



PRODUCT PERFORMANCE REPORT

KUCH FARMS

Marlin, Washington

SIC 0191 General Farms Primarily Crop

LI40066 11-16-07

LEADERS IN LUBRICANTS

Homesteaded by his Grandfather over 100 years ago, David Kuch now operates Kuch Farms, a dry land wheat and cattle farm located on ground near the towns of Marlin, and Odessa in Central Washington State.

Horse drawn combines got the crop in, clear up to David's Father's time. Eventually, John Deere and International combines replaced the horses. Today, a huge leased machine does the work of three older combines. David's son Eric drives truck hauling wheat during harvest, and the planting and tilling work is accomplished in the Spring and Fall with the family's Steiger Bearcat, purchased new in 1980. Power for this big 8-wheeled machine is a CAT 3406-T.



David Kuch harvesting wheat

In early 1987, LE Northwest Rep John Kowsky, Jr. introduced David Kuch's Father, Bob to Lubrication Engineer's Enhanced Lubricants™. This was an especially difficult task, as Bob's brother-in-law was the local Chevron Distributor. Bob Kuch had become concerned over how quickly the Delo oil he was using, lost it's viscosity. Liking what he saw in Feedbacks John Kowsky, Jr. provided him on John's other LE Northwest customers, Bob decided to see if LE's 8430 MONOLEC® GFS Engine Oil might be a better product to protect his investment in his farm equipment. Initially using oil analysis, Bob Kuch was pleasantly surprised to see he was able to more than triple his drain intervals with the change to MONOLEC Engine Oil. Eventually the change was made to 8800 MONOLEC ULTRA® Engine Oil, as more and more of the farm equipment and personal vehi-



1980 Steiger Bearcat, protected with 8800 since early 1987.

LUBRICATION ENGINEERS, Inc.

300 Bailey Avenue | Fort Worth, Texas 76107
817-916-3200 | 800-537-7683 | fax 817-834-2431
<http://www.le-inc.com>

LE PRODUCTS MANUFACTURED UNDER AN ISO 9001:2000 CERTIFIED QUALITY SYSTEM

cles were converted to run year-round on LE. To this day filters are changed at 100 hours, with the oil changed every third or even fourth filter change, depending on where they are with the farm work. Typically, the other various trucks, personal vehicles, etc. have their oil changed on a yearly basis. As the now retired Bob Kuch tells every one around town, "Even with going so much longer, the oil still looks good and holds it's viscosity when we change it." Mr. Kuch tells an interesting story of what happened, a few years back. "Standard Oil (Chevron) sent their Field Engineer up to Washington, and while he was up here my brother-in-law, the local distributor made an appointment to bring him out to the farm. They were going to show me how their oil was 'Just as good as LE's,' When they got here, I was in the cook shop waiting and ready for them. The Field Engineer came in with some sort of demonstration kit, and I told him *"You just put that away. I have my own test."* Bob had fired up the cook stove, and in two coffee cans for comparison he put LE's Oil, and some of the commercial-grade Chevron motor oil. Into each coffee can he inserted a piece of welding rod.

When the oil on the stove had become extremely hot, Bob proceeded to withdraw the welding rods. The oil on one welding rod *"Ran off like water,"* as Bob tells it, while the other welding

rod had a nice, thick red protective coating of LE oil on it. Turning to the Chevron Field Engineer, Bob stated *"So, ... which one of these oils would YOU want protecting YOUR engines?"* Without uttering a word, the dumbfounded Field Engineer and local distributor picked up their things...and left.

Another area that LE lubricants have really made a difference is in the knuckles on the Steiger tractor. When the previous commercial-grade Chevron grease was being used, David Kuch says he had to step down and pump grease every few hours. Since the introduction of 3752 ALMAGARD® Vari-Purpose Lubricant into the knuckles, *"It's just a couple of shots, every two days. My time is spent getting the work done, and not stopping so often for maintenance. To me that's a big difference."*

When asked how many hours the hard-working Steiger has accumulated over the years, David Kuch laughs and says *"Nobody knows. The hour meter broke a long time ago, I have to keep time of the hours I spend in the field, for the filter changes. I can even remember when we switched to the LE oil. I picked up a gear, in the field. We just never would have believed it would keep running this good, this long. It just has to be the oil"*



David Kuch

Lubrication Engineers would like to thank David Kuch and LE Lubrication Consultant John Kowsky, Jr, for the information provided to prepare this report.



John Kowsky, Jr.