



Almagard® Vari-Purpose Lubricant (3752)

Mr. John – Pittsburgh, Pa.

Service & Delivery Trucks (Ford, Hino, International & Mack)

- Substantially diminished chassis part replacements, including 85 percent reduction in U-joint replacements
- Enabled large reduction in parts inventory
- Reduced annual grease consumption

Customer Profile

Mr. John is a Pennsylvania company that provides portable restrooms for rent in the tri-state area of Pennsylvania, West Virginia and Ohio. Owner Michael McCarthy currently has more than 5,000 rental units in inventory or being maintained at customer work sites ranging from Marcellus gas well sites to county fairs and construction sites. Mr. John is the largest business of its kind in the Pittsburgh area.

Application

At the time of this report, Mr. John's fleet consisted of 16 sucker trucks, seven delivery trucks, and three trucks for hauling waste. These include Ford, Hino, International and Mack trucks. Several F-550 and F-350 service trucks comprise the balance of the fleet.

Challenge

The terrain at some of the customer sites – gas wells in particular – can be very unforgiving. When the units came back for service at 15,000- to 20,000-mile service intervals, the lubricant points were dry. Increasing the relubrication frequency did not seem to help much. Too many chassis parts were requiring replacement. Kingpins, tie rods and U-joint bearings were failing and causing units to be out of service.

LE Solution

In 2004, Mr. John started buying LE's Almagard Vari-Purpose Lubricant (3752), and the replacement of chassis parts diminished substantially.



Results

Joe Hatherly, a mechanic at Mr. John, reported that the replacement rate of U-joint bearings has declined by 85 percent since the company made the switch to Almagard 3752. Previously, the frequent failures required a large number of U-joints to be inventoried. Now, only a few U-joint bearings are kept on the shelf. In addition, in the first year after switching to Almagard 3752 for the entire Mr. John fleet, only two tie rod ends had to be replaced.

“With only two mechanics here, I need something that minimizes my work and cuts my parts bill,” Joe says. “When other lube suppliers stop in and say their lubes are cheaper, I tell them that I do not have to work on our trucks like our competitors do. “

Grease consumption also has decreased dramatically. Although no exact records were kept for previous grease expenditures before the switch to LE's grease, Joe said regreasing intervals have been extended and grease purchases have decreased. Since switching to Almagard 3752, Mr. John's grease purchases total just one or two 120-lb drums of grease per year – a modest amount of grease for the size of the fleet.



Other LE Products Used

- Monolec® Gear Lubricant (704) is used in the truck differentials. Upon servicing, the metallic drain plugs are free of metal flake and burrs. Hub seal issues are nonexistent.
- Syntemp® Synthetic Lubricant (9102) is used on tailgates, tote slides and lift chains on lift gates. Syntemp 9102 stays in place and does not push off the metal.



Thank you to Joe Hatherly, mechanic, and Larry Boyle, LE lubrication consultant (pictured), for providing the information used in this report.



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300 Bailey Avenue • Fort Worth, TX 76107 • Fax: 800-228-1142
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www.LElubricants.com
800-537-7683