Global RME Jam Program

MAD7 Jam Analysis Jan 1 – Jan 31 (2025)

Analyzing a small sample from (Jan 1 – Jan 31) the top five (5) equipment subareas with the highest OEE faulted occurrences were, PACKLINE, POST SLAM, SLAM, SHIP SORTER and IB SORTER 3. *(Reference Appendix page 2)*

Top 5 Subarea	Faulted Occurrences
PACKLINE	1142
POST SLAM	861
SLAM	661
SHIP SORTER	565
IB SORTER 3	351

Table: 1 Faulted Occurrences Chart

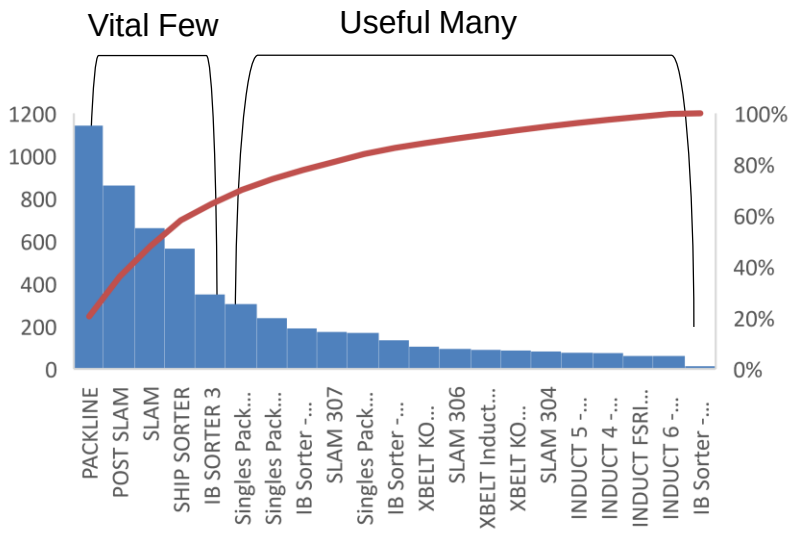


Chart: 1 OEE Faults Pareto

When analyzing the total volume of units and comparing to the SEV/HIE event. There was only one (1) incident identified, that correlates with the AFE area. (*Reference Appendix page 5 & 6)*

Sub-area	Total Units
SHIP SORTER	23,128,714
SLAM	4,610,500
TOTE SORTER	3,569,459
RECEIVE	1,496,370
POST SLAM	1,320,778

Table: 2 Throughput Chart

Top Equipment	SEV/HIE Events
Slat Shoe Sorter / AFE Routing	1

Table: 3 SEV/ HIE Chart

❖ Safety Incident: No JAM incidents were reported for the analysis timeframe period

Take Action

1) Physical site audit will be conducted on **February 13**
   - Audit the 5 (PACKLINE, POST SLAM, SLAM, SHIP SORTER and IB SORTER 3) area/subarea of faulted hrs. by Jam
   - No PCA's were identified. However, many Jam related projects were found. Site to share the top Jam projects implemented (*Reference Appendix page 7*)
   - Identify Best Practices that have been applied to support the site with Jam reduction (*Reference Appendix page 8*)
   - Conduct a brief closing meeting of the physical audit with all follow ups (if any)

2) Discuss sites best practices
   - How does the site maintain a healthy DPMO
   - MTC Daily Routine to help Ops in JAM clearing
   - How are site's briefings discussed
   - Anything we missed?

Appendix

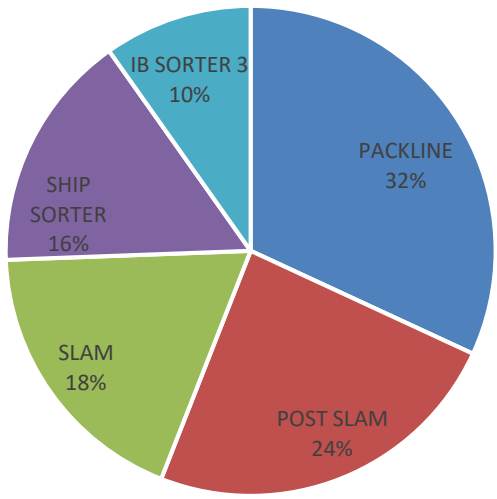
OEE Faulted (Jams)

