

Customer Testimonial



Monolec Ultra® Engine Oil (8800)

T.C. & T.R. Kelley Excavating – Sarver, Pa.

Excavating Equipment

- **Extended oil drain intervals**

Customer Profile

T.C. & T.R. Kelley Excavating specializes in residential and septic work. They are a father, Tom C. Kelley, and son, Tom R. Kelley, operation with usually one other employee. They have been in business since 1990 and an LE customer since 1992.

Application

Equipment:

- 2003 & 2006 New Holland skid loader
- 2000 DC70 New Holland bulldozer
- 2001 455G John Deere Hi-lift
- 1996 490E John Deere excavator
- 1992 KH91 Kubota excavator
- 25 International Harvester tractors

Trucks:

- 1967 Kenworth, powered by a 400 Cummins engine
- 1985 GMC powered by a 400 Cummins engine
- 1996 International powered by a 400 Cummins engine
- 1997 Freightliner gravel slinger truck powered by a 500 Detroit Diesel engine
- 1991 Ford single axle dump truck
- Two 1999 Dodge Ram model 3500 pickups powered by 5.9 liter diesel engines
- Ford E150 service van

Challenge

T.C. & T.R. Kelley were experiencing short oil drain intervals. They said it seemed like they were always changing engine oil and spending too much time under the equipment instead of on top of it where they make their money.

Since they are always working with one employee, time management is important. The idea of running a longer oil drain interval appealed to them.

Tom R. Kelley started using Almagard® Vari-Purpose Lubricant (3752) in 1992, and noted how the grease performed so well.



Tom C. (left) and Tom R. Kelley (seated) riding one of the 25 International Harvester tractors they own. The mix of tractors is used to competitively pull, show and work their farm acreage.

He thought, "If the grease works so well, maybe the engine oil will help me too."

LE Solution

Larry Boyle, LE lubrication consultant, recommended Monolec Ultra® Engine Oil (8800), which 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. Monolec 8800 is made from select paraffinic base oils and contains Monolec®, LE's exclusive wear-reducing additive.

Results

Using Monolec 8800, equipment oil drain intervals are 700 hours with filter changes at 350 hours.

In the large trucks, the oil is changed every 30,000 miles with filter changes at 15,000 miles.

The two Dodge Ram model 3500 pickups have the oil changed at 20,000 miles and 10,000 mile filter changes. These trucks now have over 120,000 miles.



Other Products Used

- In the Dodge Ram pickups, a howling noise always occurred when towing a skid loader. The noise was coming from the manual transmission and rear differential. The combined vehicle gross weight approached 24,000 pounds. Upon installing Monolec® Gear Lubricant (704) in the transmission and differential, the noise disappeared and has never reoccurred.
- In 2002, T.C. & T.R. Kelley purchased a used Steiner model 430 hydrostatic diesel mower. They use the mower weekly to cut the grass on the company grounds (over 6 acres). As the day would progress, the mower would not pull the hills well and would become sluggish. Tom decided to try

Monolec® Power Fluid (7500) in the transmission and ever since, the mower operates flawlessly. Now, the mower pulls the hilly terrain and remains responsive.

- Almagard® Vari-Purpose Lubricant (3752) is used in chassis.
- BTU+ Power Supplement & Cleaner (2420) is used in all diesel fuel.
- Monolec® GFS Engine Oil (8450) is used as transmission fluid in the tri-axle trucks.

Tom Kelley stated, "The only drawback to using LE oils is that I have to keep better maintenance records. Since I now tend to change the engine oil annually, I always have to check my records to see when the oil was last changed."

Thank you to Tom C. Kelley, Tom R. Kelley, and to Larry Boyle, LE lubrication consultant (pictured), for providing the information used in this report.



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