

# As the Wrench Turns

## CPMS User's Journal

### Bar Codes, New PM Work Card

#### CPMS 4.29

New features to give you more accountability and, we hope, make your job a little easier. A never ending job but certainly worth the effort— for all of us.

Here are the highlights in the recent update sent to all of our CPMS customers:

1. Check that the Book Line number is between 0 and 99 in the Master Schedule.
2. Change the Receiving Report to have the Account Number as the first sort column when subtotalling by account number.
3. Correction to the new MSDS button on the Parts screen.
4. Allow a new user to log into CPMS when in the Guest Menu
5. Allow any Guest Mechanic to

check out a part using the Part Checkout screen without logging in as a new user. (Their user ident is stored in Part Transactions.)

6. Include the logged in User (or GuestMechanic Ident) in the Part Transactions open/closed tables.

7. Optionally include bar codes on the Purchase Order report so that users can scan (instead of retyping) part numbers and descriptions into another PO system.

8. Display the logged in User on the CPMS Main Menu caption.

9. Correct error messages when a mechanic closes the last work order on the Mechanic Work Order Scheduling option.

10. Add a new PM Work Card report option to the System Configuration, Work Card Report Options screen. You can specify one page per equipment with or without a picture/drawing area for each page.

11. A new page footer option for the PM and Work Order Work Card reports, so you can specify up to five lines of special instructions and sign off areas. This is set up in the System Configuration, Work Card Report Options screen.

#### What it does...

Most of these changes are self explanatory, but we want to go over them so that you are more comfortable when using them.

1. If the Book Line number only displays two characters, why do we need to check the range of 0-99? Well, you could accidentally enter "123" but you would only see "12"and it would sort as the last PM Duty.

2. In the Purchase Order module, when printing the Receiving Report and subtotalling by account number, all of the PO's for the same account are printed and totaled together.

3. You can now reference one or more MSDS sheets for each part number. These are in the PDF format and stored in the MSDS subdirectory. They are attached and displayed much in the same manner as Drawings/Pictures when clicking on the Draw button. Note the "Yes" or "None" next to the MSDS button. We suggest using the part number as the MSDS file name.

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4. At a number of plants, logging out of the Guest Menu, and then logging back in can be a nuisance and a bit sluggish. By allowing a new user to login without leaving CPMS should make this much easier and faster. But, in order to make sure you are not “left” in the User and Passwords table, always make sure and exit CPMS if there is no one waiting to use it.

5. We recommend that the logged in user match the person using CPMS. But, there is a new option where the shift supervisor or leadman is logged into CPMS and a mechanic can pop up their ident on the Part Check out screen. Their ident will be stored in the part transaction instead of the logged in user.

6. When assigning parts to a Work Order, CPMS has a link to the mechanic. When you close the Work Order you can change the parts and/or quantities used. But, sometimes parts are checked out and not associated with a Work Order or the mechanic who did the Work Order was not the same person who checked out the part(s). Now when parts are checked out, the logged in user is assigned to the part Issue transaction (except as noted in Item #5 above).

7. While we have made extensive use of bar codes for part tags, and more recently for the Physical Inventory Report, there are many other places where this can be useful. If you have a barcode scanner for your PC, then why not take advantage of it. So, we did.

A number of our customers enter their PO's in CPMS and also into a second purchasing system or spreadsheet. We should always try and eliminate redundant data entry or at least make it as painless as possible. A new PO report shown on Page 4 has a bar code for both the part number and part description. Now, when entering your PO info into a second system, just scan the part number and description. This expedites the process and insures accuracy.

8. The logged in user is now displayed on the Main Menu caption line (just like the Guest Menu).

9. There are a couple of “annoyances” in the Mechanic Work Categories functions. Specifically, when the mechanic was using the Your Work Order choice, and closed the last Work Order, there were a number of error message which have been corrected. By having your mechanic process their own PM's and Work Orders is a real opportunity to expedite your work flow and reduce the amount of paper you use. **Think Green.**

10. In addition to the PM Work Card with one page per equipment which has an area for pictures/drawings, there is a new report option which has more room for PM instruction and an expanded signoff area at the bottom of the page (page footer).

11. Take a look at the new PM Work Card on the Page 3. Although you can still have up to ten message lines for special instructions or warnings at the top of each page (header), the bottom of the page (footer) has been expanded to a five line sign off area.

In the example shown, this plant use to have the advisory messages and sign off lines all at the top of every page. Now, the advisory messages are still at the top but the sign off area has been moved to the bottom. There is also a sign off line at then end of the list of PM checks to perform. This requirement for additional sign off areas on the work card is required at many plants now as part of their audits and Best Management Practices.

