2019 CEMA ENGINEERING CONFERENCE

UNIT HANDLING SAFETY SUBCOMMITTEE MEETING

La Playa Hotel, Naples, FL

Monday, June 24, 2019 – 10:00 am

AGENDA

1. Call to Order

2. Roll Call and Introductions

3. Review and Approval of June 25, 2018 Minutes (Attached)

4. New Business
   a) **CEMA White Papers** – Volunteers needed
   b) **Other Unit Safety Topics**

5. Next Meeting – June 15, 2020 – La Playa Hotel, Naples, FL

6. Adjourn

Boyce Bonham, Acting Chair

MINUTES OF THE CEMA ENGINEERING CONFERENCE
UNIT HANDLING SAFETY COMMITTEE MEETING
Monday, June 25, 2018

1. Call to Order
   Committee Chair Dan Modzeleski (Dematic) called the meeting to order at 2:20 pm.

2. Roll Call and Introductions
   20-member companies were represented by a total of 30 attendees, 4 of which were first time attendees. (See attached attendee list).

3. Proposed Agenda was reviewed and approved.

4. Minutes from the June 26, 2017, UNIT HANDLING SAFETY COMMITTEE MEETING were reviewed and approved.

5. Old Business
   a) **Updates for Safety Guidelines for MDR Conveyor and Inherent Safe Design Not Requiring E-Stops.** It was stated that the topic of MDR safety would be covered during the Unit Handling Conveyor session on Tuesday morning June 26, 2018.
   b) **CEMA Unit Handling Safety Video – New video now released**. It was acknowledged that the revised Safety Video for Unit Handling Conveyor had been released last fall. Bob Reinfried reported sales that were not as good as expected, possibly due to companies needing to exhaust existing inventory of the previous video prior to placing orders for the new revision. Discussions occurred related to both CEMA and member companies need to work harder to market the video as it is a good tool for our customers.
   c) **ANSI/ISO vs. CEMA Safety Labels Discussion**. discussion took place about whether there is a need to redesign the CEMA safety label taking into consideration ISO standards. After lengthy dialog, the group reached the consensus that the current CEMA labels were successfully designed to satisfy compliance with ANSI standards, namely ANSI Z535. Decision was made to leave CEMA safety label design unchanged because it is a very good label for applications where ANSI standards apply. Also, it has proven to be very effective in communicating the intended message and has stood the test of time in the marketplace. If it is the desire of the OR's to have an ISO compliant safety label and the CEMA industry has sufficient demand to justify producing a set of ISO labels, the engineering conference is willing to design such a label with such direction from the OR's.

6. New Business
   a) **Proposed revision to SBP-003 – Design and Application of Spill Guarding**. An updated version of SBP-003 – *Design and Application of Spill Guarding* was presented. Most of the

changes consisted of formatting updates to make it appear more aligned with the equivalent information found in the *CEMA Application Guide for Unit Handling Conveyors, 2nd Ed*. A motion was made to approve the updated version and the motion was approved with the exception that two additional minor updates are incorporated:

i. Revise the release date to 2018.
ii. The definition of the 2/3 rule in section 2 should promote that the risk assessment takes into consideration additional measures when loads have a high center of gravity.

b) **Proposed revision to SBP-001 – Design and Safe Application of Conveyor Crossovers**. A request came from the floor to revisit the 10" x 10" maximum opening in a guardrail backstop as suggested in Section H of SBP-001 – *Design and Safe Application of Crossovers*. The requester suggested that this might be an over-conservative approach which should perhaps be reconsidered. It was agreed that the safety committee would research the history of that document to see if we can uncover any details which might have contributed to the specification.

c) **CEMA White Papers – Volunteers needed**. A request for white papers led to a discussion related to remote monitoring temperatures of bearings on conveyors within the warehouse and using that data to identify early stages of bearing failure and minimize production down-time. Persons to work on this paper: Johnny Wheat (and/or Brian Knapp), Doug Crowder, Jeff Ellis, Rodney Mishmash. Note: paper must have links to CEMA website or CEMA online store materials.

7. The next scheduled meeting will be on June 24, 2019 at La Playa Hotel, Naples, FL

8. Meeting was adjourned at 4:00 pm

Respectfully submitted,
Dan Modzeleski, Chair