

CPMS Newsletter

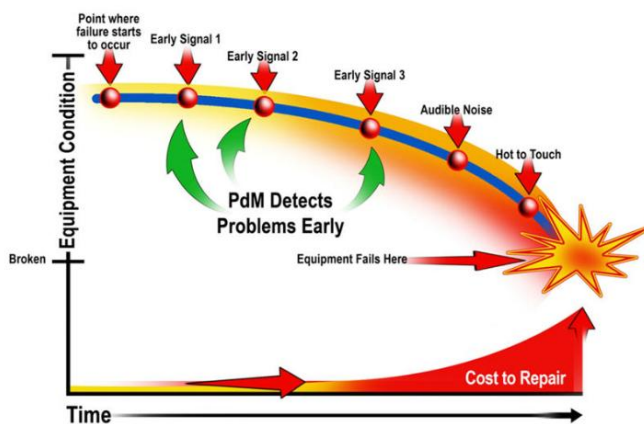
“As the Wrench Turns”

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RTF-Run to Failure Maintenance

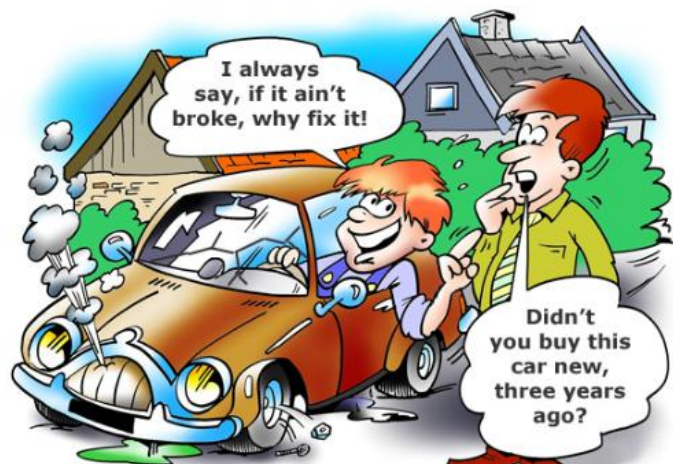
Over the years we have discussed how some plants run their equipment until it fails because of production demands and there is little or no time to perform necessary preventive maintenance. All of our manufacturing customers should try and move from RTF maintenance to preventive/predictive maintenance at their first opportunity.



However, there are portions of your plant where RTF may be the correct and most cost effective approach. Consider office and plant lighting where replacing a bulb only when it fails is probably better than replacing all the lights in an area when

they are near their expected life span. In general, all of your preventive maintenance checks need to address those items which are critical to the production process. Other areas such as restrooms, water fountains, loading dock doors, etc., can be part of a weekly walk though. You don't need a six month PM check for a sink faucet. When problems are noted a work order should be added.

Your car is a good example of PM versus RTF maintenance. Interior and exterior lights, radio, power windows, maybe AC, are all examples of items used until they fail. But hopefully, oil and oil filter changes are part of your car's PM and scheduled by the calendar or by mileage.



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One of the RTF examples says that if the type of failure with a particular machine is unpredictable then you might as well wait until it breaks. However, if you faithfully document equipment breakdowns by entering the “Failure Description” and “Repair and Corrective Action to prevent reoccurrence”, you will see trends and what can be done on the PM side. Those plants which are proactive with their PM checks and inspections will have a lot fewer surprise outages.

Making changes to the Purchase Order header info

You have just added a new PO and notice that the Vendor's contact, phone, city, state, zip, etc., are wrong or missing. There is nowhere on the Purchase Order screen form where you can add or correct this information.

The screenshot shows the 'Purchase Orders' window with the following fields:

- PO Number: 10575
- Vendor: AA | ALL AMERICAN
- PO Date: 04/26/12
- Terms: [blank]
- Due Date: 05/03/12
- Req Nbr: 04/26/12
- MO: N
- CC: [blank]
- Freight: [blank]
- Contact: [blank]
- Phone: [blank]
- Fax: [blank]
- Last Trans: [blank]
- Purchases: [blank]
- Delivery Instructions: [blank]

Buttons include: Approved, AFP, Exit, Add Form, Edit, Email, Add Part First.

Simply click the Edit Form button and go to Vendors for this Vendor Ident and add/change the necessary entries.

And, on the right side of the Purchase Order screen form are "Mail to" and "Ship to" which point to your company's entry (or entries) in the Vendor table. You may have two different addresses for mailing and shipping. Some multi plant companies have more than one mailing address for invoices. Make sure that "Mail to" and "Ship to" point to the correct entry in the Vendor table.

The screenshot shows the shipping and mailing options section of the form:

- VIA: [blank]
- Freight: \$0.00
- Last Trans: 09/01/17
- Purchases: \$0.00
- Delivery Instructions: [blank]
- Mail to: IIS | [blank]
- Ship to: IIS | [blank]
- Note: [blank]

Buttons: Form, Edit Form, Help, Print, PDF.

And the Winner is...

Doug Aoki, from Snak King, in Los Angeles, CA answered the CPMS Quiz correctly in our last issue. The question was: How can you quickly determine the current value of your spare parts using the most recent price?

And the answer is: Just look at the Plant Summary on the CPMS Main Menu where you see Inventory and Total Unit Price. Doug got full credit because he said to click the "Refresh" button first (otherwise you would be looking at an older "current value").

CPMS Quiz

For \$100

You should always process your PM work cards every week. But if you are two weeks behind why can't you process both weeks at once? (CPMS requires that you process the oldest week and then last week... and there's a good reason.)

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