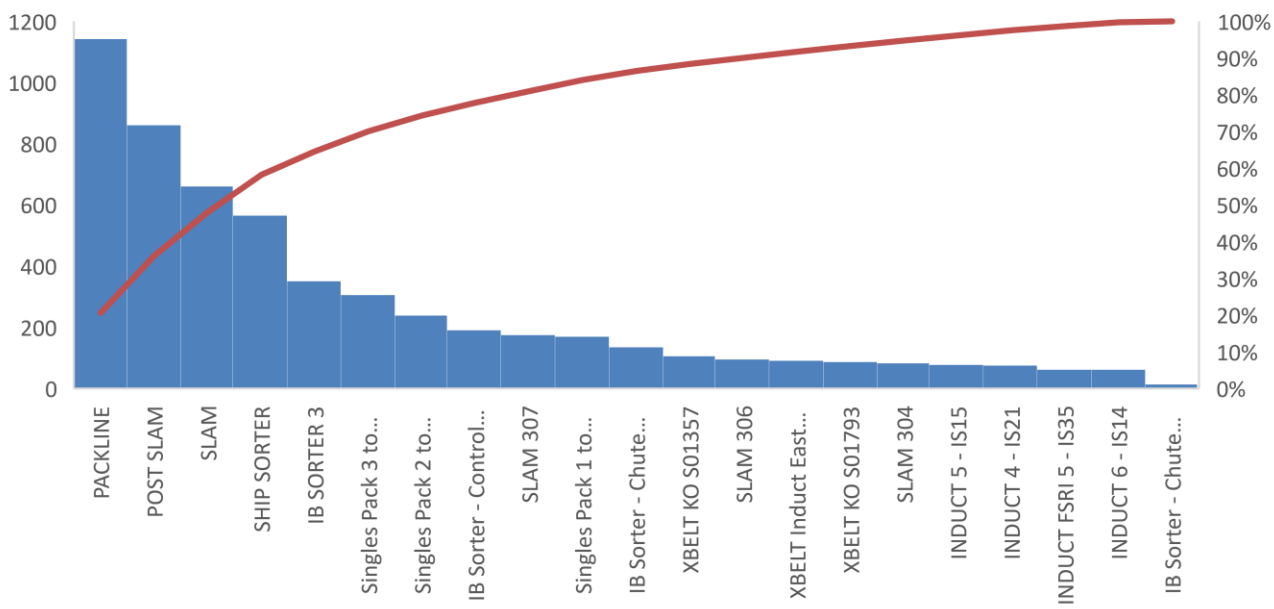
# of Faults by Macro-Region and Site

Year > Week

Macro-Region	Site	2025 5	4	3	2	1
EU	MAD7	1,180	1,229	1,300	1,050	834

Top 5 Subarea	Faulted Occurrences
PACKLINE	1142
POST SLAM	861
SLAM	661
SHIP SORTER	565
IB SORTER 3	351





PACKLINE	**1142**
Singles Pack 3 to SLAM 8	306
Singles Pack 2 to SLAM 7	239
Singles Pack 1 to SLAM 4	170
POST SLAM	**861**
XBELT KO S01357	106
XBELT Induct East 2 (SLAM 6 + KO	91
XBELT KO S01793	87
SLAM	**661**
SLAM 307	175
SLAM 306	95
SLAM 304	83
SHIP SORTER	**565**
INDUCT 5 - IS15	77
INDUCT 4 - IS21	75
INDUCT FSRI 5 - IS35	62
INDUCT 6 - IS14	62
IB SORTER 3	**351**
IB Sorter - Control MP	191
IB Sorter - Chute AR1	135
IB Sorter - Chute AR2	14

