

Customer Testimonial



Monolec® Ultrablend Engine Oil (8130)

Hall Brothers Inc. – Goddard, Kan.

Vogele 1800 SF Asphalt Spray Pavers

- Extended service intervals from 100-150 hours to 300-350 hours in this extremely high-temp, small-sump application
- Reduced make-up oil consumption per paver from 5 gallons to 1-2 gallons per week
- Saved \$4,200 annually on oil changes and filters
- Eliminated the need for roadside oil changes
- Eliminated equipment breakdowns during jobs

Customer Profile

Hall Brothers Incorporated (www.hallbros.net) – an LE customer since 2007 – is in the hot mix paving business, with three asphalt plants located in North Central and Northeast Kansas capable of producing 300 tons of hot mix per hour. In addition to parking lots and secondary roads, Hall Brothers crews pave highways and interstates in several U.S. states and have worked as far away as Vietnam. They have been recognized locally and nationally for their quality and safety.

Application

- 6 Vogele 1800 SF Asphalt Spray Pavers

Challenge

Using Vogele 1800 SF asphalt spray pavers, the crews lay the asphalt at 300°F. Each paver has a 6-cylinder Deutz 913c diesel engine, which is air-cooled and experiences operating temperatures of 350 to 400°F. The motors only hold 5 gallons of oil, which makes this high-temperature application extremely difficult. Along with the extreme temperatures, the moisture that is released from the asphalt as it is heated contributes to a milky oil mixture that causes problems with gearboxes and hydraulics.

Hall Brothers serviced its pavers every 100 to 150 hours because the oil went out of grade so quickly. The oil would end up equivalent to a 50- or 60-weight due to oxidation, thickening and cooking off light ends of base oil. In addition to



The pavers have air-cooled motors with small 5-gallon sumps, making this high-temperature application very difficult. A high-performance oil was needed to keep the pavers on the job.

the frequent oil changes, they were using about 5 gallons of make-up oil per week.

They were looking for a solution that would enable them to do less service on the road, enabling them to get the paving done before having to take the pavers in for service. They would prefer to service the pavers in their shops and not on the road. Even worse, when pavers broke down during a job, the company had to send another one to the job site – sometimes up to several hours away.

LE Solution

LE consultant Mike Hall recommended Monolec® Ultrablend Engine Oil (8130) for the pavers because of this oil's ability to stay in grade a lot longer. He also recommended that they start using LEAPSM oil analysis program to make sure they could safely extend service intervals while still providing maximum protection for the engines.

Monolec Ultrablend is an SAE 10W-30 synthetic blend engine oil with robust additive package that ensures all-weather performance and wear protection for diesel and gasoline engines. It ensures effective cold cranking at low ambient temperatures and excellent performance at higher temperatures.



Results

After making the switch to Monolec Ultrablend Engine Oil and the other LE lubricants, Hall Brothers extended their oil drains to 300 to 350 hours – nearly tripling the performance of the previous oil. This change has enabled them to do all oil changes at their service facility, instead of on the road. Make-up oil has been reduced significantly as well, down to 1 to 2 gallons a week.

With six pavers saving on two services each per year, at a cost of \$350 per service for the oil and filter, they saved \$4,200. That does not include the additional savings in labor and reduced downtime.

In addition to those immediate savings, they have not had a single paver break down during a job since the switch to LE products, and they no longer need any repairs on the road related to oil issues. This means jobs get finished faster, and they've eliminated the need to send replacement pavers to job sites. The LE products have proven they can handle the extreme conditions of this application, and the customer is pleased with the results.



Other LE Products Used

- Mike also recommended hydraulic fluid, gear oil and heavy-duty grease – all from LE's line of high-performance lubricants:
- Monolec® Power Fluid (7500) in 60-gallon hydraulic system handles the moisture issues, keeping the water separated at the bottom of tank, where it is drained annually or around 1,000 hours.
- Duolec® Vari-Purpose Gear Lubricant (1604) in two 5-gallon track drive gearboxes; two 1-gallon cross augers; and one 1-gallon hydraulic gearbox that drives four hydraulic pumps. Water settles to bottom and fluid is changed once a year.
- Almagard® Vari-Purpose Lubricant (3752) in auto lubrication systems for bearings is used in an auto lubrication systems and pumps well at the higher temps, taking care of 16 bearings.

Thank you to Mike Hall, LE lubrication consultant (pictured), and to Robert Kitchen, operations manager, for providing the information used in this report.



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