



**2023 CEMA ENGINEERING CONFERENCE
UNIT HANDLING SAFETY COMMITTEE MEETING**

Microsoft Teams Webinar

Tuesday, November 7, 2023 – 1:00 pm

AGENDA

1. Call to order.
2. Attendance and Introductions.
3. Approval of Minutes of June 12, 2023 (attached)
4. Old business
 - a) **CEMA SBP-001 Design and Safe Application of Conveyor Crossovers for Unit Handling Conveyors** – Updates.

Subcommittee: Troy Uahinui & Greg Pollitt, Honeywell Intelligrated; Boyce Bonham, Hytrol Conveyor Co. Inc.; Dan Modzeleski, Dematic Corp.; Ray Weidenfeller, Sunhill America, LLC.

It was noted that the current CEMA SBP-001 document needs to address the characteristics of the intermediate step plate required for crossing wider conveyors. The step plate characteristics are a new work item in Section 6.

It was also mentioned that the newly published EN 619 Standard (European Standard 619: Continuous Handling Equipment and Systems – Safety Requirements for Equipment for Mechanical Handling of Unit Loads) limits the step-over type crossovers to 31.5 inches. Additionally, EN 619 does not require providing a handrail spanning the width of the conveyor like the proposed change to CEMA SBP-001 does.

After consulting with NIOSH and the University of Pittsburg, neither could give a definitive answer. This proposed change will be discussed one final time at this meeting.

Furthermore, it was pointed out that some figures were still needed to help communicate the message's intent in this paragraph. The comments received were reviewed, and some images were discussed on changing it for ease of understanding. Describe the clearance that applies to the ladder and the need for a backstop while it



does not apply to North America.

Additional drawings will be developed for Section 8 to represent when a backstop is necessary visually.

- b) **CEMA White Paper Topics** – Volunteers needed.
- Use of wireless pendant for operating conveyors
 - E-Stop span of control.
 - Hard guarding enhancements

Adam Miles, SEW-Eurodrive, volunteered to write a white paper regarding the Application of additive manufacturing for creating prototype guards.

Pat Knapke, Pulseroller, volunteered to write a white paper on good ways to utilize servo motors with a Safe Torque Off function with the Emergency Stop activation.

The E-Stop span of control white paper will be co-written with the CEMA Conveyor Controls Committee members. Volunteers needed.

- c) **CEMA SBP-003 - 2023 “Design and Application of Spill Guarding for Unit Handling Conveyors” Review** – Updates
Subcommittee: Troy Uahinui & Greg Pollitt, Honeywell Intelligrated; Boyce Bonham, Hytrol Conveyor Co. Inc.; Dan Modzeleski, Dematic Corp.; Ray Weidenfeller, Sunhill America, LLC.

The 2022 version was sent to the Official Representatives (ORs) for approval and was approved with comments. The comments received will be part of the new document revision for this 2023 version.

- d) **Unit Handling Book (Chapter 21) vs. CEMA SBP-003 (2022).**
The CEMA Unit Handling Book, Chapter 21, has contradictory information to the SBP document regarding the height requirement for netting in Example 5. 2/3 max load height compared to 40 inches.

Additionally, was noted the difference between the images in both publications. The subcommittee agreed that not only the images need to be changed. Both publications need to be revised to determine which is the best requirement. SBP-003 will be reviewed first, and the change becomes an erratum for the book.



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5. Election of a Vice Chair
6. New Business
7. Next Meeting – June 10, 2024, Naples Grande Beach Resort, Naples, FL.
8. Adjourn.

Troy Uahinui, Chair



**2023 CEMA ENGINEERING CONFERENCE
UNIT HANDLING SAFETY SUBCOMMITTEE MEETING**

Naples Grande Beach Resort, Naples, FL
Monday, June 12, 2023

MINUTES

1. Call to order.
Troy Uahinui, Honeywell Intelligrated; Chair, called the meeting to order at 10:45 am.
2. Attendance and Introductions – Roll call attached.
3. Approval of November 8, 2022, minutes – Minutes were approved.
4. ASME B20.1 updates.
Recently, they approved the dust hazard information.
5. Old business
 - a) **CEMA SBP-001 Design and Safe Application of Conveyor Crossovers for Unit Handling Conveyors** – Updates.
Subcommittee: Troy Uahinui & Greg Pollitt, Honeywell Intelligrated; Boyce Bonham, Hytrol Conveyor Co. Inc.; Dan Modzeleski, Dematic Corp.; Ray Weidenfeller, Sunhill America, LLC.