Appendix

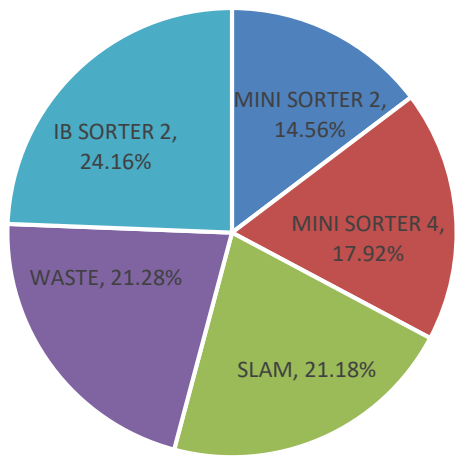
OEE Availability

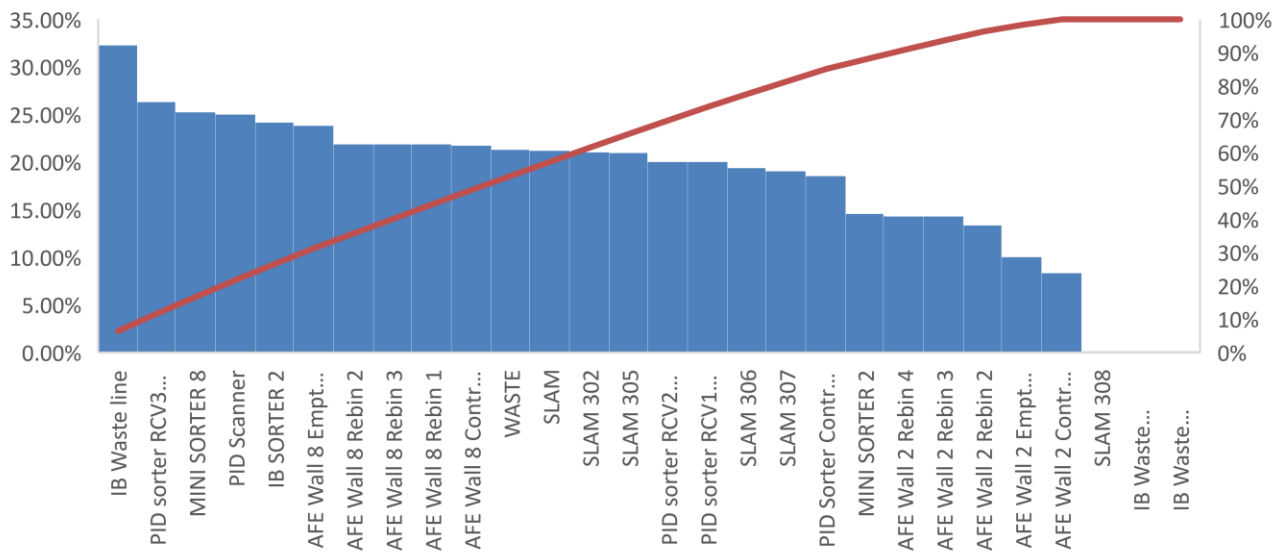
OEE	Availability	Quality	Performance
31% 2025	98.83% 2025	92.78% 2025	33.81% 2025

MAD7

amazon rme

Top 5 Area	OEE Availability
MINI SORTER 2	14.56%
MINI SORTER 4	17.92%
SLAM	21.18%
WASTE	21.28%
IB SORTER 2	24.16%





MINI SORTER 2	**14.56%**
AFE Wall 2 Control MP	8.33%
AFE Wall 2 Empty Trays	10.00%
AFE Wall 2 Rebin 2	13.33%
AFE Wall 2 Rebin 4	14.29%
AFE Wall 2 Rebin 3	14.29%
SLAM	**21.18%**
SLAM 308	0.00%
SLAM 307	19.03%
SLAM 306	19.37%
SLAM 305	20.97%
SLAM 302	21.03%

WASTE	**21.28%**
IB Waste compactor 2	0.00%
IB Waste compactor 1	0.00%
IB Waste line	32.26%
IB SORTER 2	**24.16%**
PID Sorter Control MP	18.52%
PID sorter RCV2 chute	20.00%
PID sorter RCV1 chute	20.00%
PID Scanner	25.00%
PID sorter RCV3 chute	26.32%
MINI SORTER 8	**25.23%**
AFE Wall 8 Control MP	21.74%
AFE Wall 8 Rebin 2	21.88%
AFE Wall 8 Rebin 3	21.88%
AFE Wall 8 Rebin 1	21.88%
AFE Wall 8 Empty Trays	23.81%

