

# Sharing the Miles Together

## Haywood Gray and His AMSOIL Legacy

It is no coincidence that the name Haywood "Woody" Gray holds a special significance in AMSOIL circles. Gray's story has been featured in dozens of AMSOIL publications including the *ACTION NEWS*, *SERVICE LINE*, *DIRECT LINE*, a small library of brochures and pamphlets and even video tapes documenting his experiences with AMSOIL extended drain intervals. His experiences stand as an example of AMSOIL quality and cost savings for all to see.



### Way Back When the Old Stuff Was New

Haywood Gray began using AMSOIL Synthetic Heavy-Duty Diesel and Marine 15W-40 Motor Oil (AME) in the E9-400 V-8 engine of his first truck, a 1984 Mack®, after the engine accumulated 45,000 miles. For 280,000 miles, Gray changed his oil at 40,000- to 60,000-mile intervals even

though his oil analysis reports showed, without exception, that the oil was good for continued use. At 325,000 miles Gray increased his oil drain interval to 100,000 miles.

The engine was torn down at 600,000 miles when Gray decided to sell the truck. The cylinder liners, bearings, pistons, rings and oil pump, which were all treated to extended oil drain intervals with AMSOIL, were found to be in excellent condition.

Gray continued using AMSOIL AME in the engine of his new truck, a 1990 Mack® with an E7-400 engine. He also determined that the new truck would also be the start of a new oil draining program. He decided that instead of using his previous 100,000-mile oil change guidelines, he would base his oil drains on the findings of a used oil analysis program. He also installed an AMSOIL By-Pass Filtration system.

After 630,000 miles total and 409,000 miles without an oil change, the E7-400 engine was torn down by the local Mack® dealership in December 1996 and its parts were examined by an engine rater from a major oil additive manufacturer.

What the team found was surprising to everyone – except perhaps Haywood Gray.

The engine showed light to moderate wear throughout, just as an engine in similar service and lubricated with conventional oil changed at 15,000- to 20,000-mile intervals would show. In fact, according to the engine rater, the parts he examined – cylinder liners, pistons, rings, bearings, valve train components – could



have been put right back in the engine and would have continued to provide the good, dependable service they had provided all along. And all this after 409,000 miles without an oil change!

### What's Woody Doing Now?

Gray is now driving a 1999 Mack® with an ET 460 engine, an Eaton 13 speed transmission and 386 Eaton rears. Upon acquiring the truck, Gray had the drive train filled with AMSOIL 75W-90 Gear Lube and the engine changed over to his old favorite – AMSOIL Synthetic Heavy-Duty Diesel and Marine 15W-40 Motor Oil. He also had a BMK-12 By-Pass Filtration system installed.

As of July 2003, Gray has over 330,000 miles on the engine, and has racked up 290,000 miles without an oil change. He has decided to change filters and take oil samples at 40,000-mile intervals. So far, the samples have shown that the oil has not needed to be changed. Soot levels have also remained well within the recommended Mack® limits. The truck is greased with AMSOIL products every 40,000 miles when it is time for a filter change.

Gray likes to point out that his fuel mileage is a constant 7 mpg, while other truckers travelling under similar circumstances and with similar equipment average only 5.5 to 6 mpg. But he also knows that's just one of the many benefits AMSOIL has to offer. And if you have time, he might be able to tell you a thing or two about extended drain intervals.

