

GLOBAL LINKS CEMENTED AT WEARCHECK INTERNATIONAL MEETING IN SPAIN



Attending this year's successful WCI conference in Spain were (front) Jorge Alarcon and Jesus Terradillos of Spain, Akos Nemesnyik and Judit Bereckzi of Hungary, Bob Cutler of the United Kingdom, Adolfo Malaga of Spain and Bill Quesnel Junior of Canada and (back) Nick Thomas of Australia, Bill Quesnel Senior of Canada, Andre Verlinden of Belgium, Neil Robinson of South Africa, Gwyn Simmonds of the United Kingdom and Jon Fazenbacker of the USA.

The annual meeting of WearCheck International (WCI) in Spain in July was attended by all of the member companies, with delegates from Australia, Canada, Belgium, England, Hungary, Spain and the USA, and Neil Robinson representing Africa.

Said Neil, 'A number of instrument manufacturers gave presentations on new technology and demonstrated their latest laboratory products which is always of interest as we aim to ensure that all our labs employ the most advanced technology available. These included Perkin Elmer, Clean Oil, Pamas and A² Technologies.'

'Possibly the most fruitful parts of the three-day event were the informal networking sessions where all of the delegates conversed freely about shared concerns in the industry and of their experiences with new instruments and different suppliers.'

A tour of the Tekniker (owners of

WearCheck Spain) laboratory at Eibar was a highlight, followed by feedback from all the member companies on their activities over the past year.

'WearCheck Africa remains the leader of the group in terms of sample throughput,' said Neil. 'We processed more than half a million samples last year. In fact, we had a record month in July this year with a record 50 000 samples going through our labs, beating our previous top total of 45 000 which we achieved in August last year.'

The WCI meeting will be held in Belgium next year, in the USA in 2010 and in South Africa the following year.

IT'S A SMALL WORLD

Enquiries from unusual locations continue to be received by WearCheck – the latest being from the Zambian Air Force, a coal mining company in Madagascar and an oil company in Copenhagen, Denmark.

ALGOA BUS COMPANY EXTENDS OIL DRAIN INTERVALS



Andre Brink, engineering director of Algoa Bus Company, with one of the MAN buses on the pilot programme to extend oil drain intervals.

A pilot study to extend oil drain intervals using oil analysis has achieved outstanding results for Algoa Bus Company in Port Elizabeth. The company is Port Elizabeth's leading bus company with a fleet of about 400 vehicles.

In May 2007, the company put nine new MAN HB2 buses, three each with a different oil brand, on the WearCheck programme and decided not to drain the oil until WearCheck advised that it would be necessary. Whilst the manufacturer's recommendation is a 20 000 km drain interval, the nine buses have now done 70 000km without an oil drain and are still operating perfectly.

Another six old technology engines were put on the WearCheck programme at the same time with the intention of extending oil drain intervals.

Said Andre Brink, engineering director of Algoa Bus Company, 'We used to drain the oil on these old technology buses at around 7000 or 8000 km. We are now up to 20 000 km. On these buses we have also helped the process along by trying special lubricants and adding attachments like supplementary filters.'

'We are delighted with the results of the pilot programme so far because there are numerous benefits over and above the cost saving on replacement oil. Because the service intervals have

been extended we are saving on the labour costs and downtime associated with servicing.'

'The extended oil drain intervals also have a positive effect on the environment in that we are consuming less new oil and have to dispose of less used oil,' he said.

John Evans, Wearcheck's diagnostic manager said, 'You simply cannot fault the logic behind this programme given the advantages. Besides, why throw good oil away? What is particularly impressive is that these buses are operating in difficult conditions –the stop-start environment of city traffic.'

HIGHLIGHT YOUR SUCCESS

If you have an example of how oil analysis has helped you, we would be happy to feature this in Monitor. Email melanie@wearcheck.co.za and we will write the article from information supplied by you.

NEW TESTS ON OFFER

WearCheck's speciality laboratory in Isando is now offering customers a number of new stand-alone tests:

- Silver corrosion - fuels and lubricants
- Copper corrosion - fuels and lubricants
- Corrosive sulphur - transformer oils
- Furanics - transformer oils
- Ruler - remaining useful life of lubricants

'These will be of interest to customers currently making use of the fuel and transformer analysis kits, although the furanics test is also offered as part of the transformer analysis kit,' said managing director, Neil Robinson.

'We are working on a new turbine analysis kit which we hope to launch early next year for companies in the industrial and power generation sectors.'

This will include several tests already being offered as well as the following new tests:

- Demulsibility
- Foaming
- Water separability
- Air release
- Varnish potential

'We will continue to introduce additional tests as new needs and opportunities arise,' Neil said.

If you would like further information on any of the extra tests, please contact Neil on (031) 700-5460.

LUBE TIP

COMPARING THE CLEANING ABILITY OF GROUP III AND IV OILS

QUESTION:

How does a Group III engine oil compare to a Group IV in its cleaning ability? I have read and understood the potential problems of switching a higher mileage engine from a conventional oil to a synthetic PAO but is there less inherent risk with switching to a Group III? From my understanding esters act more like a solvent (more aggressive I assume) and detergents and dispersants more or less attach themselves to sludge and other contaminants and carry it away in that form.

