

TRANS-LUBE® LUBRICANTS, INC.

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I have put together a letter over a period of years that outlines some things about our product that I would like for customers and potential customers to know. I hope you find it helpful to read.

Please note that there are drawings included with an order that show how to mount our system on 4 or 5 major brand cranes. One of them will be near to what you need. You need 1 applicator per flange, 2 per wheel. If you have a typical 4-wheel crane, you need 8 applicators. Please keep some of the lubricant sticks within the bumper of the crane. If maintenance personnel have to climb down and go to some storage area to get the sticks when they see that the applicators need filling, they won't do that. They'll wait until they go up on that crane again...if they remember to take them at that time! In the meantime, your flanges will go unlubricated. You will be right back to where you started...wearing wheel flanges. The sticks are very hard and after the initial 'wearing in' period, they will last at about 2 months, depending on the duty cycle of the crane. It would be very easy to add monitoring of the lubricant applicators to your maintenance checklist for monthly crane inspections. U.S. companies are required by law to inspect cranes monthly. This would assure a constant filling of the applicators with the lubricant stick. You could never run out that way. The applicator will hold 1 ½ sticks. Break a stick if necessary and insert a piece of a stick. The applicator must be kept full of the lubricant sticks as this will assure that the spring is very tight and applying greatest pressure against the flange. If you will use a knife and trim the square end of the stick to more closely fit the configuration of the wheel flange, this is also very helpful in achieving a quicker application of lubricant. After a few days, you will notice a very shiny polish where the stick has rubbed against the flange. It will look almost like chrome. The lubricant stick will fill in all the scratches, cracks and galled areas on the wheel flange.

It is very important to monitor the aim of the applicators for at least the first month or a little longer. Someone should go up on the crane weekly to see that the applicators are aimed **DOWNWARD** at the **VERY OUTSIDE EDGE** of the wheel flange. This edge is the point of wear. The aim should not be near the curve of the flange where it meets the tread. It should also not be in the middle.....that's not where the wear is!! After your lubrication program is running smoothly and wear on the flanges is much less, if you begin to see a marked increase in wear, be sure to check the aim of the applicators. They may have hit something that caused them to skew and the lubricant is being laid down in the wrong place.....or not at all! After that first month, many of our customers tell us the sticks will last 2 to 3 months!!!!

The lubricant will apply itself from the wheel flanges to the side of the railhead and protect that as well. If you are wearing flanges, you are also wearing the side of the railhead. Of course, that railhead is more costly to replace than the wheel assemblies. What many wheel manufacturers will advise when a customer complains about wheel flanges and rail wearing out is to recommend a much harder wheel flange. If you do that and get the ratio of hardness of the wheel flange to the side of the railhead too far off, the harder wheel flange will work just like a knife and cut actual shavings off the side of the softer railhead. At the very least, you will see a lot of metal dust along side the rail. This lubricant just reduces friction where two metal surfaces rub together. If you lubricate

wheel flanges, there is no need to install such a hard wheel flange. You already lubricate gearboxes, motors, bearings, and many other moving parts within the plant. For some reason, most people never think of lubricating the wheel flange and side of the railhead. This is a very inexpensive way to solve a huge problem that most companies have. Replacing wheel assemblies due to flange wear is the #1 maintenance problem for overhead cranes in a steel mill and/or foundry. This is according to a survey by the Association of Iron and Steel Technology at their annual Crane Symposium in Pittsburgh, Pennsylvania, USA.

The lubricant will also help greatly with track that is out of alignment. Most plants are so old that the floors and walls continue to move. If you do align your track, it most likely won't be too long until you'll have to do it again. Lubrication is an inexpensive way to alleviate that problem.

This system works well on any flanged wheel. If you have a transportation system within a plant pulled by a locomotive hauling parts, finished product, etc., this lubricant will work well on that locomotive's wheel flanges and flanges on the cars that it pulls. Most of these systems are laid out with sharp curves that are very hard on wheel flanges. We have our lubricant installed on several small systems of this kind as well as switcher engines in rail yards.

You must make your own bracket to attach the applicator to the crane wheel assembly. We cannot make a universal bracket. The reason is that even within the same make of crane, Harnischfeger, for instance, depending on the size and age of the crane, every installation is a little bit different. You may only need to move your bolthole tolerances a small distance. This bracket must be made of ONE-HALF INCH PLATE, MINIMUM. The reason for such a heavy bracket is that some cranes vibrate. Many cranes vibrate a lot! That vibration, wiggling, in and of itself, will cause more of the lubricant to be applied....more than you need. You would have to order lubricant sticks more often! However, one other important reason, is that if the vibration is too great, it can cause the aim of the stick to be misaligned and lubricate areas of the flange that we do not want lubricated. The lubricant will not migrate to the tread and cause slipping of the crane or cause the crane operator to lose control of the crane. This lubricant can be used on slab yard cranes, teeming, and ladle cranes. It can be used near a heat source if the crane is not parked near the heat for very long.

If, after reading our literature, you have any questions, I will be glad to help.

Sincerely,

Joy J. Davis
V.P., Sales
Trans-Lube Lubricants, Inc