It was noted that the current CEMA SBP-001 document needs to address the characteristics of the intermediate step plate required for crossing wider conveyors. The step plate characteristics are a new work item.

The decision to change from 34 to 26 inches in Section 5.1. and 6 was tabled until an expert in ergonomics could be consulted.

It was also mentioned that the newly published EN 619 Standard (European Standard 619: Continuous Handling Equipment and Systems – Safety Requirements for Equipment for Mechanical Handling of Unit Loads) limits the step-over type crossovers to 31.5 inches. Additionally, EN 619 does not require providing a handrail spanning the width of the conveyor like the proposed change to CEMA SBP-001 does.

After consulting with NIOSH and the University of Pittsburg, neither could give a definitive answer. This proposed change will be discussed one final time at the upcoming CEMA Fall Engineering Conference.



Furthermore, it was pointed out that some figures were still needed to help communicate the message's intent in this paragraph. The comments received were reviewed, and some images were discussed on changing it for ease of understanding. Describe the clearance that applies to the ladder and the need for a backstop while it does not apply to North America.

Also, a description of a step-plate plate for inclusion in this document in Section 6 is needed. Additional drawings will be developed for Section 8 to represent when a backstop is necessary visually.

b) **Safety Best Practices, Conveyor Drives Research** – Updates.

Subcommittee: Todd Swinderman, RToddS Engineering LLC; Bryan Gauger, Cisco-Eagle; Matt Anderson, Bunting; Pat Knapke, Pulseroller.

The idea is to see if there was a best practice for using a belt conveyor's drive motor to thread a new belt onto a conveyor instead of just pulling by hand or using a powered industrial vehicle.

Concern was expressed about using the conveyor drive to string a new belt onto a conveyor because it goes against the lock-out/tag-out requirements. There were concerns about CEMA endorsing such a practice.

The Unit Handling Safety Subcommittee agreed to support the "Appendix D – Installation Standard" subcommittee in the CEMA's Bulk Belt Systems and Emerging Technologies Committee to help further develop this common practice.

c) **CEMA White Paper Topics** – Volunteers needed.

- Use of wireless pendant for operating conveyors
- E-Stop span of control.
- Hard guarding enhancements

Adam Miles, SEW-Eurodrive, volunteered to write a white paper regarding the Application of additive manufacturing for creating prototype guards.

Pat Knapke, Pulseroller, volunteered to write a white paper on good ways to utilize servo motors with a Safe Torque Off function with the Emergency Stop activation.

The Emergency-Stop span of control white paper will be co-written with the CEMA Conveyor Controls Committee members.



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d) **Unit Handling Book (Chapter 21) vs. CEMA SBP-003 (2022).**

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Additionally, was noted the difference between the images in both publications. The subcommittee agreed that not only the images need to be changed. Both publications need to be revised to determine which is the best requirement. SBP-003 will be reviewed first, and the change becomes an erratum for the book.

6. New Business

a) **CEMA SBP-003 - 2023 “Design and Application of Spill Guarding for Unit Handling Conveyors” Review** – Updates.

The 2022 version was sent to the Official Representatives (ORs) for approval and was approved with comments. The comments received will be part of the new document revision for the 2023 version.

The subcommittee for the new revision will be Troy Uahinui & Greg Pollitt, Honeywell Intelligrated; Boyce Bonham, Hytrol Conveyor Co. Inc.; Dan Modzeleski, Dematic Corp.; Ray Weidenfeller, Sunhill America, LLC.

b) **CEMA SBP Name Change**

Documents titled CEMA Safety Best Practices of SBPs will be changed to CEMA Safety Guides No. 01, 02, 03, etc.

7. Next Meeting – November 7, 2023, Virtual CEMA Fall Engineering Conference.

8. The meeting was adjourned at 11:56 am.

Troy Uahinui, Chair