

Customer Testimonial



Monolec® Syn Multi-Vehicle ATF (1150)

New York Water Ways – North Bergen, N.J.

Allison Transmissions

- *Provided trouble free service*

Customer Profile

New York Water Ways operates ferries connecting Manhattan to Tarrytown, New York, Hoboken, New Jersey, Weehawken, New Jersey and other destinations. They have two docks in Manhattan, one at 38th Street and the other at the World Financial Center. To provide easy access to the ferries, New York Water Ways operates a fleet of busses in Manhattan. They shuttle passengers to and from work providing a civilized commute across the Hudson River.

Application

In 2003-2004 New York Waterways updated its fleet of 25 city buses. These commuter buses serve the city routes.

They are equipped with Allison World transmissions model MT643 and were delivered with the Allison Transyn Fluid TES 295.

Challenge

Gerry Capasso, shop supervisor, wanted a transmission fluid that would protect the buses in the bumper to bumper Manhattan traffic. Ambient temperatures range from below 0°F (-17.8°C) to close to 100°F (37.8°C). The slow speed and wide range of temperatures are severe challenges to the transmission fluid.

LE Solution

Gerry Capasso had been very successful in the use of Monolec® Power Fluid (7500) in all his Allison transmissions for many years. Monolec 7500 resolved many of the transmission problems with the Allison 500 and 600 series as well as the Ford E40D transmission.



Since he had experienced such good results with Monolec 7500, after the buses had 3,000 hours with the OEM fluid, he flushed the World transmissions and installed Monolec® Syn Multi-Vehicle ATF (1150). Monolec 1150 meets the performance requirements of Allison TES 295 fluid. It is engineered to provide enhanced lubricant performance by using the most advanced additives on the market, blended into the highest quality synthetic and paraffinic base oils available. LE's proprietary manufacturing process allows Monolec 1150 to be treated with the highest possible additive levels, providing longer effective fluid life and unmatched protection against wear.



Results

Gerry's goal was to provide trouble free service; he chose LE for that reason. At the time the buses were purchased, there was very little history of how the World transmission would perform on the rugged streets in Manhattan. Gerry was surprised that Monolec 1150 was \$350 per drum lower in cost than the OEM product.

After three years and 10,000 hours of trouble free service, the Monolec 1150 was drained. Out of the 25 buses, in 23 of them the oil was clear and clean. Only two showed some discoloration which would be expected in this rugged service.

Cost savings for the oil for three years is \$2,100. It is difficult to establish the savings by achieving three years of trouble free service.

Gerry Capasso stated, "For trouble free service, LE is the way to go!"

Thank you to Gerry Capasso, shop supervisor, and to Dave O'Connor, LE lubrication consultant (pictured), for providing the information used in this report.



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