

8900 ULTRA RDE OIL

Fresno Farming , Traver, CA

Electric Motor Diesel Locomotives

SIC 2015 Poultry Slaughtering & Processing

- ▶ **Exhaust stack spattering has been reduced 90-95%**
- ▶ **Oil Consumption dropped from 660 gallons to 110 per year**
- ▶ **Labor hours drastically decreased**

CUSTOMER PROFILE

Fresno Farming, Traver, CA, has been in business for 20 years. This large feed mill produces 1,800 tons of custom feed per day for their contract poultry farms. The facility can off-load 20 rail cars of grain commodities per hour as well as process rolled corn at 50 tons per hour. They ship all of this via a combination of their own fleet of specialized feed delivery trucks and contractors.



APPLICATION

Fresno Farming use General Motors Electro Motive Diesel (EMD) GP7 and GP8 locomotives to pull and push unit trains through the facility for unloading and processing. These EMDs were designed to work in groups to pull large unit trains over several hundreds of miles without stopping. This feed mill application involves unit grain commodity trains of 100 to 120 rail cars that are moved by one EMD. Once the EMD brings the line of trains into the rail unloading area the locomotive stops, while a rail car is unloaded. The EMD waits with the engine idling for about 10 minutes during the unloading process. Then



the single EMD locomotive must move the entire line of rail cars from a stand still to bring the next full rail car into the unloading bay. This process is repeated over and over until the entire unit train is unloaded. They unload two trains per day.

These two EMD locomotives run non-standard workloads in dusty, hot summer temperatures that can reach over 110°F.

AREA OF INTEREST

The high idle time combined with hard pulling began to cause excessive exhaust stack “spattering” where raw unburned oil would pass by the EMD piston rings and out of the combustion chamber to the exhaust stack. A major oil company’s non-zinc EMD engine oil would settle on the locomotive’s cab and create a housekeeping mess when combined with grain dust. Fresno Farming was also experiencing engine deposits, and high oil consumption of 55 gallons per month. They were interested in lowering their oil consumption and reducing wear rates.

LE SOLUTION

LE Lubrication Consultant Mark Nickel introduced LE lubricants to Fresno Farming over 10 years ago. After positive results using LE lubricants they decided to try 8900 ULTRA RDE Oil. LE’s 8900 is engineered for use with silver alloy bearings in railroad diesel engines. It improves fuel efficiency, reduces wear and provides the highest degree of engine protection. LE’s 8900 exceeds manufacturer’s requirements for EMD, GE, Bombardier and Caterpillar for railroad diesel engines.

CUSTOMER COST SAVINGS

Since converting to LE’s 8900 ULTRA RDE Oil Fresno Farming’s oil consumption has

dropped to 55 gallons every 6 months versus 55 gallons monthly. ***This equals a \$3,936.90 a year in savings in oil purchases alone!*** Exhaust stack spattering has been reduced 90-95% eliminating a costly housekeeping and safety issue. The monthly power wash of the cab took 8 hours to complete while using the competitors oil. With LE’s 8900 it now only takes 2 hours.

A reputable locomotive maintenance contractor for these GM EMD locomotives, commented they have never seen an engine oil reduce consumption like LE’s 8900. They were extremely surprised at how clean the interior engine surfaces were after using LE’s 8900.

OTHER PRODUCTS USED

1605 DUOLEC® Vari-Purpose Gear Lubricant is used in all mixers , Dodge Elevator and drag conveyor drives.

1250 ALMASOL® High Temperature Lubricant is being used in California Pellet Mill and infeed screw conveyor.

1275 ALMAPLEX® Industrial Lubricant is used in EMB, conveyor, elevator head, and tail pulley bearings.

3752 ALMAGARD® Vari-Purpose Lubricant is used in the commodity storage silo sweep system.

6120 MONOLEC® Hydraulic Oil is used in the commodity unloading system CarHoe and rail car door opener system.

Lubrication Engineers Inc. would like to thank Mill Manager Mike Balasco, Maintenance Supervisor Jagade Duncan and Lubrication Consultant Mark Nickel for providing the information used to prepare this report.



Mark Nickel