Appendix

SEV/HIE Events

Summary By Provider

Provider	DTH .	LPH .	Rolled Volume
DEMATIC	1.4	150	0

Summary By Component

Component Code	DTH	LPH	Rolled Volume
IMPACT	1.40	150.00	0

Summary By Primary Cause Category

Primary Cause Category	DTH	LPH	Rolled Volume
Run to Failure	1.40	150.00	0

Summary By Department

Department	DTH .	LPH .	Rolled Volume
RME	1.4	150	0

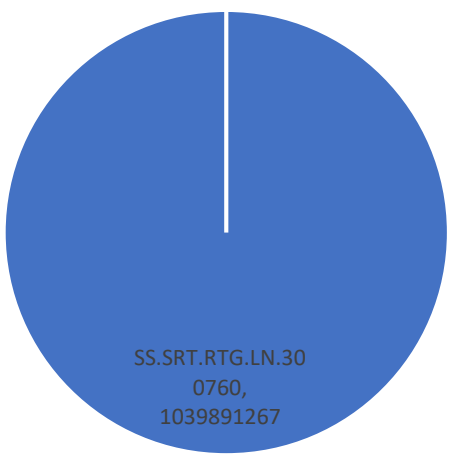
Summary By Problem Code

Problem Code	DTH	LPH	Rolled Volume
MECH	1.40	150.00	0

Summary By Cause Code

Cause Code	DTH	LPH	Rolled Volume
IMPACT	1.40	150.00	0

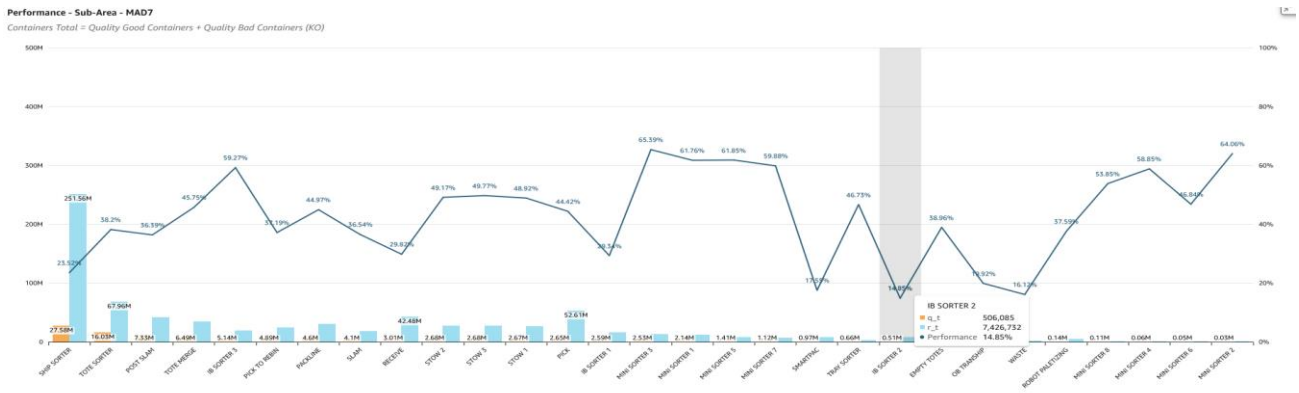
Top Equipment	SEV/HIE Events
Slat Shoe Sorter / AFE Routing	1



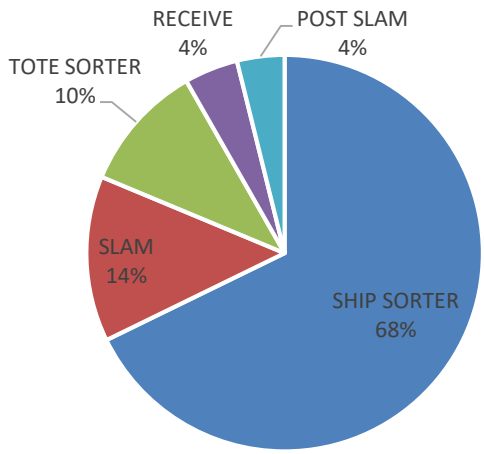
WO	Area	Equipment	What happened?	How did it happen?	What was the fix?
1039891267	Slat Shoe Sorter / AFE Routing	SS.SRT.RTG.LN.300760	On 27/01/2025 at 14:58h during normal operation time, SL2 (Routing sorter) suffered a breakdown due to 2 consecutive broken pins. Resulting in two stops , first one of 34 minutes and the second one of 50 minutes.	After the SL2 stopped at 14:58, RME team began reviewing alarms in Flexsort and detected a broken pin on slat 107 in UDC04. The SRMET and the AE proceeded to inspect the issue (PICTURE 1).Two RMET began removing covers to inspect the SL2 section between UDC03 and UDC04. Slat 107's pin and shoe cap was found between UDC03 and UDC04 (PICTURE 2), so	RME team installs the new shoe and starts the SL2 after inspecting the entire surrounding area at 15:29 h. The root cause of the jam is a tray with a damaged flap that gets caught in the takeaway narrow (PICTURE 5).SL2 restarted again at 16:45 h without further incident.