March 4, 2009  
9:37 AM

### Detail Preventive Maintenance Work Card

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International Info

From: 04/16/08 To: 04/17/08

**WARNING: PROTECT FINISHED PRODUCTS, RAW MATERIALS, AND PACKAGING MATERIAL FROM ANY POSSIBLE CONTAMINATION. AVIOD ANY GRINDING, WELDING, SANDING, PAINTING, DRILLING, AND CUTTING. WHERE NECESSARY PLACE SHIELDS AROUND THE WORK AREA.**

\*\*\*\* Safety First, Always use lockout where applicable \*\*\*\*

EQUIPMENT	SCHEDULED	MECHANIC	SKILLS	PR	DATE FINISHED	START TIME	PM Minutes	Status	Repair Done	Repair Minutes	Needs Repair	Est Minutes	Item Number
FL06-730 COUNT STACKER	04/17/08	VELEZ, JAVIER		2		0:00							
BI-WEEKLY					Due Date: 04/17/08								
1	SAFETY FIRST FOLLOW LOCKOUT PROCEDURE WHEN APPLICABLE												
2	CHECK THAT THIS EQUIPMENT IS IN OPERATING CONDITION.												
3	CHECK ALL THE GUARDS ARE IN PLACE. REPORT ANY MISSING GUARDS												
4	CHECK CONDITION OF BEARING AND SHAFTS												
5	CHECK CONDITION OF BEARING OF ON FEED ROLLERS												
6	CHECK CONDITION OF BELTS AND REPLACE IF NEEDED												
7	CHECK CONDITION OF CHAINS AND "V" BELT												
8	CHECK CONDITION OF STEP MOTOR COUPLING AND PLUG AND TIGHTED SET SCREWS												
9	CHECK FOR METAL TO METAL WITH FORKS AND FORMERS												
10	CHECK FOR OIL CONTAMINATION IN FORKS PISTONS												
11	CHECK FOR GROUNDS												
12	CHECK TENSION IN BELTS												
13	CLEAN AND DATE ALL ELECTRICAL PANELS												
14	ENSURE THAT ALL ELECTRICAL PANELS ARE SECURLY CLOSED												
15	CLEAN CAPACITIVE SENSORS AND CHECK FOR PROPER SENSITIVITY												
16	CLEAN ELECTRICAL PANEL WITH AIR DATE INSIDE PANEL												
17	CLEAN VACUUM BOX WITH AIR PRESSURE (IF APPLICABLE)												
18	INSTALL ANY MISSING EXIT BELTS AND O-RING BELTS												
19	REINSTALL INTRALOCK VACUUM BELT(NOT NECESSARY ON MODIFIED STACKERS)												
20	MINERAL OIL (SAME OIL USED BY PRODUCTION) DO NOT USE GREASE OR OTHERS.												

Signature: \_\_\_\_\_ Date: \_\_\_\_\_ Total: \_\_\_\_\_

Item	Description of Work Performed, Necessary Repairs, or Notes

I HAVE ACCOUNTED FOR ALL THE TOOLS AND PARTS: \_\_\_\_\_ DATE: \_\_\_\_\_  
 EQUIPMENT HAS BEEN CLEANED AND SANITIZED (N/A): \_\_\_\_\_ DATE: \_\_\_\_\_  
 WORK REVIEW AND APPROVED BY: \_\_\_\_\_ DATE: \_\_\_\_\_  
 CPMS CLOSED BY: \_\_\_\_\_ DATE: \_\_\_\_\_

Qty	Part Number	Account Nbr	Ordered For	Unit	Tax	Price	Extd Price
2	2-115 BEARING- INSERT 1 15/16	109538	STK	EA	Y	\$79.29	\$158.58
	SPARE PARTS						
3	80A35H SPROCKET CLUTCH	109538	STK	EA	Y	\$47.29	\$141.87
	SPARE PARTS						
3	80B14 SPROCKET 40MMID BORE	109538	STK	EA	Y	\$105.63	\$316.89
	SPARE PARTS						
3	CWDM3542 MOTOR- 3/4HP 56C FR 1750RPM WASH DOWN	109538	STK	EA	Y	\$349.05	\$1,047.15
	SPARE PARTS						
8	DS20 BEARING-DIE SET BALL BUSHING THOMSON	109538	STK	EA	Y	\$151.27	\$1,210.16
	SPARE PARTS						
40	RS10B-1 CHAIN ROLLER METRIC	109538	STK	FT	Y	\$9.03	\$361.20
	SPARE PARTS						
5	RS10B-C/L LINK MASTER CONNECTING METRIC	109538	STK	EA	Y	\$1.71	\$8.55
	SPARE PARTS						
5	RS10B-O/L LINK OFFSETMETRIC	109538	STK	EA	Y	\$3.51	\$17.55
	SPARE PARTS						
						Subtotal:	\$5,334.88
						Tax	\$360.10
						S & H	
						Total:	\$5,694.98

## And the Winner is...

No one won the \$100 prize from our the last newsletter. The question was what does "I/O Error- check for full disk" mean, and what steps should you take to correct it?

As you (and others) are adding and editing data and running program options, the data base is constantly being updated and synchronized. It's possible, particularly if your network is sluggish, to end up with a damaged index file, or rarely, lost or damaged data.

If you suspect your data base may be damaged,

then run Supervisor, Data Base Analyzer, Check Data Base Integrity. This will determine if you have lost or damage data and you should contact us if this utility reports an error.

The "I/O Error- check for full disk" message usually means that the index file is pointing to an invalid disk address. If you live in a town which has streets numbered from 10<sup>th</sup> to 50<sup>th</sup> and a driver is looking for someone living on 176<sup>th</sup> street, he has an invalid address or is in the wrong town.

The corrective action is to run Supervisor, Other Utilities, Data Base Maintenance, Compress CPMS files (which builds a new Index file). Contact us if this utility reports an error.

## CPMS Quiz

For \$100, what is the best/easiest way to determine the total PM time your crew is/was scheduled to work on "Line 1" for next month and for last month. Assume that only your "Line 1" equipment begins with "L1"

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