TECHNI/TIPS

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LEADERS IN LUBRICANTS NUMBER 40

GUARDING YOUR EQUIPMENT INVESTMENT –

A MANAGEMENT CHECKLIST

TO INSURE A GOOD PREVENTIVE MAINTENANCE PROGRAM

- ❒ Do you make frequent, unannounced visits to your operation and repair shops to spot check procedure and maintenance control?
- ❒ Does one person have the responsibility for the lubrication and anti-wear measures of your equipment? Is this person a lubrication specialist? (A good rule of thumb: Hire one if maintenance costs are over $100,00 annually.)
- ❒ Are your equipment operators encouraged to promptly report potential trouble spots to your maintenance people?
- ❒ Do your maintenance personnel keep good records on replacement of wearing parts? (You may have an excessive wear problem and not know it.)
- ❒ Do your maintenance personnel routinely check only the lubricant when a bearing fails? Or, do they make a thorough investigation of any failure? (There are dozens of reasons for bearing failure, the two most prominent being over loading and/or dirt.)
- ❒ Do your maintenance personnel avail themselves of the field services of equipment, bearing, and lubricant suppliers? (Most of it is free and usually not linked to a sales pitch.)
- ❒ Do your equipment purchasers insist on mechanical lubricating systems, sealed or self-lubricating heavy-duty bearings and wear-resistant parts on new equipment where practical?
- ❒ Do your operating personnel buy lubricants on price only? (A very dangerous practice, considering the low cost of lubricants as compared to the total cost of equipment.)
- ❒ Do your maintenance personnel rebuild worn parts, or is the work contracted out to the nearest machine rebuilder? (Contracting-out is frequently cheaper, because specialist have the latest rebuilding and hardening equipment.)
- ❒ Are old bearings put back when equipment is overhauled, or are they discarded? Modern practice is to throw them away as a preventive maintenance measure since they represent such a minute part of total equipment cost. They can generate future unneeded downtime.
- ❒ Must any of your equipment be disassembled for lubrication? (Modern practice is to eliminate inaccessible lubrication points.)
- ❒ Are there safety interlocks between any mechanical lubrication system and all equipment serviced by it?

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- ❒ Are grease gun fittings and other lube equipment standardized or is a variety of grease guns and other equipment required?
- ❒ Are lubrication lines well secured and located so as to discourage their use as ladders or stepping points or operating or maintenance personnel?
- ❒ Are bearings over lubricated? (It generally takes a very small amount of lubricant for bearings. Most damage to small equipment is due to over-lubrication.)
- ❒ Are careful records kept to insure compliance with lubrication specifications and schedules?
- ❒ Is there a maintenance card, including lubrication equipments, for each machine or vehicle?
- ❒ Are manufacturers' specs for lubricants for all new equipment checked against current stocks of lubricants for equivalents and for maximum performance capability?
- ❒ Are lubricant stocks checked at regular intervals for simplification? (Annual checking is essential and semi-annual is recommended.)
- ❒ Are older lubricants used first? Use stock rotation!
- ❒ Are lubricants stored indoors where there is less chance of contamination? Is the storage room kept clean, suitably drained, and made of fire-resistant materials? Containers should be stored on their sides, in racks. Containers hold never sit directly on concrete floors.
- ❒ Are lubricants exposed to the environment? (Wherever possible, lubricants should be transferred directly from shipping container to point of use to avoid contamination.)
- ❒ Is your operation subject to considerable equipment downtime because of outdated lubrication methods? (Many types of equipment must be stopped for manual lubrication under stringent safety rules.)
- ❒ Have your downtime rates increased lately? (Too much friction and wear lowers equipment out-put; poor lubricants make equipment run erratically and fail.

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