



REMco NEWS

Tips, Techniques, Products and Information to help you
Get the Most from Your REMco Crusher

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Just Crush It!



Finding a way to make concrete sand

BY RODNEY E. GARRETT

Not all sand producers make white sand but they still can cost-effectively take advantage of a VSI crusher for its production. West Coast Aggregates Inc. of Los Gatos, Calif., recently installed a REMco SandMax 200-ST with a 150-hp motor at its Pilarcitos Quarry.

Joe Tona, operations manager for West Coast Aggregates, says the SandMax was installed to increase the production of sand needed to supply local ready-mix concrete producers. Another sales outlet is for pipe-bedding sand.

The rock mined here is classed as decomposed (chemical-weathered) granite, which is relatively soft. However, the smaller pieces of the granite mined still have integrity with a hardness that is acceptable for use as concrete sand. The color of the small stone is best described as a mix of grey and black. With this salt-and-pepper effect, the sand does have limited decorative value and is sold as such.

The in situ rock is mined by either drilling and blasting or using a bulldozer with a ripper for fracturing and loosening the rock. At 24-in. minus, the fragmented rock is reduced by a new 42 x 48 jaw with a throughput of 600 tph. There are an array of products produced by screening or further crushing and screening. They include washed 3/8-in. minus, 3 x 5 for temporary haul roads, class-2 base rock, and 5/16, 1/2 and 1 1/2 in. for utility pipe bedding.

Tona says the results achieved from the crushing/ screening plant included too little sand and too many washed chips being processed with no real market value. He says, "We were getting 2,000 tpm of washed chips and had no where to go with it. I knew it would make good sand but I was not sure how to do it cost-effectively."

Tona decided to buy a SandMax 200ST VSI with a 150-hp motor. At the time, the 150-hp motor was optimum for the wanted sand production, but that has changed. Tona added a new screen (the original screen was the bottleneck) and is replacing the motor with a 200-hp motor.

With a surprising 50 percent of the throughput crushed into concrete sand after first pass, Tona says he plans to expand his sand production. He says, "With the bigger motor, I project the throughput will increase from 100 tph to 135 tph." **REMco**, 925-447-0805, www.remcovs.com



GREASE LUBRICATION

Experience has shown that one of the keys to successful crusher operation is proper lubrication for the machine. This is not an easy matter as the environment in which REMco crushers operate can only be defined as severe. Most REMco crushers are exposed to dust, abrasive materials, all types of weather extremes and often in remote locations. Getting the right lubrication all the time will insure optimum production and extended crusher life with lower repair costs. What all this means is that when the crusher is initially applied and purchased, REMco suggests that care be given to the lubrication choices. REMco offers four different systems of lubrication – Manual Grease, Auto Lube Grease, Manual Oil and SmartBox Monitored Oil. Each of these lubrication systems have benefits for the user. Consider the following:



REMco AUTO LUBE II GREASE LUBRICATION SYSTEM

The Benefits:

- Automatic, Easy to Install, Program and Operate
- Provides Large Reservoir for Fewest Refills
- More Grease Cycles, Less Grease per Cycle for More Even Lubrication
- Normally Uses a Low Amount of Lubricant
- Lube System Turns on With Crusher

STANDARD GREASE LUBRICATION

The Benefits:

- Lowest Cost
- Simple, User Friendly, Requires a Normal Grease Gun
- Reliable When Done Per Instructions
- Uses the Least Amount of Lubricant
- Very Low Maintenance
- Greasing can be Done to Custom Schedule Depending on Operating Cycle

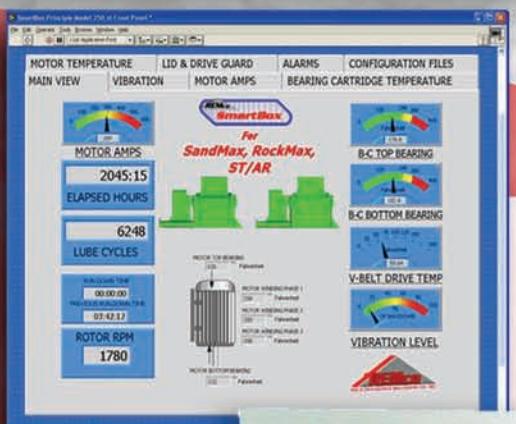


OIL LUBRICATION

STANDARD OIL LUBRICATION

The Benefits:

- Maintains Continuous Lubrication
- Provides Cooling to Bearings
- Maintains Constant Temperature Regardless of Ambient or Feed Temperature
- Interlocked with Crusher Motor
- Provides Filtered Lubricant at all Times
- Can be Integrated into a PLC Controller



SMARTBOX MONITORED OIL

The Benefits:

- Maintains Continuous Lubrication
- Provides Cooling to Bearings
- Maintains Constant Temperature Regardless of Ambient or Feed Temperature
- Interlocked with Crusher Motor
- Provides Filtered Lubricant at all Times
- Monitored by Computer
- All Lubrication Data, Temperature Flow, Pressure, etc. is Recorded
- Can be Integrated into a PLC Controller

Whether you prefer grease or oil or if you have special circumstances of operation, REMco can supply the crusher with the right lubrication system for the job. This will insure proper performance and extended life from the bearing assembly. Over years of operation, this will result in lower repair costs.

RETROFIT LUBRICATION SYSTEMS

**AVAILABLE FOR YOUR CRUSHER!!! CONTACT YOUR
REMCO REPRESENTATIVE FOR MORE INFORMATION ...**

TECHNICAL CENTER

"MY MANUAL GREASE BLOCK WON'T TAKE GREASE.... NOW WHAT?"

This is another common question especially on crushers that are portable mounted or that have recently suffered a severe out of balance shutdown. The good news is, most of the time the fix is fast and simple as it is most often caused by the grease block's internal pistons sliding into "neutral". When this condition occurs it is virtually impossible for the grease block to take grease no matter how hard you try to pump grease in, it will feel "locked-up". Here's why and how to fix it.



Figure 1



Figure 2

Inside the grease block are a series of pistons that are forced up and down by the grease that is pumped through them. These pistons meter the grease in the correct proportions to the bearing cartridge. It is possible in over the road bouncing or severe out of balance vibration these pistons can become misaligned with the internal grease ports and will not move regardless of pressure.

To fix this condition simply remove the Allen cap screw buttons on the top and bottom of the grease block with a 3/16 Allen wrench and reposition the pistons in the following manner (see figure 1 and 2). Using the Allen wrench push the pistons through the cap screw holes in an alternating fashion up, down, up and down for a four block system and up, down, up for a three block system. Put the buttons back in place then see if the system takes grease. If it does you are back in business, if not you may have to repeat the process pushing the pistons in the opposite direction to get them in sync with the block. Once it takes grease you're back in business.

Naturally there are other conditions that can cause the grease block to lock up such as a clogged or kinked grease line but this is the most common. If after you have completed this procedure the system still does not take grease contact REMco's service department for further diagnostic instructions.

TO OUR READERS



WE WANT YOUR TECHNICAL QUESTIONS, JOB STORIES and CRUSHER CHALLENGES!!!

This newsletter is produced for REMco users and its intent is to make your life easier! Our success depends on your success. We really do want to hear what's been happening with your REMco crusher in your plant. Send your questions, comments, and job stories to the email addresses below. If you don't like email, drop us a line by snail mail or give us a call. Who knows? Maybe you'll see your question or story in print...

HOW WOULD YOU LIKE TO GET IT?

In today's fast paced world, it's difficult to balance tradition and technology. Traditionally, newsletters are done in print and mailed to the recipient. However, technology makes it possible for you to receive your newsletter electronically and skip the trip to the mail box. So the question is simple... **How would you like to get it?** If you would like to receive your monthly newsletter in a format other than the way you are reading this information right now... or if you would like to NOT receive a newsletter at all, contact:

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