Only 8 months were necessary for its development. All our palletizer know-how as well as the suggestions and wishes of our customers flowed into its production. We’ve achieved a milestone in factory automation: the PA9 combines the high performance of the PA8 with state-of-the-art production methods. Considering the drastic increase in steel prices we put all our experience with module design to use so as not to skimp on performance while reducing dimensions. This is of importance because a new palletizer often has to fit into existing conditions.

The PA9 is just as fast as the PA8, but confines itself to 800 x 1200 EURO-Pallets and 1000 x 1200 industry pallets. To save space the flow is always in the crosswise direction. The PA9 palletizes consumer goods only, bag palletizing is not planned. For this reason the PA9 could be designed lighter and more compact. With the PA9 we have rounded off our product palette in modern production technology. The first machine goes to Mercadona in Spain. Boxes of frozen bakery products are to be palletized there. This first PA9 is disassembled and packaged. Soon we will begin with the set-up on site. So we won’t be able to give a showing of the PA9 at the interpack in Düsseldorf - all PA9s of the running production have been sold.

A year after his studies it was started as a one-man-business. Since then it has developed under his direction into one of the most successful palletizer and transport technology businesses around.

The assembly firm became a company with a high production rate. Only in this way could the high quality demands be met. This was possible because earnings were always invested into the company. In 1973 departments for electrical and controls design as well as metal machining were created. The first computers were put to use in 1978 and since 1984 machines and units were designed on CAD systems. With such a dynamic and goal oriented development the years just fly by - but the work in and for the company has kept Heinrich Langhammer young. There is not much time left for more private inclinations like: photography, getting up early on Sunday mornings to complete his cycling quota, spending Sunday afternoons creating culinary delights. We should have transported his 60th birthday into the year 2011 - he’d then be celebrating a decade birthday together with his company. We congratulate him warmly and hope for many successful years to come.
Births

Jannis weighed 3,400 grams and was 51.5 cm big at his arrival on November 28, 2004. If you know his father this isn’t surprising. Jannis has been steadily growing since then due to the care his parents Uwe and Ivonne Reis have been lavishing on him. We congratulate the parents and are sure they’ll be able to manage this new task successfully.

Steffen Noichl has been working with us as an electrician since 2002. His wife Natalia and he have increased the size of their family: daughter Jana was born on November 15th, 2004. We congratulate them to their offspring.

Welf-Rasmus had been acting up for weeks, but he needed to learn patience. On February 22, 2005 the right time had finally come for him to make his entrance into this world. We congratulate our only female project manager Gerit-Arne Röhl to her son who measured in at 50 cm with a weight of 3,480 grams. From what we hear she plans to be back at work again servicing our domestic and foreign customers as soon as possible.

Post Office Shut Down: Schedule Becomes Chaotic

At first it sounded like a dream, but then it turned into a nightmare. For years we’ve been trying to get a large size post office box. At last, after waiting for ages, we finally got it. But our happiness was short-lived. Eisenberg has a population of 9,700 and is apparently not large enough to be of interest to the German Post. The Post Office was shut down. Since then a mail agency has taken over the services. They open at 9 a.m. In the past we were able to empty our mailbox at 7:30. In this way the mail could be dealt with at our daily morning post review. That was now passé - we had to wait for the mailman to come. It wasn’t a good solution. The German Post offered help: for a “small” fee our mail is now brought to us at 8 a.m. and outgoing mail picked up at 4:30 p.m. For this reason please send your mail to this address only: Siemensstrasse 2, 67304 Eisenberg, Germany. It gets to us faster that way.

Birthdays

He’s been working quietly, dependably and efficiently in assembly for many years. As a trained electrician Jürgen Arndt takes care of control cabinet wiring, assembly and start-up. If somebody needs help he’s always there ready to help. Now he’s had a chance to step out into the limelight - on January 4th he celebrated his 50th birthday. We wish him all the best!

What you learn here you learn for life

Three of our trainees have passed their exams with good results. Martin Miczka as electrician as well as J oachim Holz and Thorsten Heber as industrial mechanics. We thank their supervisors for the good training they’ve done. Congratulations to these three for passing this hurdle successfully. We hope that the rest of their way will be just as successful.
It’s become tradition to marvel at our modern automation technology in action at our fair booths. Sometimes we don’t have enough room, but we’ll be at interpack with a functioning unit once again: a PAB palletizes while a robot unloads the finished pallets and Langhammer transport technology sees to it that the consumer goods, empty and full pallets are transported between both automatons. You’ll be able to see this at interpack 2005 in Düsseldorf from April 21st to the 27th in Hall 16, booth D21. With all this commotion going on a refreshment at our bar is too good an offer to refuse. Interesting contacts come about there of their own accord.

We’ve earned a good reputation when it comes to precise planning, professional execution and prompt delivery. This applies to more than just new palletizers, robots or vertical lifts. We are increasingly being asked to function as general contractors in unifying components from different manufacturers into a complete system. Alpla in Fussach in Austria is a case in point. A new processing line required a case uprighter, a bag placer, a siphon unit, a bag folder and a box closer all to work together. Alpla is the leading company worldwide in the design and production of plastic bottles. The running production has about 30 different kinds of caps. These are filled into bags which are then packaged in boxes. Each box receives a label which must correspond exactly to the contents of the box. Our conveyor technology which connects all the components involved needed to be made intelligent so that each box receives the right label. We solved the problem with a system that identifies each individual product on its way through processing and controls it accordingly. What gets into the box is what is on the label.

The right label for each box

When robots and palletizers work together.

COMPLETE PROCESSING LINE AT INTERPACK

COMPLETE INTELLIGENT SYSTEMS FOR ALPLA

Inconspicuous but tough

SPF1 Makrolon Doors

You hardly see them, but they are there and do their duty without making a fuss or getting in the way. The new doors made of Makrolon for our successful SPF1 from Freiberg. Our people in Freiberg chose this material when considering ways of increasing their performance because it’s lighter, harder and more impact resistant than Plexiglass. So even the doors contribute to the overall performance of the SPF1: pack height up to 800 mm, pack width up to 900 mm, pack length up to 1200 mm, maximum product weight of 50 kg, transport speed up to 0.7 m/s. Doors made of Makrolon are inconspicuous, but they hold up under rough operation and look good while doing so. They’ve earned having their picture taken.
The individual AMS Stations:

**Station 1:** At the goods reception the AMS is filled with article parts and transferred to the parts storage area.

**Station 2:** At the consignment station parts are consigned according to the parts list. A container with a barcode signals the inventory management computer and the contents, the order number and parts list number information is transferred to it. The sheet metal trays with parts arrive at the station, the parts are removed and placed in the identified container.

**Station 3:** The consignment containers are automatically stored here. The container number is read via a scanner, the proper tray is called up and takes over the consignment container.

**Station 4:** When an assembly job is begun the order number is typed in at the nearest computer terminal by one of the employees. The container with the required parts is automatically transported to the discharge track.