

## Step by Step Procedure for Lube Coach

**Purpose:** To identify the volume of grease/oil that needs to be lubricated per cycle and frequency of lubrication.

### **I. Information that you need before you use the lube coach**

- a) Identify the type of bearing that needs to be lubricated
- b) Identify the bore diameter of the shaft in which the bearing would be used.
- c) Identify the rpm of the shaft on which the bearing is mounted.
- d) Identify the Viscosity of the oil, or the viscosity of the oil in the grease, that is used.
- e) Identify Operating temperature
- f) Observe the operating environment of the bearing (e.g, dry or clean or wet or humid)
- g) If possible determine the bearing design number (series e.g. 6200 or 6300)

### **II. Instruction to use the lube coach**

1. Select the lube coach wheel corresponding to the bearing (roller or ball or cylindrical)
2. Rotate the inner dial pointing towards the corresponding bore diameter and rpm.
3. You would be able to see the minimum viscosity and ideal (optimum viscosity) reading corresponding to the rpm.
4. Now flip over the chart (to the rear side). You will see a graph with operating viscosity in X-axis and Operating temperature in Y- axis.
5. Based on viscosity of the oil used, identify the corresponding line in the graph. Now with known operating temperature identify the operating viscosity.
6. This value should never be less than the minimum viscosity that you noted down in point 3. If so then you are using a wrong type of oil or grease. Contact your product specialist. The viscosity should be very close to the optimum, which is 3 times the minimum allowable viscosity.
7. Flip the chart to its front side and identify the operating (environmental) condition of your bearing as stated in the white dial.
8. Record the corresponding lubrication interval (in days) based on the reading shown in the lubrication interval slot.
9. Based on the series of the bearing record the volume per lube cycle from the volume per lube cycle slot. If you do not know the series then you have to make your best estimate, but be careful to no over-lubricate the bearing
10. In the bearing lubrication interval slot you might note three different colours, if your application points to green colour it means it can safely be lubricated with grease. If yellow, then the bearing needs automatic greasing. If the background is red then it is not suitable for grease lubrication.

To learn more about the details on the basis of lube coach design please refer to lube coach volume and frequency recommendation document.