ANSWER:

Most engine oils are now formulated with Group II (hydrotreated) or a mixture of Group I (conventional mineral oil) and Group II base oils to meet the latest API gasoline (SM) and diesel (CJ-4) performance designations.

Because Group III and Group IV (PAO) base oils are both considered synthetics (since 1999), any oil labeled as a full synthetic, would contain either Group III or PAO, or both. Any oil labeled as a partial synthetic or semi synthetic or synthetic blend would contain Group I or Group II (mineral oil) plus some amount of Group III or PAO (synthetic).

There are no designations for us, as end-users, to know what specific base oils the oil formulator has used, so your question is a bit academic in nature. We would never know if we were purchasing a Group III engine oil vs. a Group IV (PAO) engine oil.

But, from an academic point of view, I would expect the cleaning ability of a Group III and a PAO to be similar (generally poor). Again, academically, I would expect less risk of seal issues etc. when switching from a Group III (as opposed to a Group I) to a PAO, as the Group III and PAO are chemically similar. Ester synthetics have a higher degree of solvency than Group II, III or PAO base oils. This means they will dissolve additives and deposits more readily and may cause some seals to swell slightly (they also can remove some paints). These characteristics (not the paint removal) can be beneficial and some oil formulators will add some small amounts of ester base oils into their synthetic (Group III and PAO) formulations to improve these characteristics.

- Courtesy of Noria Corporation

OUT AND ABOUT



Diagnostician Michelle Allis spoke at two conferences in Durban in June. At the Broadbury Fleet Management Conference, her topic was 'The management of oil analysis'. She then covered the oil analysis section of SAIT's 5-day Lubrication Engineering course.

Michelle Allis WearCheck exhibited at TECH X 2008, Nelspruit's first annual technology expo which took place at the Lowveld Showgrounds in Mpumalanga province in April.

MAKING HEADWAY

New night staff



WearCheck welcomes four new employees to the Pinetown laboratory night shift: Neil Naidoo, Tamashan Moodley, Deepak Deepnarain and Samesh Pillay.

PRODUCT PICK

It pays to check your fuel

Regular monitoring of diesel and petrol saves on maintenance costs and provides peace of mind. Our diesel kits – which are also used for petrol – are available as individual units or in any quantity required. The test profile includes density, viscosity, flashpoint, water and contaminants.

Product code: WDS Diesel Kit

CUSTOMERS NAME WEARCHECK SELLING POINTS

In the last issue of Monitor, we reported back on the positive results of the customer survey conducted at the end of last year. Here are a few more comments from customers who were asked to name a selling point if recommending WearCheck to a friend or associate.

- Quality of service
- No unplanned breakdowns
- Equipment reliability
- Saving on maintenance costs
- Good return on investment
- Credibility
- Cost effective
- Early warning system
- Professionalism
- Sample being analysed in short period
- Oil analysis prevents costly breakdowns

We will be starting a new survey shortly and ask you to take a few minutes to complete it. Your feedback is extremely valuable to us because it helps us to make sure we are able to meet your needs and offer you the best service possible.

2008 TRAINING COURSES

Course	Johannesburg
NetCheck: Software	13 October
WearCheck 1: Oil analysis orientation	14 October
WearCheck 2: Understanding oil analysis	15 October
WearCheck 3: Report interpretation	16 October
WearCheck 4: Management	17 October
Machinery & Lubrication: Level One	6-8 October
Machinery & Lubrication: Level Two	9-10 October

The WearCheck courses are full day and cost R 1550 plus VAT with the exception of Course 4 which is half day and costs R550 plus VAT.

The Machinery and Lubrication (MLA) courses are run in joint venture with the ABB School of Maintenance. Level One is a three-day course costing R5456.85 plus VAT. Level Two is a two-day course costing R4354.35 plus VAT.

For all bookings phone **Patrys Huggett on (011) 392-6322.**

FORMER WEARCHECK MD USES OIL ANALYSIS ON CLASSIC VEHICLES



Gary Brown prepares to embark on the DJ Rally in March on his 72-year old Sunbeam 500cc motor bike – which is on the WearCheck programme.

An avid classic motor cycle and car enthusiast, Gary is also the proud owner of a 1926 Zenith 300cc, a 1960 Norton 350cc and a 1973 Ducati 750cc, as well as a 1960 MK II

Jaguar and a 1960 Austin Healey. Gary Brown, former joint managing director and co-founder of WearCheck, is thoroughly enjoying his retirement, as can be seen from the photograph.

He recently took part in the two-day DJ Rally from Durban to Johannesburg for motor cycles built on or before 1936 – riding his 1936 model 500cc Sunbeam.

And yes, Gary still uses WearCheck to do oil analysis on his entire collection of classic bikes and cars!

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He is a founder member of the Classic Motor Cycle Club, and has been rallying for 10 years. Last year he completed the Manx Rally on the Isle of Man on a borrowed 1936 Matchless (one of only four in the UK) and in November he will ride his Sunbeam to Cape Town to take part in the Fairest Cape 600km rally with a friend who will be riding a 1934 Panther.

And yes, Gary still uses WearCheck to do oil analysis on his entire collection of classic bikes and cars!

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 vir diagnose navrae en Kay Meyrick vir kliente navrae.

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

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