

# SYNTHETIC POLYMERIC GREASE PRODUCES IMPRESSIVE RESULTS IN FIELD STUDY

In a recent real-world field study, AMSOIL Synthetic Polymeric Truck, Chassis and Equipment Grease (GPTR2) reduced grease consumption and demonstrated superior pound-out and washout resistance compared to a competing synthetic EP grease. The field study subjected both greases to identical operating and weather conditions in a 2003 front-loading Autocar Ignitor refuse hauler. During the 56-day study, the refuse hauler was placed into daily service unloading over 100 commercial dumpsters during a 12-hour shift. The vehicle routinely encountered adverse weather and extreme-pressure environments that can pound-out and washout inferior greases, causing corrosion and wear, which provided the ideal environment for testing greases.

## Test Parameters

Synthetic Polymeric Truck, Chassis and Equipment Grease was installed in one side of the vehicle using a manual pistol-grip style 6,000 psi grease gun, while the competing grease was installed in the identical components on the opposite side. After operating the vehicle to ensure complete removal of the old grease, the refuse hauler underwent a series of three re-greasings throughout the field study. The number of pumps required to properly lubricate the 19 grease points on each side of the vehicle was recorded. A visual inspection of each grease point was also conducted to record abnormal conditions, including excessive grease consumption and the presence of water.

## Results – Grease Consumption

The chart displays the number of grease gun pumps required to properly lubricate each side of the refuse hauler. Results from all three re-greasings show reduced consumption using AMSOIL Synthetic Polymeric Truck, Chassis and Equipment Grease, with its extended service capabilities becoming more evident as the field study progressed. Overall, three 14-oz. cartridges of the AMSOIL product were required, while 4.5 14-oz. cartridges of the competing grease were required. Despite operating

in identical conditions, the advanced chemistry of AMSOIL Synthetic Polymeric Grease allowed it to remain intact better, requiring less grease to provide increased protection.

## Results – Washout/Pound-Out

Throughout a 12-hour shift, the hoist, lift arms, king pins and other components responsible for raising heavily loaded dumpsters repeatedly encounter extreme pressures that can pound-out inferior greases. Without grease in place acting as a seal, water and other contaminants can penetrate the area, causing corrosion and wear. In addition, metal-to-metal contact results, ultimately causing component failure.

AMSOIL Synthetic Polymeric Truck, Chassis and Equipment Grease resisted pound-out to stay in place longer than the competing grease, forming an effective seal to repel water and other contaminants. In multiple instances, visual inspections found water between surfaces greased with the competing product. The side of the vehicle lubricated with AMSOIL, however, resisted washout due to the product's superior adhesion and cohesion properties and did not allow water to enter greased areas.



## Proven Performance

Test results achieved in real-world, severe-service operation demonstrate the superiority of AMSOIL Synthetic Polymeric Truck, Chassis and Equipment Grease. It remains intact for maximum protection and clings tenaciously to metal surfaces, helping keep water and other corrosive contaminants from penetrating greasable components. It can extend service intervals or require less grease when re-greasing, saving fleets money. ■

## Grease Consumption Comparison

Field Study Performed June – July 2010



## TOTAL GREASE USED

Competing Synthetic EP Grease:

4.5 – 14-oz. Tubes

AMSOIL Synthetic Polymeric Truck, Chassis and Equipment Grease:

3 – 14-oz. Tubes

**50% fewer tubes of grease needed with AMSOIL**