

LESLEY STEWART RETIRES



Lesley Stewart, founder of Wearcheck and chairman of the company for the last five months of her career, retired at the end of February.

Lesley Stewart has retired from Wearcheck after 32 years.

Lesley has had an illustrious 32 years with the company, steering it from a small, mainly soils testing laboratory in 1972 to the world class operation it is today.

Joined by Gary Brown two years after its inception and by her husband, Wally Crawford, a year later, the company grew from strength to strength, establishing a sound customer base in southern Africa and forging valuable international links.

Wearcheck's public relations consultant Felicity Howden has worked closely with Lesley for a number of years. 'Starting a new business requires guts and determination. Starting a venture in a relatively new field requires even more courage. Going on to develop a successful company that, for much of its 32 years, has been an industry leader in international terms, requires a multitude of exceptional attributes all of which Lesley has in full measure,' she said

'Lesley was able to provide leadership and authority and still enjoy an empathetic relationship with her colleagues and staff. This is borne out by the number of employees with long service at Wearcheck.'

Lesley's strength of character and dedication to the company saw her through the death of her husband in 1997, and it is a measure of her resilience and zest for life that she was able to find happiness with her new husband, Mike Stewart, several years later.

Becoming a division of Set Point Technology in 1999 was a milestone in Wearcheck's history. When Gary retired shortly after this, Lesley was appointed managing director.

IN DEMAND

Wearcheck continues to receive requests from all over the world for the company's Technical Bulletins and Monitor. The most recent one was from a technical consultant working for the Noria Corporation in Philadelphia, USA, who requested permission to run a series in their magazine.

Wearcheck staff are also in constant demand as speakers. Diagnostic manager John Evans presented a paper on the effective management of oil analysis programmes to the SA Institute of Tribology (SAIT) at the end of last year. He also delivered a one-hour technical paper entitled 'Why analyse oil?' at a monthly meeting of the SA Institute of Mechanical Engineers in Durban in February this year.

Says Lesley, 'It is with mixed feelings that I finally close the door on a long and rewarding chapter of my life. I am sad to say goodbye to the people I have worked with for so many years – staff, suppliers and clients. Yet, looking forward, I am excited about the prospect of having the time to experience a number of different activities I have always wanted to try, but that were difficult to fit into a busy career.'



Managing director, Neil Robinson is looking forward to developing Wearcheck into the continent's finest solutions provider in the fields of condition monitoring, lubrication and training.

Managing director, Neil Robinson thanked Lesley for the enormous contribution she had made to the company and wished her well in the new path she had chosen.

He added, 'Fortunately, modern business is very much a team exercise with solid systems and procedures which outweigh the influence of any one individual. So, whereas we will all miss Lesley, her experience and expertise, the management and staff of Wearcheck are well equipped and eager to meet the demands of the future.'

TWO MAJOR SAVES FOR QUARRY CATS



Ian Burford, Quarry Cats' mobile equipment plant manager (right) on site with Duncan Prince, product manager for Daimler Chrysler, suppliers of Western Star trucks.

Oil analysis recently saved Quarry Cats more than R250 000 in a single month, alerting the company to two major problems which, if left undetected, would have required the replacement of costly components instead of comparatively minor repairs.

In the first instance, a Wearcheck report identified course dirt entry in the transmission of a 40 ton Western Star hauler. This led them to locate a damaged breather which cost R71 .40 to repair. Had they not been aware of the problem in good time, the component would have failed and would have had to be repaired at a cost of approximately R140 000.

In the second case, visible wear particles were found in the sample from the rear differential of a 40 ton

4964SX Western Star truck. A decision was made to strip and investigate. On inspection it was found that the spider gear thrust washers were beginning to break up due to adverse haul conditions and were damaging the crown wheel and pinion bearings. The repair was minor at a cost of R7 000, compared with a major component replacement at around R120 000 which would have been necessary if the problem had not been detected early.

Gauteng-based Quarry Cats – specialists in the crushing and recovery of mining rock and slag - currently have 18 Western Star trucks, 14 Liebherr wheel loaders and six Liebherr excavators on the Wearcheck programme.

Says Ian Burford, Quarry Cats' mobile equipment plant manager, 'Oil analysis is the company's first line of condition monitoring - the rest of the programme revolves around it.'

Ian is investigating the fitment of sampling valves supplied by Wearcheck to all of Quarry Cats' high pressure components - including engines, hydraulics and transmissions - a system he found extremely successful in his previous position at Grinaker Plant.

