

Grease Test

Began on 07/08/2008 thru 07/10/2008

Objective of test was to determine staying power (ability of grease to stay in location) of Ultra Blue & Calzon with Moly greases.

Test was performed on a Volvo articulating truck and John Deere 850D. Ambient temperature ranged from low 80 to high 90 degrees.

Grease regimen on 850D: car body & boom once a day; stick and bucket every 6 hours
Grease regimen on Volvo: once a day

First service on 850D: 45 min to fill and purge all points
First service on Volvo: 20 min

After initial services on both units, times were cut dramatically.
850D greasing stick and bucket on half interval only took 10 minutes and was performed in truck gaps with no loss of production. Total grease interval was at 20 minutes.

Volvo truck was cut to 10 minutes.

Cut in times were due to less grease used to purge locations.

Afternoon of 07/09/2008: switched grease to Calzon with Moly using the same machines; found no reduction in grease consumption using the same regimen.

Coverage of both greases gave the same appearances--

- Both remained in location equally
- Both gave side location protection for rod eyes.

Important note: Actual pounds of grease used from each were not quantified; times taken were only estimates, and level of protection is not under argument. Moly grease will fill asperities in pins and bores thus giving better protection but at a higher cost.

Over a four day period, in which 90% of time was spent sitting outside beside 850D during operation to listen for any change in sound, my findings lead me to determine that the decision on which grease to use should be made on two levels: cost and protection.

How much protection do you really need?

Following this grease regimen— Ultra Blue will supply grease protection needed.

Lacking in grease regimen— extra cost may justify Moly grease.

****Note: roller bearing manufacturers do not recommend Moly greases.