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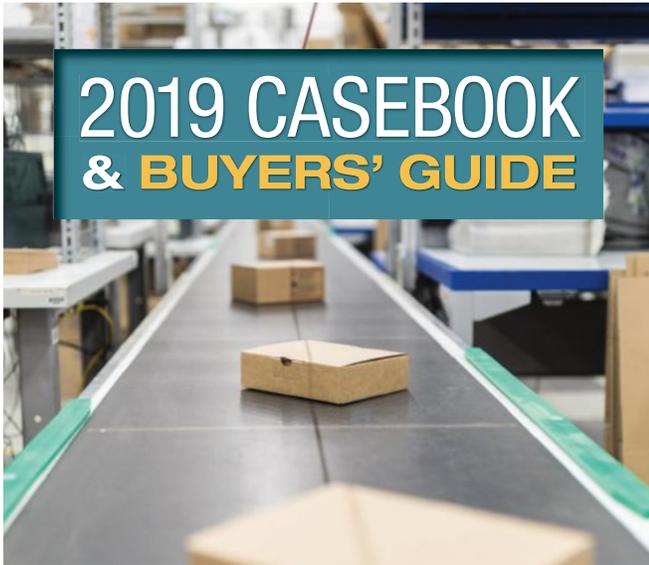
October 2018

2019 CASEBOOK & **BUYERS' GUIDE**

- Automation
- Information Management
- Lift Trucks
- Packaging
- Storage
- Warehouse Environment

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PRODUCTIVITY SOLUTIONS FOR DISTRIBUTION, WAREHOUSING AND MANUFACTURING



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& BUYERS' GUIDE**

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and processes. Flat screen monitors and scanners are integrated into the workstations to help the retailer leverage new technological capabilities. Storage solutions for more durable protective packing materials, including air pillows and poly

bags were implemented.

In addition, the supplier helped the retailer optimize its processes to meet customer expectations around expedited shipping, in-store pickup and hassle-free returns. Through these mod-

ifications, productivity of existing workstations increased by more than 20%.

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Meggitt Aircraft Systems implements tire carousel system

New system increases worker efficiency and floor space as well as provides ergonomic advantages for workers.

In July 2017, Julie Pero, director of plant engineering at Meggitt Aircraft Systems, commissioned an audit of plant and capacity for their Danville, Ky., plant. The audit began with a survey of operations. This included a walk through the facility with Meggitt staff to confirm accuracy of the layout.

While inspecting the plant, it was discovered that Meggitt stored hundreds of aircraft tires ranging from less than 28 inches to 44 inches in diameter. The related handling and storage problems of these tires were significantly impacting operations. Specifically, aircraft tires tend to be quite large and heavy, presenting ergonomic problems moving them in/out of conventional storage systems.

In many cases, tires were stacked one or two levels high on pallets so forklifts could do horizontal and vertical transfers. This method created a human factors problem because much lifting and rearranging effort was required to access a single tire. Additionally, storing pallets of tires on rack created a fire concern with so much rubber being concentrated in open space at higher elevations. The net result was that tires were spread out across the floor, consuming considerable space and labor

resources to store and retrieve.

Meggitt installed an enclosed tire carousel system. The company elected to go with a combination of three enclosed tire carousels to concentrate present tire storage (plus growth) into a few hundred square feet along one wall. The “after” layout returned considerable floor space to other revenue-generating operations. It also eliminated the tire-handling problem by presenting single tires to staff at a natural working height for human friendly loading/unloading to carts placed under the tire carriers.

“Our Meggitt team has rave reviews regarding the tire carousel system we recently implemented,” says Aric Mlejnek, structural



manufacturing manager at Meggitt. “Consolidating into one location saves time and increases worker efficiency, ease of use and upright posture aid in ergonomic effort, and floor space gains with vertical storage have amounted to more than 8,000 square feet. This was without a doubt a positive investment for Danville.”

Happy with the outcome, Meggitt is looking at similar high-density storage and retrieval applications that will provide space and labor savings within other small part and pallet storage zones across the plant.

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Steel Dynamics protects its highly advanced rail welder

The welder has been safeguarded from the elements by a truss arch building.

In recent years, Steel Dynamics Inc. (SDI)—the fifth-largest producer of carbon steel products in the United States—and its structural

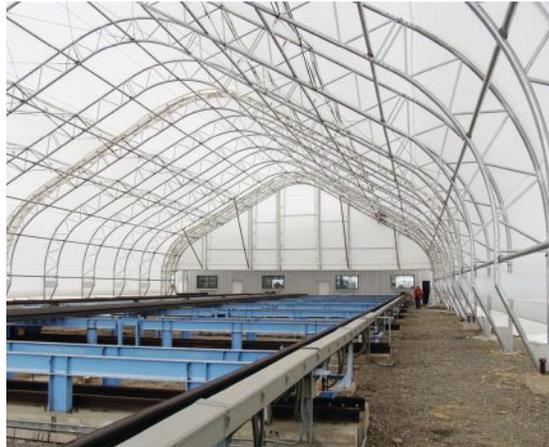
and rail division commissioned a mill in Columbia City, Ind., which is the world’s only facility that can weld rail into 1,600-foot lengths.

“The facility stretches nearly 3,100 feet, which gives us the ability to weld rail to such lengths,” says Steve Messina, civil engineer on site. “This mill also has the capability to produce wide flange beams, H-piling, angles, channels and sheet piling.”

To ensure year-round production of long welded rail and protect equipment and rail product from the weather, a structure over part of the facility was necessary.

“The decision was made to construct a fabric structure instead of a metal structure because of the cost savings and expeditious time to construct,” Messina adds.

The company ultimately chose



a truss arch building—created by a fabric, metal and hybrid building developer— which is 83 feet wide by 336 feet and 8 inches long.

“It is installed over the ‘transfer bed,’ which is where rail is temporarily stored and transferred from the

unloading process to the welding process,” he explains. “It keeps out wind and rain, and we expect it to keep out snow as well.”

And, the structure’s quick and easy construction was the ideal solution for SDI. “Having a shorter start-to-finish timeline always simplifies construction and seems to make everyone happy,” he adds. “The material that was used was lightweight and easy

to put together due to the simple connections, which ultimately made construction much safer.”

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