Says Ian, 'There is always the risk of contamination when using a sample gun or other methods to take samples from high pressure equipment. The high pressure sampling valves increase the likelihood of taking a good, clean, mixed, representative sample from this type of component which, in turn, helps ensure an accurate diagnosis. In my experience this has always translated into lower maintenance costs.'

Quarry Cats have been using Wearcheck's oil analysis programme since their inception four years ago.

MORE OIL ANALYSIS COST SAVINGS FOR US MAINTENANCE MANAGERS

This is the third in our series featuring some of the responses received by US magazine, Tribology and Lubrication Technology, when they asked members of the Society of Tribologists and Lubrication Engineers to relate an experience where oil analysis saved a piece of equipment or system, and estimate the savings.

- Oil analysis used with vibration analysis saved a \$250 000 conveyor drive system from breaking down.
- It's easier and more accurate to talk about instances when clients were warned and ignored the warnings. In a scrap yard in Dallas the baler fluid was analyzed and the client was warned of a pending failure in 60 days or less. Twenty-seven days later the failure occurred, costing six figures. At a wood yard in Georgia, a client was warned after a fluid analysis predicted failure on his crane's winch pump. He ignored the warning.

In less than a month, the whole winch system failed catastrophically, costing six figures.

- Many of our off-road construction customers use oil analysis to maximise oil change intervals, component replacement and detect premature problems. Often we are able to use trend analysis to isolate problems and correct premature failure. One customer estimates they saved more than \$100,000 through longer intervals, less downtime and longer component life.
- Oil analysis detected several coolant leaks in engines that saved approximately \$50,000 a year in engine rebuild costs.
- We have too many to list, but we've saved several hundreds of thousands of dollars in rescued equipment and generation capacity during the last 10 years.



It's been plain sailing since Wearcheck started its buoyant marine division for the analysis of oil and filters from ships and quayside marine equipment.

Today, Wearcheck boasts a number of major marine companies as customers – among them Safmarine, Irvin & Johnson, Portnet Marine Services, Sea Harvest, Unicorn Shipping, FFS Bunkers, Atlantic Fishing Enterprises, Smit Marine SA, Lusitania Trawling Service, Viking Fishing Company and De Beers Marine.

'We find that our oil analysis service is becoming increasingly popular amongst our marine clients,' says diagnostic manager, John Evans. 'This is understandable considering the savings that can be obtained from the correct maintenance of lubricated equipment.'

Wearcheck has for a number of years held approved status to carry out marine oil analysis on ships and offshore units for Paris-based Bureau Veritas and UK-based Lloyds Register. These accreditations are renewed regularly.

Earlier this year John Evans authored an article for the annual marine journal, Shipyear, at their request.

Useful Wearcheck shipping products

Marine kits

For ship engines, hydraulics and gearboxes on all marine vessels. The test profile includes wear metals, contaminants, additives and lubricant condition plus Total Base Number (TBN).

Product code: WMM10

Turbine/compressor kits

For specialised testing of all refrigeration, air-conditioning, gas compressors and turbines.

Product code: WABBTk

Coolant analysis

For monitoring radiator fluid.

Product code: WSCK

PRAAT ONS AFRIKAANS?

Dit is 'n algemene wanopvatting dat ons personeel in Pinetown, anders as in ons Johannesburgse takkantoor, nie Afrikaans magtig is nie.

Om in Afrikaans in Pinetown gehelp te word, kontak Lorain de Bruin vir NetCheck/databasis navrae, Daan Burger of Quinton Verster vir diagnose navrae en Kay Meyrick vir kliente navrae.

ENHANCING MACHINE RELIABILITY

One of the best ways to enhance machine reliability is to remove and exclude particles from the lubricant.

It is easy to understand why, especially when you take a closer look at the many ways particles can wreak havoc on your machine and oil. You may already know how these particles are like microscopic wrecking crews that scratch and wear critical machine surfaces. But particles can cause a host of other problems as well.

Particles are additive strippers - additives attach to particles and are carried to the filter or settle to the sump floor.

Particles cause oil oxidation - when particles scratch and abrade machine surfaces, tiny metal particles separate from the machine into the oil. These metal particles often act as oxidation catalysts.

Particles can obliterate oil passages - numerous very small particles can lodge in orifices, glands and narrow passages to disrupt flow.

In unfiltered circulating systems, the same particle can return to a component's frictional surfaces and cause repeated damage.

