



GUARDING YOUR EQUIPMENT INVESTMENT –

A MANAGEMENT CHECKLIST



TO INSURE A GOOD PREVENTIVE MAINTENANCE PROGRAM

- 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 \$100K 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.)
- Are there safety interlocks between any mechanical lubrication system and all equipment serviced by it?
- 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.)



