

8800 MONOLEC ULTRA[®] ENGINE OIL

AZEVEDO CUSTOM HAY, Hanford, California

Heston & AGCO • SIC 0722 Crop Harvesting

Azevedo Custom Hay has achieved their goal of longer oil service intervals by four times, lowered costs by 50% and all while enjoying superior engine protection.

CUSTOMER TESTIMONIAL

CUSTOMER PROFILE

Azevedo Custom Hay grows and harvests some of the finest, high value Alfalfa hay in California's Southern San Joaquin Valley. Their slogan is "Alfalfa is grown, but hay is made." Stan Azevedo and his son Greg know that the highest quality of any product can only come from high quality raw materials, preparation and adherence to strict manufacturing and quality control standards. It is how they have "made" hay for over 35 years. In addition to their own 200 acres of Alfalfa and dry land oats, they custom windrow and bale 3,000 acres per month.

APPLICATION

Azevedo Custom Hay use Dodge 1T with Cummins 6BTA, AGCO RT 135, AGCO RT150A, Heston 4760 big rectangular balers, and Heston 8550 disc windrowers to cut, rake, and bale the Alfalfa hay.

AREA OF INTEREST

Azevedo Custom Hay was experiencing frequent oil drain intervals and short engine life.

Because of the long hay growing season in Central California, and with over



Custom Chassis Dodge 1T with Cummins 6BTA



AGCO RT

3,000 acres and 8 to 10 cuttings in a typical season, timing is critical to "putting up" quality hay. There are dozens of separate fields and timing must be exact for cutting/windrowing, turning or raking

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for proper drying and finally baling at just the right moisture content. Equipment downtime is unacceptable and cannot be tolerated. Hay is cut and raked during the day and baled at night, leaving little time for oil change service. Azevedo Custom Hay wanted to extend oil drain intervals without putting engine and machine reliability at risk.

LE SOLUTION

LE Lubrication Consultant Mark Nickel recommended 8800 MONOLEC ULTRA® Engine Oil. LE 8800 is for heavy-duty, long-drain service in diesel engines. It improves fuel efficiency, reduces wear and provides all-season, all-weather performance.

CUSTOMER COST SAVINGS

Prior to using LE 8800 MONOLEC ULTRA® Engine Oil, oil drain intervals were 3,000-4,000 miles in the Dodge 1T trucks with Cummins 6 BTA diesel engines. With LE 8800, they now run 15,000 miles between oil changes. The oldest truck is six years old and runs great, has little oil consumption and there have been no engine failures at all.

AGCO tractors with Cummins diesel power have OEM oil change intervals recommended at 200 hours. With LE 8800, they now run 800 hours using microglass oil filters.

The Heston windrowers run close to 1,000 hours or a complete season on one oil change. Microglass oil filters are changed at 400-500 hours as workload permits. There has been no engine oil related downtime.

In all, Azevedo Custom Hay has achieved their goal of longer oil service intervals by four times, lowered costs by 50% and all while enjoying superior engine protection.

OTHER PRODUCTS USED

- 1605 & 1607 DUOLEC™ Vari-Purpose Gear Lubricant
- 3752 ALMAGARD® Vari-Purpose Lubricant



Heston 4760 Big Rectangular Baler



Heston 8550 Windrower



Heston 8550 Disc Windrower

Lubrication Engineers Inc. would like to thank Partners Stan Azevedo & Greg Azevedo, Foreman John Silva and LE Lubrication Consultant Mark Nickel (pictured) for the information provided to prepare this report.

