



## 2019 CEMA ENGINEERING CONFERENCE BULK HANDLING SAFETY SUB-COMMITTEE MEETING

La Playa Hotel, Naples, FL

Monday, June 24, 2018 – 10:00 am

### AGENDA

1. Call to Order
2. Roll Call and Introductions
3. Review and Approval of June 25, 2018 Minutes (Attached)
4. Old Business
  - a) **Best Practice for Inspection, Application, Servicing and Maintenance of Backstops** – Raul Morales (Subcommittee Chair) to update and share information as shared from CEMA attendees Rich Collins, Ringspann Corporation and Hans Rodgers, SEW-Eurodrive, Inc.
  - b) **Best Practice for Implementation of Fire and Explosion Preventive Measures** – Share best practices for eliminating risk in preventing Fire and Explosion as shared and updated from previous conference.
  - c) **Proposal for Risk Assessment for Trip/Safety Hazards regarding Self-Unloading Portable Rail Car Systems.**
  - d) **ANSI/ISO vs. CEMA Safety Labels** – Update on Board decision
  - e) **CEMA Safety Label – Hold Down Wheel Danger** – Review and share pictograms for Best Practices for Guarding and Danger at Deflection Wheels on Stationary Sidewall Belts.
5. New Business
  - a) **CEMA White Paper** – Volunteers needed
  - b) Review current **Safety Best Practices Recommendation CEMA SBP-001 Design and Safe Application of Conveyor Crossovers for Unit Handling Conveyors** for development of Bulk Handling Crossovers Best Practices. (Attached current CEMA SBP-001)
6. Election of a Chair
7. Next Meeting – June 15, 2020 – La Playa Hotel, Naples, FL
8. Adjourn

Rick Tschantz, Chair



## MINUTES OF THE CEMA ENGINEERING CONFERENCE

### BULK HANDLING SAFETY COMMITTEE MEETING

Monday, June 25, 2018

1. Call to order

The meeting was called to order at 2:23 pm by Committee Chair Rick Tschantz – Imperial Technologies.

2. Roll call and introductions

47 attendees. (See attached list).

3. Reviewed and approved minutes from June 26, 2017.

4. Old Business

a) **Best Practices for Inspection, Application, Servicing and Maintenance of Backstops – Updates from the Sub-Committee.**

Sub-Committee: Raul Morales, Rexnord (chair); Warren Knapp, Screw Conveyor Corp; Andrew Beadle, Universal Industries, Inc.; Todd Swinderman, RToddS Engineering; Ian Landry, Hatch; Frank Loeffler Jr., Loeffler Engineering Group.

Backstop safety reviewed submitted Backstops and Safety report supplied by Raul Morales, Rexnord Industries (Backstops and Safety) supplied with agenda. Rick Tschantz, Chair requested for sub-committee Chair Raul Morales, who was absent, that each of the backstop manufacturers present. Rich Collins, Ringspann Corporation and Hans Rodgers of SEW-Eurodrive, Inc. become part of existing sub-committee offering their assistance as to what their manufacturing service departments recommendations (Best Practices) for inspecting and servicing are for their manufactured Backstop-Brake products. Documents to be sent directly to Kimberly at CEMA, **no later than August 9, 2018** for distribution to the sub-committee members for review. Reviewed ASME-B20.1 TN-18-1195 wording change approval for backstop definition.

b) **Best Practices for Implementation of Fire and Explosion Preventive Measures – Updates.**

Sub-Committee: Preston Hofer, Universal Industries, Inc.; Andrew Morton & Jacob Rider, KWS; Edward Sunseri, Applied Conveyor Technology, Inc.; Rick Tschantz, Imperial Technologies, Inc. Brian Knapp, 4B Components, will be added to sub-committee.

Reviewed briefly Bucket Elevator book, Chapter 11, as guideline for format. Todd Swinderman, RToddS Engineering, LLC; supplied presentation (Conveyor Belt Fire Safety Best Practices) with agenda, on excerpts from the Martin safety book for Best Practices Document for fire safety. Requesting to all to add additional information for Explosion Venting for Conveyor Fire Prevention Recommendations similar to Bucket Elevator book. Selection of proper components were discussed when handling flammable or explosive

materials. Cleaning of belts and wiper fins with concern due to possible buildup under return idlers shedding material once system operational presenting hazardous flammable source. All sub-committee input to be forwarded to CEMA for distribution to all sub-committee members.

- c) **ANSI/ISO vs. CEMA Safety Labels Discussion.**
- d) **Review the current labels to develop and create new appropriate safety labels for hold down wheel danger.**

5. New Business

- a) **Proposal for Risk Assessment for Trip/Safety Hazards in Regard to Self-Unloading Portable Rail Car Systems and Danger at Deflection Wheels on Stationary Sidewall Belts.**

Sub-Committee: Raul Morales, Rexnord Industries, LLC; Warren Knapp, Screw Conveyor Corporation; Todd Swinderman of RToddS Engineering, LLC; Frank Loeffler, Loeffler Engineering Group; Andrew Beadle, Universal Industries, Inc.; Rick Tschantz, Imperial Technologies.

Frank Loeffler shared ASME Section 4 paragraph 6.23 submittal addendum with drawings for discussion. Drawings include possible walkway addition to provide allowable walkover area to prevent personnel from trying to cross belt to access controls while belt is operating allowing walkway to guard deflection rolls at this belt deflection point as these units have caused fatalities. CEMA has crossover literature for reference that may be helpful. Remote control operation of equipment is also to be reviewed. CEMA Pinch point label was reviewed and discussed as to how new Deflection Roll label to be developed. New pictogram label to be developed by next engineering conference meeting as shared by safety sub-committee.

- b) **Danger labels for all conveyors that are operating at floor level.** Discuss a risk assessment proposal and ideas for creating Danger Labels for all conveyors that are operating at floor level, and crossover allowances. Phil mentioned and reminded that all the labels are to cover manufacturers not users. Customers should specify which label standard is desired in formal contract agreement. Safety Label Program focus is to get the labels to go out with and on the equipment. However, safety training is the responsibility of end user where end user is to perform risk assessment of installation and perform additional assessment if “conveyor” is moved or repurposed.

Rick Tschantz requested that all companies represented at the Engineering Conference get with their internal safety personnel to collaborate with attendee to submit reply to CEMA as to what risk assessment programs they are following with their input/comments. Their reply will be based on existing labels that they are presently using and for ISO Picture Only, No Text, and Format if they are doing work requiring ISO labels and those supplying equipment for underground usage, referring to the MSHA earlier presented requested alliance.

Examples, off the record, possible larger or segmented sizes to fit mounting area, Trevin Berger, Martin Sprocket & Gear, Inc.; suggested holograms in different languages as viewed from different viewing direction, glow in the dark/ reflective units as for under-illuminated areas.

- c) **CEMA White Papers – Volunteers needed.** A request was made for white paper to support the CEMA Marketing committee.
- 6. Next Meeting – June 24, 2019 – La Playa Hotel, Naples, FL
- 7. Meeting was adjourned at 3:00 pm

Respectfully submitted,  
Rick Tschantz, Chair