

Customer Testimonial



Monolec® GFS Engine Oil (8430)

Merritt's Gravel, Inc. – Chapel Hill, N.C.

CAT/Ford

- **No lube related failures in more than 40 years**

Customer Profile

Merritt's Gravel, Inc. is a quarry and landfill for construction waste. Owner, Tony Merritt, uses various heavy equipment to dig and load Chapel Hill Gravel (a weathered granite rock that is only found in this area). The stone crushes easily and is used in various applications such as foundation on buildings, roads, driveways and golf courses. It makes an excellent foundation material and is very permeable to water. Merritt's Gravel has been in business over 43 years, and an LE customer for more than 42 years. Tony uses every LE lubricant he can in his operation and personal vehicles. Tony's dad started using LE lubricants shortly after they opened. He was losing bearings on one of his machines and the local LE lubrication consultant at that time recommended an LE grease and the problem was solved. They have been an LE customer ever since.

Application

Merritt's Gravel operates a variety of equipment consisting of: 2006 CAT D5G bulldozer, 2005 CAT 345 excavator, 2000 Extex Screen, 1985 Ford back hoe, 1985 Ford farm tractor, 1975 CAT 980 front-end loader, 1975 Northwest 80D shovel with a MP21 Murphy motor, and a 1954 CAT D-7 bulldozer.

Challenge

The equipment is operated outside in the dusty environment of the quarry and landfill area. The equipment stays outside 100 percent of the time and operates 8 to 10 hours a day, 6 days a week. Merritt's Gravel was looking for a lubricant that would protect their equipment in the harsh operating conditions and provide long drain intervals.

LE Solution

In 1967, the former LE lubrication consultant recommended Monolec® GFS Engine Oil (8430), which is for heavy-duty service in diesel engines. It contains Monolec, LE's exclusive wear reducing additive, which has proven to reduce wear by 24.2 percent in radioactive wear tests.

Results

First his father and now Tony, have been using Monolec 8430 in his equipment at the quarry for more than 40 years. He changes the oil and filter in the heavy equipment once a year with an oil filter only change about mid year. Tony says he has not had a lube related failure.



2006 CAT D5G bulldozer



2005 CAT 345 excavator



To show the superior wear reducing ability of Monolec 8430, Tony likes to relate the following story. He owned and operated a CAT 235 track hoe for over ten years. He bought it used with about 5,000 hours on the machine. Before he put it in service, he overhauled the engine due to a loose cylinder sleeve. LE lubricants were used from the start (engine oil, hydraulic oil, grease, etc.). In 2005, the engine developed an external coolant leak due to electrolysis. He sent the machine to be repaired and while it was in the shop he leased a CAT 345 track hoe. After using the leased machine for a short time, he decided to go ahead and repair and sell the CAT 235 and keep the new CAT 345. The older CAT 235 track hoe was being repaired by Elbert Harmon and his son, Wayne, of Harmon Equipment Repair, in Concord, N.C., a well known company in the area that repairs and services heavy equipment. Mr. Harmon repaired the coolant leak and at the same time did a complete rebuild of the engine since it now had over 14,000 hours, over 9,000 hours since the rebuild Tony did when he put the machine into service over ten years ago. During the rebuild, Mr. Harmon called Tony to ask again how many hours were on the engine since the last rebuild. He could hardly believe it because the crankshaft measured virtually no wear, almost new. The measurements were within tolerances to use standard bearings with the rebuild. Mr. Harmon had never seen anything like this before and he was a veteran with many years of servicing CAT engines.

For the first year of operating the new CAT 345 track hoe, it was under a lease purchase plan which included CAT service in the field. Tony likes to share the following about that experience. "During the first year about every time I turned around, here came the CAT service people out to change the oil and filter in the track hoe. After about the third time, I told them they were going to wear out the drain plug before I got a chance at it and if they would use a good oil they wouldn't have to change it but once a year, twice at the most." As soon as the service plan was over, Tony changed the oil and converted it to that "good LE red oil" that he is so fond of. He is now changing the oil in the CAT 345 track hoe once a year with a filter only change about mid-year.

Tony has a simple philosophy about LE products. He says he can stop the wear on his equipment anywhere he can use LE lubricants. "I'm a lazy mechanic. I would rather pay a little more for LE, pour oil and pump grease than turn wrenches and replace steel. It's a lot less expensive too!"

Thank you to Tony Merritt, owner, and to Jeff Boyles, LE lubrication consultant (pictured), for providing the information used in this report.



1975 CAT 980 front-end loader

Other Products Used

- Duolec® Vari-Purpose Gear Lubricant (1605-1606) – gear oil applications
- Wirelife® Monolec® Penetrating Lubricant (2001) – cables and wire ropes
- Monolex® Penetrating Oil & Lubricant (2059)
- L-X® Heavy Duty Chemical Supplement (2300) – fuel conditioner in the gas motors
- BTU® Diesel Fuel Improvers (2410-2420) – diesel fuel
- Almagard® Vari-Purpose Lubricant (3751-3752) – grease applications
- Monolec GFS Engine Oil (8450) – differential applications on CAT equipment
- Monolec Ultra® Engine Oil (8800) – other diesel and gas engine applications
- Monolec® Power Fluid (7500) – transmissions and equipment with common reservoir for hydraulics, wet brakes, power steering, etc.
- Power Transmission Fluid (7510 & 7530) – CAT applications
- Oil Safe containers to store and dispense lubricants



Tony Merritt in front of one of his pride and joys, his Northwest 28D crane that he has been restoring and rebuilding.

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