

OpsPilot

Lubrication Management — User Manual

CMMS-Ready Lube Routes & Oil Analysis · AI Engineering Co-Pilot



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What this guide covers — why lubrication management matters, how the OpsPilot module builds a complete programme, what to have ready, and the CMMS-ready schedule you receive.

1. Why lubrication management?

Incorrect lubrication — wrong grease, wrong amount, wrong interval, or contaminated oil — is one of the top causes of premature bearing failure. A lubrication programme fixes that systematically: the right lubricant on the right point at the right interval, kept clean, with oil analysis catching trouble early. Done well it is one of the cheapest, highest-return reliability activities there is.

2. What the OpsPilot module does

Role	Responsibility
AI Coach — Lubrication Reliability Engineer (OpsPilot)	Guides a systematic programme build — asset register, lubricant rationalisation, lube-point cataloguing, interval optimisation, oil analysis, contamination control, and CMMS-ready route generation.
Maintenance / Reliability Lead (you)	Provide the specifics — assets, Functional Locations, current lubricants, lube points, OEM data, operating environment and any oil-analysis history — and you know where the programme has gaps.

3. How it works — the process

#	Stage
1	Programme scope, governance and CMMS context
2	Asset register and Functional Locations
3	Lubricant register — rationalise and standardise
4	Lube-points register — every point catalogued
5	Interval optimisation against operating conditions
6	Oil analysis programme with an action matrix
7	Greasing technique and quantity
8	CMMS-ready route generation and report

4. What you will be asked — have this ready

- The assets and their Functional Locations, and the CMMS you'll load it into (SAP PM / Maximo / Oracle EAM).
- The current lubricants in use, the lube points, and the OEM lubrication data.
- The operating environment (temperature, dust, moisture, load) and any oil-analysis history.
- Where you know the programme currently has gaps.

5. What you receive — the output

A complete Lubrication Route and Schedule (Word), structured to drop directly into SAP PM / Maximo / Oracle EAM as a Task List with Operations — and written so a tradesperson can execute every line safely without prior lubrication training. It includes the rationalised lubricant register, the catalogued lube points, optimised intervals, the oil-analysis action matrix and greasing technique with quantities.

6. Worked example (illustrative)

A site is carrying thirty different lubricants, several of them interchangeable, and greases bearings “when someone remembers.” The programme rationalises the thirty down to perhaps eight standard products (fewer wrong-grease mistakes, simpler stores), catalogues every grease point with its calculated quantity (so nobody over-greases and cooks a bearing), and sets each interval against the point's real operating conditions rather than a blanket monthly. Oil analysis is added on the critical gearboxes with a clear action matrix — what to do when iron, water or viscosity crosses a limit. The output is a route a tradesperson can simply follow.

7. Getting the best result

- **Rationalise first.** Fewer, standardised lubricants means fewer wrong-grease failures and simpler stores.
- **Catalogue every point with a quantity.** Over-greasing fails bearings as surely as under-greasing.
- **Set intervals by condition.** A hot, wet, dusty point needs more attention than a clean one — not the same calendar.
- **Add oil analysis where it pays.** On critical oil-filled assets it's an early-warning system, not a cost.

OpsPilot — AI Engineering Co-Pilot. Learn more at opsinnovatech.com