 1 ton differential, every 15,000 miles the clutches would seize and cause the rear-end to knock going around turns. The commercial 85W-140 gear oil with limited slip additive would be drained and metal burrs would show on the magnetized plug.

LE's 704 MONOLEC® Gear Lubricant was installed and immediately the knocking ceased and the clutches no longer seized. No metal burrs have been seen on the magnetized plug, and wear has been slowed dramatically. 704 is now changed every 100,000 miles, and even upon changing the fluid still looks good.

Classic Transport also uses 3752 ALMAGARD® Vari-Purpose Lubricant.

We would like to thank Owners, Ken and Sue Ley, and LE Representative Larry Boyle for the information provided to prepare this report.



Larry Boyle