Operational excellence

TPM and Autonomous Maintenance

Two days to engage production and maintenance in TPM and start autonomous maintenance on a piece of equipment at your site. Overall equipment effectiveness is calculated from your own stoppages, the major losses are identified, then a clean-and-inspect session is run on the machine with the operators. You leave with the first autonomous maintenance standards and a plan for the following steps.

Duration : 2 days

Objectives

1. Explain the pillars of TPM and how roles are shared between production and maintenance
2. Calculate the overall equipment effectiveness (OEE) of a machine and identify its major losses
3. Run a clean-and-inspect session on a machine and deal with the anomalies found
4. Write cleaning, inspection and lubrication standards for operators
5. Plan the roll-out of the autonomous maintenance steps

Programme

Day 1 — morning

• TPM: aiming for zero breakdowns, zero defects, zero accidents, and its pillars

• The major equipment losses: breakdowns, changeovers, minor stops, reduced speed, defects, start-up

• Overall equipment effectiveness: availability, performance, quality

• Exercise: calculating the OEE from your line's stoppage records

Day 1 — afternoon

• Autonomous maintenance: the steps, from restoring basic condition to team autonomy

• Sharing tasks between operators and maintenance technicians

• Anomaly tags, sources of contamination, hard-to-reach areas

• Preparing the clean-and-inspect session: safety, lockout, tools, roles

Day 2 — morning

• Clean-and-inspect of a machine at your site with the line team

• Spotting and tagging anomalies

• Immediate treatment of simple anomalies and planning of the others

• Photos and records for the machine's reference state

Day 2 — afternoon (workshop)

• Workshop: interim cleaning, inspection and lubrication standards for the equipment

• Visual management of check points: markers, levels, direction of rotation

• Follow-up indicators: OEE, anomalies open and closed, breakdowns

• Roll-out plan for autonomous maintenance

• Knowledge test on TPM and OEE

Teaching methods

• OEE calculated from the actual stoppage records of your line
• Half a day of clean-and-inspect on a machine, in line with the site's lockout rules
• Pairs of an operator and a maintenance technician
• Anomaly tags and standard templates provided
• Discussions in Darija possible on the shop floor with line operators

Assessment and documents

Knowledge test, end-of-course evaluation at D+1, numbered training certificate verifiable online and training report, together with the list of anomalies found and the interim standards for the equipment.

Bilingual materials for every participant; each classroom course comes with its digital twin on OmniLearn.

Good to know

Clean-and-inspect builds on 5S: a site that has not yet started it can begin with « 5S and Visual Management: Pilot Workshop ». To reduce the loss linked to changeovers, see « SMED: Changeover Time Reduction ».

Practical information

Duration	2 days
Audience	Maintenance, production, methods, line leaders and operators
Prerequisites	No prerequisites
Group size	Groups of 6 to 12 participants, in-company
Format	In-company, face to face on your site
Language	French, Darija or English; bilingual materials
Funding	OFPPT special training contracts (TFP), GIAC, Maroc PME: we prepare the applications with you, at no extra cost.
Programme customisation	Programme adapted to your procedures, your equipment and your audience

Frequently asked questions

Does autonomous maintenance shift maintenance to the operators?
No. Operators take over cleaning, inspection, simple lubrication and reporting anomalies. Maintenance keeps the technical interventions and can concentrate on preventive work and equipment improvement.

Which machine should we choose for the workshop?
A machine that matters for production, whose stoppages are known, and that can be stopped and locked out for half a day. We choose it with you according to the production schedule.

Do we need a CMMS?
No. The course works with the records you have, even on paper. If a CMMS exists, its stoppage histories are used to calculate the OEE.