

CUSTOMER TESTIMONIAL

2410 BTU⁺ Total Treat Diesel Fuel Improver 8800 MONOLEC ULTRA[®] Engine Oil

ATE, North Pole, Alaska

Ford F250 Diesel 4x4 • SIC 5091 Sporting & Recreational Goods

- ◆ **Eliminated Fuel Gelling**
- ◆ **Improved MPG 23%**
- ◆ **Extended Oil Drain Intervals By 3 Times**
- ◆ **Engine Runs 30% Quieter**



CUSTOMER PROFILE

ATE has been in business for over 35 years selling sporting equipment such as outboards, snow machines, water craft and accessories to the great people of North west Alaska. They have been an LE customer since October 2004.

APPLICATION

Owner Jack Young uses a 2000 Ford F250 Diesel 4x4 to pull house trailers and equipment.

AREA OF INTEREST

In Alaska they deal with cold temperatures ranging from -20°F to -60°F all winter. Using a competitive fuel treatment they experienced gelling problems and while pulling a 5th wheel trailer they were only averaging around 13 miles per gallon.

Engine oil drains were set at 4,000 miles and extended drains were not achievable beyond this interval.

LE SOLUTION

LE's 2410 BTU⁺ Total Treat in conjunction with LE's 8800 MONOLEC ULTRA[®] Engine Oil was recommended. LE's 2410 improves lubricity, keeps filters and injectors clean, inhibits gum and sludge formation, disperses and removes water from fuel. 2410 BTU⁺ Total Treat improves combustion, helps EGR system



performance, retards rust and corrosion, and protects fuel in cold temperatures.

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.

CUSTOMER COST SAVINGS

While using Alaska's #2 premium diesel fuel (keep in mind that #2 diesel in Alaska is more highly refined than #2 diesel found in the lower 48 states) with LE's 2410 BTU⁺ Total Treat,

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average miles per gallon have improved by 23% to 16 mpg! There are absolutely no gelling issues even at -60F.

Using LE's 8800 has extended oil drain intervals from 4,000 miles to 12,000 mile drains! In addition the engine runs about 30% quieter than prior to using LE products.

Owner Jack Young states, ***"I cannot say a bad word against LE in any way — a great product line!"***

OTHER PRODUCTS USED

9920 SYNOLEC® Gear Lubricant. While using a competitive 75W-140 gear oil during the winter season they experienced noise from cold starts and foaming in the differential. Since the conversion to LE's 9920 the noise from cold starts and the foaming issues have been eliminated.

Jack L. Young dba ATE			
2000 3/4 Ton Ford 7.3 Liter F-250 Diesel 4x4			
Commercial Engine Oil (15w-40)		8800 MONOLEC ULTRA Engine Oil	
<u>Before LE</u>		<u>After LE</u>	
Oil cost per quart	\$6.50	Oil cost per quart	\$4.53
Average annual miles	22,000	Average annual miles	22,000
Drains	Every 4,000 miles	Drains (3x longer)	Every 12,000 miles
Quarts used per change	17 quarts	Quarts used per change	17 quarts
Total oil used per year	93 quarts	Total oil used per year	31 quarts
Yearly cost for oil	\$604.50	Yearly cost for oil	\$140.43
		Annual Oil Savings	\$464.07
Commercial Diesel Fuel Supplement		2410 BTU+ Total Treat Diesel Fuel Improver	
<u>Before LE</u>		<u>After LE</u>	
Diesel storage tank holds	32 gallons	Diesel storage tank holds	32 gallons
Average annual miles	22,000	Average annual miles	22,000
Current miles per gallon	13	Current miles per gallon	16
Cost of diesel fuel per gallon	\$2.39	Cost of diesel fuel per gallon	\$2.39
Annual cost for diesel	\$4,038.14	% Savings in diesel fuel	23%
		Annual cost for diesel	\$3,280.99
		Annual diesel fuel savings	\$757.15
		Total Annual Savings	\$1,221.22

We would like to thank Owner Jack L. Young for providing the information to prepare this report.