

# Customer Testimonial



## Monolec Ultra<sup>®</sup> Engine Oil (8800)

*James Carriere & Sons, Inc. – Port Chester, N.Y.*

### *Tractor Trailer & Tri-Axle Dump Truck*

- **Extended oil drain intervals from 10,000 miles to 60,000 miles**

#### **Customer Profile**

James Carriere & Sons, Inc. deliver various sand and gravel products to customers in New York, New Jersey, Pennsylvania and the New England states. They have been in business since 1968 and an LE customer since 1972.

#### **Application**

James Carriere & Sons operates three Kenworth tractor trailers and one Autocar tri-axle dump truck. Two of the units are equipped with Cat 3406B, 425 hp engines; one is equipped with a Cat 3406E, 550 hp engine; and the newest tractor has a Cat C15, 550 hp engine. The trucks are in service ten months a year and travel 60,000 miles.

#### **Challenge**

The engine oil in all four trucks was being changed every 10,000 miles. The Carriere's were looking to safely extend oil drain intervals.

#### **LE Solution**

Dave O'Connor, LE lubrication consultant, recommended Monolec Ultra<sup>®</sup> 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<sup>®</sup>, LE's exclusive wear-reducing additive.

#### **Results**

Since the conversion to Monolec 8800, oil drain intervals have been safely extended from 10,000 miles to 60,000 miles with filter changes at 15,000 miles.



The 1990 Kenworth required an in chassis overhaul with 640,000 miles on the engine. This engine had never been touched; it was all original. The intake tube had rubbed on a metal bracket which put a hole in it. Dirt was sucked into the engine and destroyed the cylinders. When the Cat dealer heard that they change the oil every 60,000 miles, he said they probably would have to go for a new block. When they dismantled the engine, they found that it was spotless. The bearings showed very little wear. Line honing was not required. All they did was replace the pistons, rods, cylinders, head and turbo. Since the rebuild the engine has put on 120,000 miles.

Billy reports that other truckers in the same line of work have experienced numerous difficulties, but James Carriere & Sons has had no equipment failures except the 1990 Kenworth previously mentioned.

"LE is a quality product that pays for itself," quotes Billy.

James Carriere & Sons has successfully operated their fleet on once a year oil changes for more than 30 years. Most other truckers would have changed their oil and filters every 10,000 miles and have rebuilt the engines at least once in the time that the Carriere's have run their trucks without a rebuild.



The oil analysis report is below for the 1999 Kenworth with a Cat 3406E 550 hp for the 2006 running season. The oil filters were changed every time oil analysis was performed.

**Other Products Used**

All the trucks are equipped with Fuller Road Ranger transmission which are lubricated with Monolec® GFS

Engine Oil (8450) SAE 50. They are tested yearly and changed every two years (120,000 miles).

The Eaton Rockwell truck differentials are filled with Duolec® Vari-Purpose Gear Lubricant (1607). The differentials are also tested and changed yearly.

SAMPLE DATA			SPECTROCHEMICAL ANALYSIS (ppm)																PHYSICAL PROPERTIES									
LAB#	SAMPLE DATE	TIME ON OIL	IRON	CHROMIUM	LEAD	COPPER	ZINC	ALUMINUM	NICKEL	SILVER	SULFUR	PHOSPHORUS	SCANDIUM	MAGNESIUM	CALCIUM	BARIUM	PHOSPHORUS	CHLORINE	STRONTIUM	VANADIUM	PERFLUOROPOLYETHER	WATER	WATER	WATER	WATER	WATER	WATER	
	RECEIPT DATE	TIME ON UNIT	PPM	PPM	PPM	PPM	PPM	PPM	PPM	PPM	PPM	PPM	PPM	PPM	PPM	PPM	PPM	PPM	PPM	PPM	PPM	WT%	WT%	WT%	WT%	WT%	WT%	
4109	12/20/2006	84386	88	2	9	23	0	5	0	0	1	123	0	1298	531	0	1072	1200	0	0	0	0	<1	N/A	14.56	0	1.0	NO
257468	11/17/2006	57733	96	2	9	12	0	4	0	0	7	121	0	1140	600	0	1056	1287	0	0	0	0	<1	N/A	14.95	0	0.7	NO
207625	09/20/2006	44464	71	2	7	12	0	2	0	0	4	121	0	1307	572	0	1047	1252	0	0	0	0	<1	N/A	14.89	0	0.9	NO
157310	07/14/2006	30533	48	1	3	12	0	3	0	0	5	112	0	1128	616	0	1025	1235	0	0	0	0	<1	N/A	14.41	0	0.8	NO

  

LAB#	ADDITIONAL TESTS	GRAPHICAL ANALYSIS				
4109		Iron	Copper	Lead	Aluminum	Silicon
257468						
207625						
157310						

Date Taken : 04/15, 05/02, 07/14, 09/20, 11/17, 12/20

Key  
A: Abnormal C: Critical

LAB#	ANALYSIS RECOMMENDATIONS	ANALYST
4109	RESULTS OF TEST PERFORMED INDICATE NO CORRECTIVE ACTION REQUIRED.	ANALYST-MAL
257468	RESULTS OF TEST PERFORMED INDICATE NO CORRECTIVE ACTION REQUIRED.	ANALYST-MAL
207625	RESULTS OF TEST PERFORMED INDICATE NO CORRECTIVE ACTION REQUIRED.	ANALYST-MAL
157310	RESULTS OF TEST PERFORMED INDICATE NO CORRECTIVE ACTION REQUIRED.	ANALYST-MAL



Thank you to Billy Carriere (pictured left), and to Dave O'Connor, LE lubrication consultant (pictured right), for providing the information used in this report.



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Based on actual user experience. Individual results may vary. Not intended to supersede manufacturer specifications.