

JOB TALK

Oil changes help Bailey's truck fleet stay trouble-free

Frequent oil changes are essential if you expect to get your money's worth—and more—from trucks and tractors.

■ The key to a good preventive maintenance program on your tractors and trucks is frequent oil changes, says Len Bondeson, maintenance supervisor at Bailey Nurseries, St. Paul, Minn.

The company operates 175 pieces of equipment, from Ford F600s to a Kenworth with a 300 Cummins engine; from new vehicles to ones from the 1950s.

"Although there's more stress on a tractor digging in the field than on a truck making a delivery 100 miles away, each piece of equipment gets the same care," says Bondeson.

Each day, Bondeson and his maintenance staff of three will bring several pieces of equipment into the 2,800-sq.ft. maintenance shop for inspections, oil changes and maintenance. "We try to work around production and delivery schedules," Bondeson admits.

Today's oils are designed with universal characteristics to accommodate all types of gasoline or diesel fuel engines. Using a multigrade universal lubricant offers two major benefits:

- 1) inventory consolidation; and
- 2) reduced application errors.

"In addition, says Dennis Boggs of Phillips 66, "multigrade oils are more versatile than single grades, because they can meet specific requirements for both old and new vehicles in the same fleet."

All of Bailey's tractors are overhauled at the nursery, but



Checking the oil at three-hour intervals keeps Bailey's tractor fleet always ready to do the toughest jobs.



Bailey Nursery supplies more than 4,000 retail nurseries, landscape companies and garden centers nationwide with nearly 10 million trees, shrubs and container plants.

because of increased fleet size, trucks are now sent to a local repair shop for overhauls.

To supplement these major in-shop inspections, operators conduct their own equipment checks at least daily. These usually involve checking the oil once or twice a day, checking hydraulic fluid and greasing all joints.

"During the fall, a digger can run 9 to 14 hours a day," says Bondeson. "The operator will check grease and oil and give the

Maintenance scheduling

Maintenance	Tractors	Trucks
Oil change	100 hrs.	2,000 mi.
Engine overhaul	15,000 hrs.	250,000 mi.

digger a complete look-over every three hours to make sure everything is running right."

Maintenance is important both winter and summer. In the winter, trees must be dug out of what is sometimes frozen ground. In the summer, dust is a constant problem that puts extra stress on an engine.

"We haven't had a problem with dirt in the engines, though, because we change oil frequently to get rid of any dirt and grime suspended in the oil," Bondeson notes.

Phillips 66 Super HD II motor oil is changed in tractors at 100-hour intervals and in trucks and buses at every 2,000 miles. Phillips 66 HG Fluid is changed in hydraulic systems and transmissions once a year.

An oil analysis program was recently implemented to determine if oil-change intervals could be safely extended. Proper analysis and interpretation of oil samples can help operators find internal engine problems early, or allow them to increase intervals between service.

"The toughest part is reading the report," says Bondeson, who worked closely with Fuel Oil Service, plus an independent oil analysis company.

Lubricants experts at Phillips 66 advise operators to avoid making decisions based on oil analyses, unless they've mastered the art of reading them or have their oil supplier or oil analysis company help interpret the results.

Oil analysis programs can determine if oil changes can be safely extended.