Of course there are other types of contaminants as well. But if you are just starting to transform your lube program, removing and excluding these pesky particles is a great place to start.

- Courtesy of Noria Corporation

COMPETITION WINNER



Santosh Roopnarain (left) was the lucky winner of a cooler bag in a team-building exercise run by chemist Paul Swan in which his lab staff were asked to share their thoughts about the value of oil analysis. Santosh showed a thorough understanding of how oil analysis benefits users.

TRAINING DATES FOR YOUR DIARY

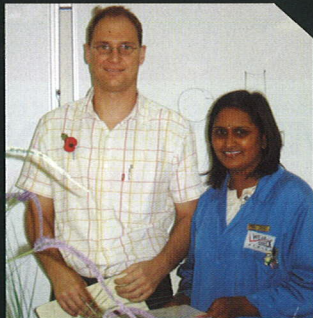
Date	Course	Venue	Cost
5 June	NetCheck: Software	Wearcheck Jhb	R 1 500 + VAT
6 June	Wearcheck 1: Oil analysis orientation	Wearcheck Jhb	R 1 500 + VAT
7 June	Wearcheck 2: Understanding oil analysis	Wearcheck Jhb	R 1 500 + VAT
8 June	Wearcheck 3: Report interpretation	Wearcheck Jhb	R 1 500 + VAT
9 June	Wearcheck 4: Management	Wearcheck Jhb	R 550 + VAT
19-21 June	Machinery and Lubrication Level 1	ABB Durban	R 5 197 + VAT
22-23 June	Machinery and Lubrication Level 2	ABB Durban	R 4 147 + VAT
14 August	NetCheck: Software	Wearcheck Dbn	R 1 500 + VAT
15 August	Wearcheck 1: Oil analysis orientation	Wearcheck Dbn	R 1 500 + VAT
16 August	Wearcheck 2: Understanding oil analysis	Wearcheck Dbn	R 1 500 + VAT
17 August	Wearcheck 3: Report interpretation	Wearcheck Dbn	R 1 500 + VAT
18 August	Wearcheck 4: Management	Wearcheck Dbn	R 550 + VAT
2-4 October	Machinery and Lubrication Level 1	ABB Jhb	R 5 197 + VAT
5-6 October	Machinery and Lubrication Level 2	ABB Jhb	R 4 147 + VAT
16 October	NetCheck: Software	Wearcheck Jhb	R 1 500 + VAT
17 October	Wearcheck 1: Oil analysis orientation	Wearcheck Jhb	R 1 500 + VAT
18 October	Wearcheck 2: Understanding oil analysis	Wearcheck Jhb	R 1 500 + VAT
19 October	Wearcheck 3: Report interpretation	Wearcheck Jhb	R 1 500 + VAT
20 October	Wearcheck 4: Management	Wearcheck Jhb	R 550 + VAT

The Machinery and Lubrication (MLA) courses are run as a joint venture between Wearcheck and the ABB School of Maintenance. For more information and bookings for the MLA courses phone Lisa-Anne Fairley at ABB on (011) 236-7342. For Wearcheck courses phone Wendy Holiday on (011) 392-6322.

Skills Development Levy

Wearcheck customers who send personnel on our training courses will soon be able to claim a portion back from the Skills Development Levy fund. Your human resources managers will shortly be receiving an explanatory leaflet on what steps need to be taken to receive this benefit.

QUALITY WINNER



Laboratory technician Sheila Naidoo (right) was named Wearcheck's Internal Auditor of the Year for 2005. She was presented with a cash prize by MD Neil Robinson at a special lunch given for the Pinetown office's internal auditors for both ISO 9001 and ISO 14001 in November as part of quality and environmental awareness month.

quality and environmental awareness month.

DID YOU KNOW?

Each month, Wearcheck recycles:

- 500 kg of paper and cardboard
- 2.8 tons of used oil
- 700 litres of solvent
- 1.2 tons of plastic from our bottles and cores
- 28 kg of oil filter material

TALK TO US

Please don't wait for one of our customer surveys to communicate with us. If you have any problems, praise or suggestions – your feedback is always welcome. Simply email: support@wearcheck.co.za

If you would prefer to receive future issues of Wearcheck Monitor and Technical Bulletin via e-mail instead of in printed form, please e-mail a request to: support@wearcheck.co.za

THE LEADING OIL ANALYSIS COMPANY IN AFRICA

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Honeywell



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