

ALMAGARD® 3752 MONOLEC® ENGINE OIL 8700

RED'S TOWING, TRANSPORT & RECOVERY WEST SPRINGFIELD, MA

- \$ Reduced kingpin replacements from 3 times per year to once every 5 years**
- \$ Reduced grease consumption from 120 lbs. every 6-7 months to 120 lbs. per year**
- \$ Increased equipment reliability where 24/7/365 availability is critical**
- \$ Saved \$28,000 over a 10 year period in kingpin costs alone**

Red's Towing, Transport and Recovery of West Springfield, MA was founded in 1958 by the Sheehan Family. In 2014, Red's Towing was voted Number 100 of the top 500 towing companies in the US by American Towman™ Magazine.

Gary Sheehan is the owner, he and Timothy Leary have worked together for over 30 years. Tim Leary is a long tenured mechanic who subsequently is a full time firefighter for a neighboring city adjacent to West Springfield.

There are 5 heavy tow/recovery vehicles, including a 2007 Peterbilt with a 40 ton rotator. There are also 3 tractors, 7 flatbeds and 1 self-loader truck. Due to the nature of their business, all vehicles must be available 24/7/365 and historically run 24/7.



About 16 years ago, Tim Leary began using 3752 Almagard® Vari-Purpose Lubricant in the chassis, boom and lift components of the fleet. 3752 Almagard® was used for approximately 10 years when a decision was made to discontinue its use. In the 3 years after discontinuation of the use of 3752 Almagard®, 2 different greases, manufactured by Chevron were used and 1 from Sunoco. During that period, Tim Leary noted substantial differences in performance and costs incurred that were not seen while using 3752 Almagard®.

According to Tim, he replaced kingpins on probably 3 trucks during the 10 year period when 3752 was used. During the period when the 2 Chevron Starplex greases were used, one red, one Sunoco blue and the latest a 5% Moly Chevron, approximately 2-3 king pin replacements were required per year. Kingpin sets range from a low of \$250 to as much as \$700 a pair. The average time to replace a set is one day at an internal cost of about \$400, plus the potential loss of revenue if that specific vehicle was needed which could be in excess of \$1000.

Averaging the cost of a set of kingpins with the installation results in an approximate cost of \$1,000 per set. The cost to replace kingpins for the three years while Chevron grease was used is approximately \$9,000.



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Aside from the cost difference, there are other notable differences Tim observes:

- Kingpin sets are now stocked, whereas when Almagard® was used there was no need to stock these items.
- When greasing kingpins, grease would immediately be apparent during the initial pumping of lubricant. With the Chevron greases, it takes several strokes of the air operated grease pump before grease would come out and inevitably, Tim would find himself ducking to avoid water spraying out from the component. Water never came out of the kingpins, steering components or u-joints when being greased with 3752 Almagard®.
- Once 3752 Almagard® was pumped into spring hanger bushings, there was never a need to lift them to get them to take grease. This is not the case when using other greases which would require jacking the vehicle to get them to take grease.
- Experience with spring hanger bushings correlates with that of the kingpins, substantially longer life while 3752 Almagard® was used and noticeably reduced life when other greases were used.
- A 120 lb drum of 3752 Almagard® lasts approximately one year to 14 months. A 120 lb. drum of the Chevron greases would last approximately 6-7 months.
- If a grease fitting was missed, there were no worries as the 3752 would still be present at the next lubrication interval.



Due to the firsthand experiences Tim Leary has seen, a decision was recently made to go back to using 3752 Almagard® Vari-Purpose Lubricant. It is worth noting also that the difference in cost between a 120 lb. drum of Almagard® and Chevron's 5% Moly is \$150.00

Because of the proven performance documented with the use of Almagard, Red's Towing decided to adopt the use of LE's 8700 Monolec Engine Oil throughout their fleet. All units have been able to successfully extend the drain intervals by approximately 50% longer than the previous oil drain period.

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