

4701 MONOLEC® Industrial Lubricant
COUNTY OF OLMSTED WASTE TO ENERGY, Rochester, MN
Boiler grate system & ash discharge system • SIC9199 General government

CUSTOMER PROFILE

The County of Olmsted Waste To Energy incinerates garbage and converts it into steam and electric power. They have been in operation and an LE customer since 1986.



Farval KEP – 25L

AREA OF INTEREST

They were using a commercial grade lubricant for their pins and bushings, which did not stay in place. Maintenance Foreman, Gary Braun, stated, "The black stuff is leaking out of every lube point. We have to use catch pans in the support rigging to keep the grease/oil puddles from spreading across the floor and becoming a safety issue".

APPLICATION

This waste & energy facility uses a Farval model KEP-25L auto lube system serving multiple 3" pins and bushings on a 50' long ash conveyor system. These pins and bushings carry a very heavy load with a repetitive rocker bar action that moves the ash through the incinerator. This equipment is operating 24 hours per day.



Grease dripping out of pin & bushing before using LE's 4701

LE SOLUTION

The local LE Representative recommended 4701 MONOLEC® Industrial Lubricant because it meets OEM specifications and will stay in the pins and bushings. LE's 4701 is able to pump the full distance of the very long grease system, without separation of the oil from the base grease.

The commercial grade lubricant was polyurea based grease, and is not compatible with LE's 4701. The polyurea grease was cleaned out of the large reservoir, which was then filled with 4701 MONOLEC® Industrial Lubricant. The only way to clean the previous grease out of the extensive network of lube delivery lines was to begin pumping 4701 to the lube points. This is a very slow process as the new grease replaces the previous grease.

CUSTOMER COST SAVINGS

Within one year the drip pans used to catch the precious grease were no longer needed. After three years, there is still evidence of the black polyurea, but 4701 MONOLEC® Industrial Lubricant continues to stay in the pins and bushings, and grease consumption has been reduced. "House Keeping" chores have been greatly reduced, and the potential safety issue has been eliminated.

OTHER PRODUCTS USED

- 704 MONOLEC® Gear Lubricant
- 1250 ALMASOL® High Temperature Lubricant
- 1275 ALMAPLEX® Industrial Lubricant
- 3752 ALMAGARD® Vari-Purpose Lubricant
- 6520 MONOLEC® Hydraulic Oil
- 6802 MULTILEC® Industrial Oil

We would like to thank Maintenance Foreman, Gary Braun, and the local LE Representative for the information provided to prepare this report.