

Problem	Solution	Progress	Responsibility
Excessive material kitted in stations	Utilize top 2 bays in extended racks for kit overflow	Kits still being staged in aisles on floor	632
Partially kitted orders cluttering stations	Close open bays on east side stations 6 and 8 to prevent overflow from aisles; all shortages are to be stored in "incomplete kits" rack until backfilled	Complete	Maintenance
No process for orders containing scrap or shortages	Utilize the "incomplete kits " rack in front of the 607 office for shortages, shop delays (shop delays to be tagged with green tag to distinguish)	Complete	607
Parts placed on floor in front of racks prevents access to racks by drivers	Consolidate 702 hang station to load from west aisle; all expedite material to be placed on the east side; operator is to pull from the e-coat side of the west hang station for next set of hang components	Complete	607 daily

Additional Issues	Resolution	Progress	Responsibility
Length of time it takes to build a kit	Divide racks by certain work centers to segregate and move parts as close to the point of consumption as possible; 712 workcenter too extensive, motor drivers will have to use their judgement	Complete	CI/ 632
Low earned hours though there are kitted hours available.			
Hours earned are greater than hours kitted.			
Routed labor is not enough compared to hours worked in 705, pull previous year labor similar to 706 situation.	Pull labor and evaluate same as 706 work center.	Complete	CI ME routing
Shared parts between Hoff and Fluid Power are not discovered until the kitting process begins in 632, lack of visibility (mainly 707) leads to wasted time on kit that can not be assembled.		Investigating/ Tkt 869835/ Meeting 10/24 Jennifer B, Mark R	
709 hours kitted are greater than hours earned and never seem to meet or find common ground.			607 coaches
700 work center needs to be ran on all shifts to support 701 & 713.		Issue needs expressed from mgt down in mfg	607 coaches
702 hang station needs managed by all 3 607 coaches, analyze at beginning of shift if double man power is needed.		Issue needs expressed from mgt down in mfg	607 coaches
711 material flow from fab to work station, ticket is in for more material racks and they will be color coated based on CCU usage. Racks currently in 711 need identified with location ID's so parts can be wanded and put away by operators. (Tkt is already in to ME's)	Have additional racks made and color coded to avoid confusion and provide fab the racking needed to support 711.	In process	ME
Orders are being partially ran and not completed resulting in shortages, lost, and damaged parts.	Evaluate and discuss with Ron H. and coaches to possibly come up with a process to avoid lost and or damaged parts.		607 coaches
Priority list for 714/ 706 work centers based on line production/ 636 consumption.	Kent Kite provides for 607 what is needed		
Wandering done by shop employees is still an issue, continuing to find credit on hand orders. This results in more indirect labor either from 607 leadman and or coach searching and verifying inventory.	Evaluate and discuss with Ron H. and coaches to possibly come up with a process to avoid credit on hand, etc.		Shop Employee/ 607 Coaches
Orders logged as kitted and ready to go but are never ran and are not listed on the shortage tab.	Discuss with Ron H. and Matt S.	James R is investigating	607
Return of transfer racks form PCP is slowing throughput of painted/ powder coated stake racks, also taking up space as they are stored since they cannot be hung.		Hold for now, falls in line with stake rack project	Purchasing
Pull responsibility from operator in 714 to program robot, each hour spent programming is an hour not earned out of the past due and/ or schedule for that	Waiting on robot tech to be hired so hourly employee does not have to hold responsibility.	IP	Chris Ford

New toolboxes on order to accommodate the new shadow boards. Boxes to be installed upon arrival and over Christmas shutdown work benches are to be cutdown for ergonomics given boxes are now 36" x 36" vs only 24" x 24" in the past and the new overall height will be too tall.

Work Center placards will be on order to segregate parts in racks to locate parts closest to point of consumption

No I.D./ Rework drop area sign will be on order to orgainze incoming material needing to be identified and or needing rework