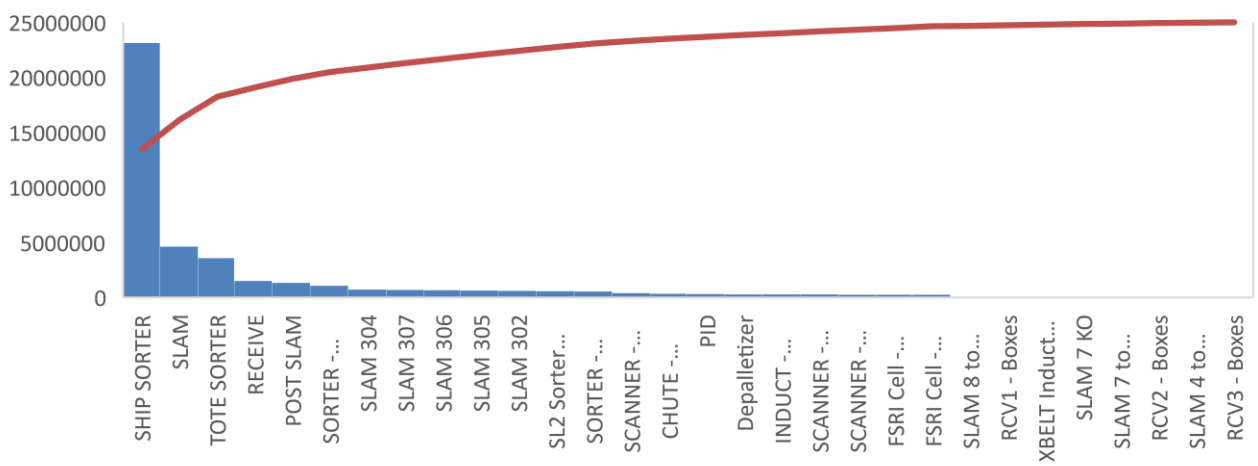
Appendix

Throughput Total Units (Site Volume)



Sub-area	Total Units
SHIP SORTER	23,128,714
SLAM	4,610,500
TOTE SORTER	3,569,459
RECEIVE	1,496,370
POST SLAM	1,320,778





SHIP SORTER	**23,128,714**
SORTER - Control MP in SHIP SORTER	1,064,448
SCANNER - S01aa in SHIP SORTER	282,240
SCANNER - S01ac in SHIP SORTER	261,900
FSRI Cell - Induct 11	260,400
FSRI Cell - Induct 13	258,720
SLAM	**4,610,500**
SLAM 304	704,600
SLAM 307	696,800
SLAM 306	657,800
SLAM 305	644,800
SLAM 302	605,800
TOTE SORTER	**3,569,459**
SL2 Sorter Control MP	584,766
SORTER - 3000001 in TOTE SORTER	548,964
SCANNER - 3003001 in TOTE SORTER	405,756
CHUTE - 3002199 in TOTE SORTER	346,086
INDUCT - 3001002 in TOTE SORTER	286,416

RECEIVE	**1,496,370**
PID	304,500
Depalletizer	287,300
RCV1 - Boxes	89,220
RCV2 - Boxes	74,400
RCV3 - Boxes	65,280
POST SLAM	**1,320,778**
SLAM 8 to XBELT Induct East 4	90,240
XBELT Induct East 3 (SLAM 7 + KO)	87,150
SLAM 7 KO	79,200
SLAM 7 to XBELT Induct East 3	75,438
SLAM 4 to XBELT Induct West 4	70,866

