



Pentagon Lubricants (I) Private Limited



*Recipient of 'Model 5s Company'
By ABK-AOTS DOSAKAI, Japan.
1st Company in India to be conferred in SSI category.*

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an initiative
of
pentagon lubricants (I)
private limited,
chennai,
india.

for the benefit of
its esteemed customers

to know more about us
please visit
www.pentagonlubricants.com

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pen_lubricants@hotmail.com

CUSTOMER EDUCATION PROGRAM



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Beyond Creating
Great Products,
We Are Here To
Create More
Educated
Customers!



Dear All,

Advance Independence Day Greetings to one and all !

foreword
by
s.alex wilfred
managing director

I am happy to see the response from customers about our Customer Education Program (CEP) and our recent introduction of general management topics. Some customers have shared with us the productivity achieved by them through prudent usage and good maintenance practice in their workplace.

We are delighted to note that through Customer Education Program (CEP), we are able to increase customer awareness on our products and services and share articles and write-ups on proper handling, storage, maintenance practice, troubleshooting, etc.

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managing director

With your valuable support, I am pleased to send herewith our 5th issue – August 2013.

If you wish your friend or colleague in Purchase/Commercial/Production/Quality/Maintenance department to be benefitted by our CEP please send us their contact details to us.

Cheers !
S. Alex Wilfred

- Topics Covered In This Issue:
- New Lubricants... Good for our machines... Right?
 - Lubricant Safety
 - Conveyor Lubrication Maintenance Tip
 - I am too friendly with my team..Unable to deliver 100% results..What do I do?



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General, Application-Related Topics

New Lubricants – Good For our Machines.. Right?

Studies have taught us that nearly 70% of component failures are a result of 'Infant Mortality' or more specifically a high Conditional Probability of Failure (CPF) when a machine is returned to service after intervention. Further studies suggest that over 50% of machine failures are a direct result of lubrication issues. It doesn't take a scientific calculator to figure out when we have things go wrong, a large percentage of these problems are lubricant-related.

One of the manufacturing company have found that as much as 20% of their new lubricant purchases are either contaminated beyond acceptable standards or have a physical property that is out of specification. This company chose to take control of the situation by adding specific criteria to their lubricant purchasing contract and testing a sample from each batch of new lubricant ready for delivery to their site. The drums can simply not be delivered until testing has confirmed they are in spec, clean and dry. In short, they have decided that the time to find out the lube is bad is before it is added to the machine, not after.

Depending on the repackaging and transportation standards of your lubricant vendor, these numbers may be higher or lower at your site. While it is generally not feasible to check every container of oil delivered, it is wise to either spot check new oil deliveries or at the very least take samples of bulk oil deliveries and have them tested to be sure the right quality of the right lubricant is set to be added to your critical assets. And equally important, have a plan of action for when you find things are not as they should be.

Typical new oil test packages will ensure the oil is the right grade and contains the right additive package. Viscosity testing and spectrochemical (metals) analysis will ensure these are in order.

After knowing you have the right oil, one can make sure it is clean and dry by checking for moisture with a Karl Fischer water test (It is a method to determine the trace amounts of water in a sample, invented in 1935 by the German chemist Karl Fischer) and for solid particle contamination with an ISO particle count. Limits for all these tests will depend on the application of the lubricant, but must be set in advance so that out of control conditions can be easily identified and corrective action set into motion when the limits are exceeded.

Contact us at pen_lubricants@hotmail.com for further information or for help in setting up a new oil quality monitoring program for you.





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Utility, Safety and Storage Related Topics

Lubricant Safety

While a majority of the lubricants (mineral oils) used in a production plant are presently derived from hydrocarbons or synthesized hydrocarbons, the developing trend to increase lubricant performance for specific applications is leading to the increased number of synthetic lubricants.

These synthetic lubricants along with all lubricants (oils, greases, pastes, and assembly lubricants) can require special handling and safety precautions that require all individuals involved in lubricant related tasks to read and comprehend the manufacturer's material safety data sheets (MSDS). While most companies have a central location for the MSDS forms, it has been noted that many individuals who perform lubricant related tasks are not aware of the content and/or the associated safety requirements with the in plant lubricants.

Any personnel who is responsible for handling of lubricants should be trained in the hazards posed by lubricant products and the proper personal protection measures that should be taken. The proper personnel protective equipment (PPE) should also be readily accessible to these personnel.

In storage areas, sprinkler systems or other fire suppression measures should be in place to reduce the risk of the potential consequences of combustion of lubricants. Since most lubricants are combustible, fire extinguishers should also be available in storage areas and should be of a type appropriate for fighting flammable liquid fires.





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Machinery Maintenance Related Topics

Conveyor Lubrication Maintenance Tip

In most cases lubricating bearings on a conveyor system is most effective while the system is operating. To address safety concerns, plant operators would often extend grease lines to a location away from pinch points or other potential safety concerns. Without specific direction these remote grease lines can be found to have been installed in a variety of configurations.

Here are some guidelines for installing remote grease lines on equipment :-

- Always install a fixed or rigid lube block and group lube lines that require equal amounts of the same lubricant.
- Tag the lube lines to identify the frequency, type and amount of grease required.
- When possible, mount the lube block in a location that allows the mechanic to see the bearing(s) being lubricated.
- Standardize on one type of grease fitting, zerk or button head. (Button head fittings provide a more positive connection for the grease gun).
- When possible grease blocks should be installed at about 4' above the level where a mechanic will stand.
- Lube blocks can be purchased in a variety of fitting combinations or they can be custom made using drilled angle iron or flat bar and fitted with common bulkhead fittings. Most industrial suppliers will offer assistance in configuring an effective system.

Following these simple guidelines will improve the effectiveness of your lubrication program and simplify future training requirements for new employees. Although this tip focuses on conveyor systems, these principles can be applied universally.

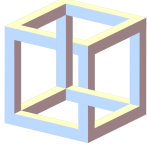




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General Management Topics



***I am too friendly with my team. Hence I am not able to deliver 100% results.
How could I manage ?***

It doesn't mean because the pawn, the queen and the king come from the same box they share equal significance on the chessboard. The king is the king and the pawn is only a pawn on the board. Off the job, by choosing to be a good friend to your team, you are being a wonderful human being. However, by doing the same on the job, you would be a lousy professional.

Every role has some primary responsibilities. However well you do in all the other aspects, if you fail in the primary responsibilities of the role, then you have let the role down. Will you excuse him if your driver is very nice to you, always smiling and caring but dents the car twice a week? His primary responsibility is to drive you safely. So it is with a professional.

Empowerment of performance, of the self and the team are the primary responsibilities of a professional and no compromise is allowed. The same team players with whom you are not able to deliver the 100% results, will not tell you tomorrow, "Thank you for being such a good friend," but will ask you, "Why were you not such a good team leader?"

We teach children, "Work while you work, and play while you play." As adult professionals, empower performance on the job and be friendly with your team off the job. You need to have an iron fist in a velvet glove. Not only as a professional, but also in all roles of your life, first fulfil your primary responsibility and only then extend yourself into the secondary responsibilities.





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**Strength does not come
from physical capacity,**

**It comes from
an indomitable will.**



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