REBUILD . . . DON'T THROW IT OUT!

More than four decades of proven results

If a journal has been excessively worn or "Burned Out" all the hardness is gone. It may be ground to an undersize but that softness often limits the life of the engine to a matter of hours. So what does the manufacturer recommend? Throw it out.

In the past, probably true. Today, don't you believe it.

Serious savings.

Suppose you could have damaged crankshaft journals rebuilt for a small fraction of the cost of a new shaft? What if the result was better than when it was new? That's exactly what The Gleason Process offers.

Hardness Versus Flexibility

The harder a crankshaft journal is made, the less flexibility it has. The designer bears this in mind when selecting the correct steel for strength and wear resistance while still maintaining flexibility to resist breaking from torsional twist.

With exotic alloys, he could create a maximum of hardness and flexibility, but the cost of an entire shaft from these metals would be prohibitive. The result is a compromise.

The amazing feature of The Gleason Process, however, is its ability to provide both hardness and flexibility, at a very economical cost.

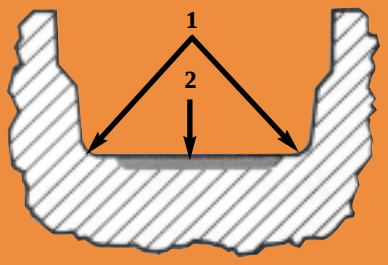
As good or better than new!

The Gleason Process uses a combination of unique welding materials and special application techniques to allow sophisticated alloys to be fused onto crankshaft journals so you receive proper OEM Rockwell "C" Hardness, plus a remarkable degree of flexibility.

The result is a rebuilt crankshaft that is stronger, and more flexible.

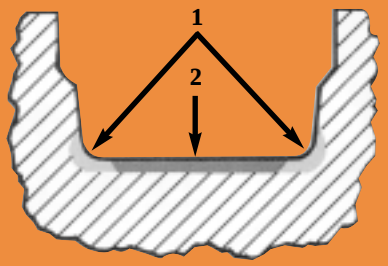
The Gleason Process Provides.

A cross section sketch of a Caterpillar induction hardened crankshaft journal would reveal these characteristics.



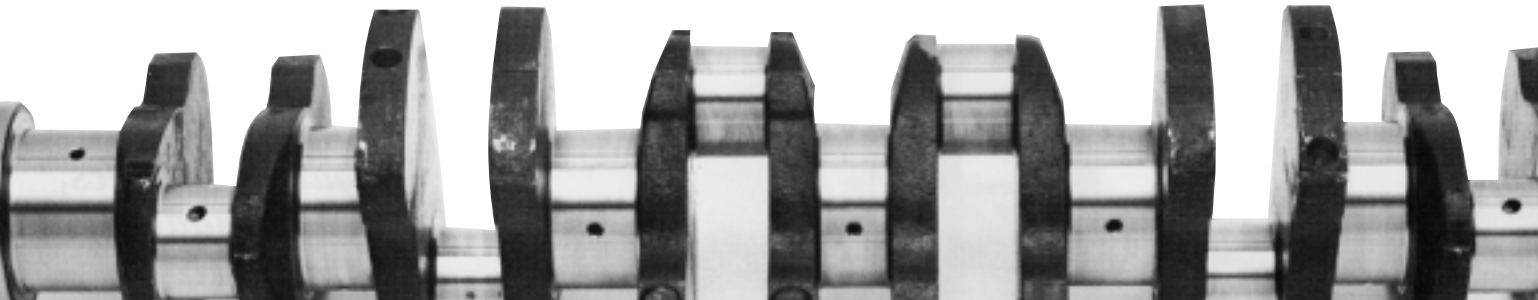
Hardness	Tensile Strength	Flexibility
1. RC 28	45,000 psi	10%
2. RC 55-60	110,000psi	2-3%

A cross section sketch of the same crankshaft journal, rebuilt with The Gleason Process would look like this, and have these characteristics.



Hardness	Tensile Strength	Flexibility
1. RC 30	80,000 psi	20%
2. RC 50**	240,000psi	16%

** Factory minimum hardness specification.



Only from Gleason

The Gleason Process is so unique that there is nothing like it available -- anywhere in the World. Many companies have tried to simulate the process -- but have not been successful.

For more than four decades, Gleason has been recognized* as the finest method for rebuilding worn or damaged crankshafts. This respected reputation has been protected by only allowing selected shops that have received intensive training to offer the Gleason Process.

Start saving today.

Whatever your crankshaft rebuilding needs, the Gleason Process will offer you important savings. Contact your Gleason Process Facility today to find out all the details.

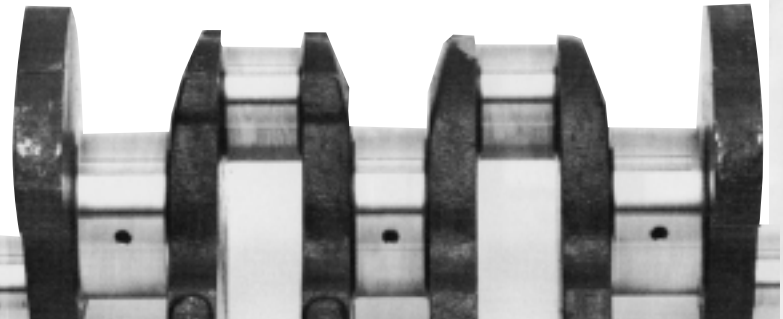
* The Gleason Process is recognized by Komatsu.

Your authorized Gleason Process Facility is:

Gleason Engineering Industries, Inc.

707 Wells Rd Ste 1
Boulder City, NV 89005
www.gleasonengineering.com
Phone: 507-429-0975
Fax: 702-293-4882
E-mail:gleasonengineering@hotmail.com

Form GE400 - 6/14



The Gleason Process

A unique, exclusive, and extremely effective process for rebuilding crankshaft journals to OEM Rockwell "C" hardness specs -- while adding flexibility.