



## Monolec® Gear Lubricant (703-704)

**Lincoln Paving Company – Hazel Crest, Ill.**

### **Lippmann Jaw Crusher**

- Dramatically reduced bearing temperatures
- Eliminated all bearing losses
- Reduced downtime and replacement costs

#### **Customer Profile**

Located in Hazel Crest, Ill., Lincoln Paving Company is a family-owned business that started in 1960. It is a diversified company that performs crushing, recycling and concrete works, and operates an asphalt plant. Lincoln Paving has been an LE customer for many years.

#### **Application**

The company has a 30" X 48" Lippmann Jaw Crusher with a 15-gallon auto-lube system. In this application, one jaw is fixed, and material is crushed by a moving jaw that constantly hits the fixed (stationary) jaw. This results in significant impact loading. They use an automatic lubrication system to lubricate these bearings, which were always hot.

#### **Challenge**

The company was using a commercial grade lubricant in their auto-lube system and were experiencing high bearing temperatures and significant bearing losses.

#### **LE Solution**

V.C. Vasisth, LE lubrication constant, recommended Monolec® Gear Lubricant (703), SAE 80W-90, for winter months and Monolec® Gear Lubricant (704), SAE 85W-140, for summer months.

Monolec® Gear Lubricants are versatile, multi-viscosity, extreme pressure gear oils. Monolec 703 and 704 were just the thing for this application because they contain a potent anti-foam agent that keeps operating temperatures low by breaking up entrapped air bubbles as they form.



#### **Results**

According to Todd Trepton, Crushing Department superintendent, "We have had no problems for the last 10 years since using LE."

LE's Monolec Gear Lubricants have eliminated all bearing loss by dramatically reducing the bearing temperatures.



### **Other Products Used**

- Almagard® Vari-Purpose Lubricant (3752) – An extreme pressure lubricant, for extended service, that won't wash off, pound out, or melt and run, even with extended service in severe conditions.



*Todd Trepton*

*Thank you to Todd Trepton, Crushing Department superintendent (left), Joe Kovac, plant manager, and V.C. Vasisth, LE lubrication consultant (right), for providing the information used in this report.*



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