



## Almagard® Vari-Purpose Lubricant (3752)

*Holm Industries, Inc. – Kane, Pa.*

### *Moritz Mills*

- Saved \$6,000 to \$12,000 a year in bearing replacement costs
- Saved on costs associated with labor and downtime
- Reduced grease consumption from one drum a week to one drum every four to five months

#### **Customer Profile**

Holm Industries, Inc. produces a finely milled iron ore powder. The powder is mixed with rubber and plastic, magnetized and molded into various shapes. The finished products are used in the home appliance, automotive and aeronautics industries.

#### **Application**

Three Moritz BG-5 mills are used to pulverize baked iron ore into a fine powder.

#### **Challenge**

Holm was experiencing six to 12 bearing failures a year. Each of the three Moritz mills contains three rollers, and each roller has a set of two bearings for a total of six bearings per mill. Every time a bearing failed, both bearings had to be replaced. Bob Hall, head of maintenance, tried several types of greases to reduce bearing loss. Holm was going through one 120-lb drum of grease every week.

#### **LE Solution**

David Hayes, LE lubrication consultant, recommended Almagard Vari-Purpose Lubricant (3752), which is a multifunctional EP lubricant for extended service under extreme conditions. It is very tacky, water-resistant and rust-and corrosion-inhibited. It will not pound out.

#### **Results**

Prior to switching to Almagard 3752, Holm was losing six to twelve bearings a year. The cost of a set of bearings is \$1,000. Holm was spending \$6,000 to \$12,000 a year for bearings. This does not include the costs of labor and production downtime.

Since changing to Almagard 3752, Holm rarely loses a bearing, and grease consumption has been reduced from one 120-lb drum of grease a week to one 120-lb drum of grease every four to five months.

“Since using LE grease, we have not lost a single bearing due to lubrication,” Bob said.

#### **Other LE Products Used**

- Monolec® Gear Lubricant (704) – various gearboxes

*Thank you to Bob Hall, head of maintenance, and David Hayes, LE lubrication consultant (pictured), for providing the information used in this report.*





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