Appendix

Safety Incidents

Case Number	Site	Date	Injury Location	Description

No Incidents Were Reported

Appendix

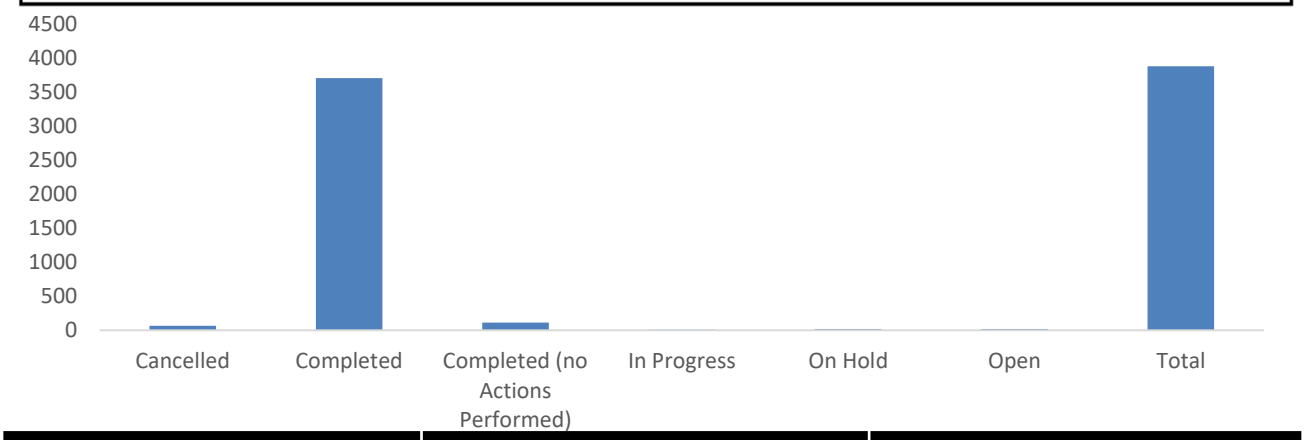
Network Initiatives

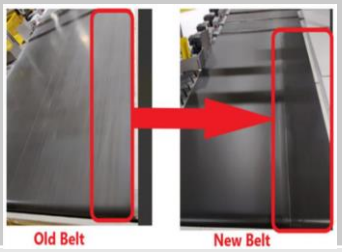
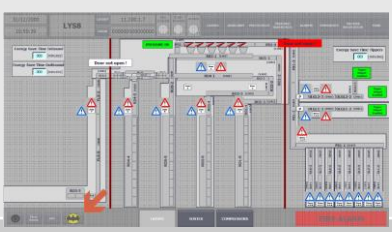
SCHEDULING
[Jam Reduction] RCV Stations Improvement
[MAD7-CI-SR] Jam Reduction in aligner conveyors
[MAD7-CI-SR] Jam Reduction in Totes Main line RCV
Jam Reduction in aligner conveyors
VERIFY
[Jam Reduction] Estrechamiento alineador Singles pack
[Jam Reduction] Jams recurrentes líneas AFE Walls to SLAM 3 y 6
[Jam Reduction] Modificación curvas entrada mezzanine IB
[Jam Reduction] Modificación layout barandillas empty trays walls AFE
[Jam Reduction] Modificación layout barandillas empty trays walls AFE Parte II
[Jam Reduction] Multiples Jams en la curva 114080 (Línea Depa)
[Jam Reduction] Proteccion PE's de tracking en ARSTOW
[Jam Reduction] proyecto pinch point reducion de jams
[Jam Reduction] Reduccion de jams paquetes Muro 1-2-3-4 al Slam 6
[Jam Reduction] Reduccion de jams paquetes Muro 5-6-7-8 al Slam 3

BLANK
[MAD7] Formacion Depa
[MAD7][RME] Sustitución soporte Jampole
[MAD7-CI-SR] Jam reduction on spiral chutes (Weekly review)
[NLA] Jam reduction P2R P4
[PR] Análisis Hubble / Jam Reduction
FSRI Upper Conveyor Jam Gap Closure PCA
FWO: Jams recurrentes bajada totes a Singles Pack 03
FWO: MIN.DEM.02W: Multiples Jams entrada curva 360º SP3
Week 10 Jams Reduction / Faults Monitoring
Week 11 Jams Reduction / Faults Monitoring

- The table below represents a total of 27 Jam projects that was completed for MAD7. JAM projects accounted for less than **1%** of overall projects

Project Type	Cancelled	Completed	Completed (no Actions Performed)	In Progress	On Hold	Open	Total
JAM	0	24	1	1	1	3	27
Other	62	3678	111	8	17	15	3850
Grand Total	**62**	**3702**	**112**	**9**	**18**	**18**	**3877**



Potential Best Practice	Description	Image
Double Roughness Injector Belt	This best practice aims for the installation of a dual friction belt on the induct station of the site. The injector belt improves efficiency and reduce "JAM" caused by parcels sliding on the standard belt.	
Transition Plate for Jam Detection	This project aims to detect stuck parcels between the transition plate and the belt. The detection starts as soon as the blockage happens, this allows for the prevention of any damage equipment	
RMEBP-AMZ.LCY2.SL2.UVspray	This Best Practice introduces a solution for improving efficiency on shoe sorter. When illuminated with a black light torch, the UV-coated fragments become easily visible, improving the recovery process of broken pieces and bearings inside the sorter.	
Intralox Flow Splitter Transitions	This best practice addresses the issues by reducing the likelihood of items being drawn into the gap, minimizing the impact caused by gravity and decreasing the potential for jams by lowering the friction coefficient.