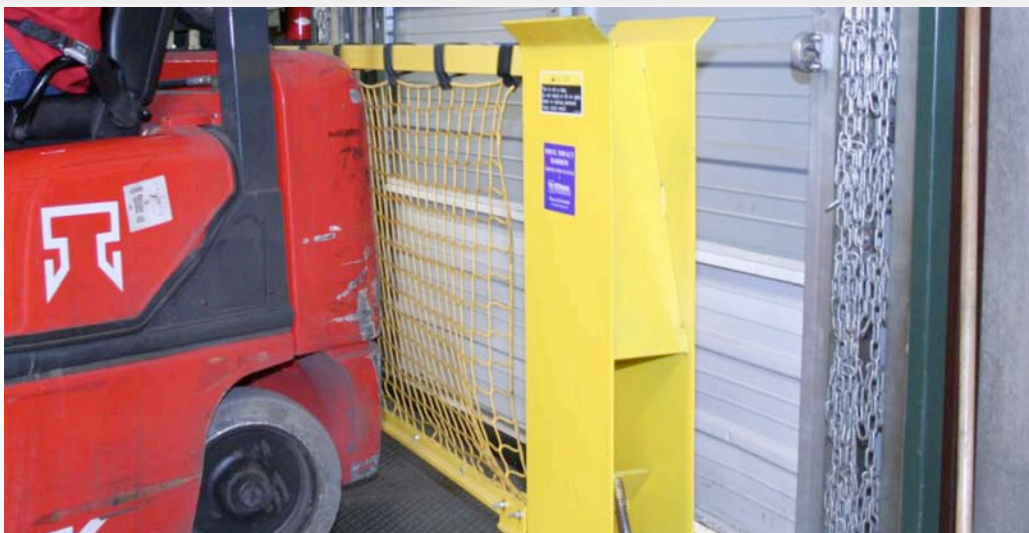




APS Resource®
Your Aftermarket Solution



Closure Systems Intl, Olive Branch, MS

Barriers Cap off Safety at Dock



Closure Systems International (CSI) specializes in bottle caps for a variety of beverages. Besides being functional, CSI caps off at the dock by protecting their drivers with the APS Resource Dock Impact Barrier (DIB).

CSI was previously a division of Alcoa. They offer plastic and aluminum bottle caps for wine, soft drinks, bottled water, hot-filled juices, isotonic drinks, liquor, food and dairy products.

In addition to product safety, CSI focuses on employee and dock safety. According to maintenance manager Jerry Kelley, with the CSI distribution center in Olive Branch, MS, "we had a strong safety mandate from Alcoa that carried over to our current management."

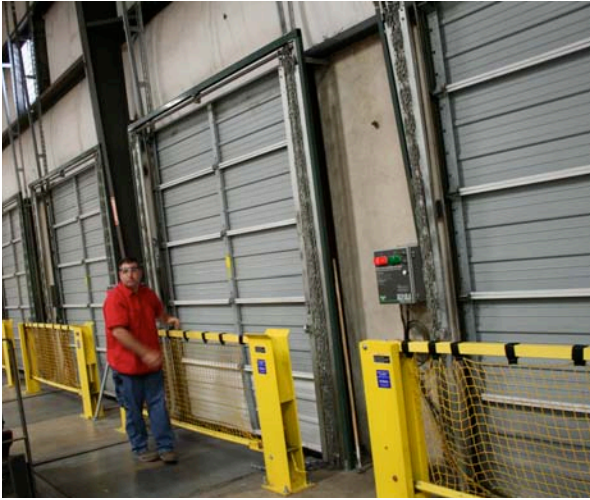


The company has been part of the Olive Branch community since 1983. A growth spurt a few years ago resulted in CSI moving distribution away from its manufacturing facility across town into an existing 91,000 sq. ft. facility. To greatly increase their employees' well being, the company made safety enhancements to the warehouse docks. As part of their

APS Resource DIB Bottles up Risk for Forklift Drivers

- *SAFE dock operation is made possible as the barrier prevents forklifts from accidentally driving off of the CSI dock*
- *STRONG barrier design withstands a 10,000 lb forklift traveling at 4 mph*
- *EASY to operate, gate lifts with minimal effort by a single attendant in just seconds*
- *WARNING to employees to stay off the CSI dock when the gate is up, meaning the door is in use and forklifts are rolling*

Container Systems International



program to protect their workers from dock accidents, CSI added APS Resource Dock Impact Barriers at each of their 12 dock doors.



"Alcoa had a hard and fast rule," relates Kelley, "no one is allowed on the dock when a forklift is using it."

A high traffic location, CSI-Olive Branch, MS rotates an average of 26 trailers at their docks during the day.

With only a few employees driving forklifts during a 12-hour shift, the loss of anyone would significantly cripple efficiency in this facility. The APS DIB offers protection for drivers, forklifts, overhead doors and door tracks, keeping productivity at the expected level.

The APS Dock Impact Barrier's lower impact barrier bar is constructed of a $\frac{9}{16}$ " thick steel cable inside a flexible fiberglass rail that is capable of stopping a 10,000 lb. fork truck moving at 4 mph. The high visibility yellow nylon webbing provides an additional visual barrier at the dock for pedestrians when the dock door is open.

When dock use is required, the employee opens the DIB by releasing the latch and lifting the gate into an upright position with very little effort. Simple in design, the DIB requires little maintenance to ensure the doorway is always accessible and protected.

The high visibility feature is part of the CSI safety program.

"When the gate is down and latched," says Kelley, "that signals to workers to stay away from the dock area. We reinforce that with a write-up if anyone

violates that rule."

The forklift-stopping design of the DIB means less damage to CSI's dock doors. Accidents can occur when dock floor space is tight during busy periods. Even a slight bump from a forklift can knock a door panel or door track out of alignment, rendering the door inoperable, causing down time for that dock.

Any damage caused to the doors is counted as a near miss against the driver. With a set number of near misses adding up to a safety violation, the DIB keeps both the driver and the driver's employment record safe.

For an extra safety measure, CSI uses the Kelley STAR 4 vehicle restraint. This dock wall mounted unit features a restraining arm that is raised and lowered automatically at the touch of a button by a linear actuator drive system. The programmable logic controller (PLC) offers added flexibility to the CSI dock operation as the needs evolve.

The Kelley STAR 4 vehicle restraint is designed to engage the rear impact guard of a vehicle and hold the vehicle at the loading dock during the loading and unloading process. When the truck is ready to leave the dock, the restraining arm is lowered and releases the impact guard.

