

Demag solution for Egyptian automotive plant

Demag Port Elizabeth supplied its unique Demag Mono-Rail System (DMS) to a motor vehicle manufacturer in Egypt. DMS is an electrified aluminium mono rail system suited for high cycle times, increased accuracy, complex automation and low-maintenance applications.

Demag had certain criteria to meet, such as increasing cycle times, explains project engineer and technical sales representative, Niki Mizen. A particular focus was the assembly process itself, which saw automotive bodies and chassis from two separate production lines being joined on a single moving line.

Mizen explains that chassis are conveyed along a line moving at a set rate in metres per minute. The Demag project team then had to align a hoist, fitted with a single cab and load box with the chassis by matching the different speeds.

This represented one of the single biggest orders for the Port Elizabeth branch of Demag. The nine-month project included the overall design and delivery of the solution. The Demag project team also assisted with the existing conveyors

to ensure these could be slowed down or speeded up in accordance with production targets.

A particular challenge was the design of a purpose-built hangar from where the single cabs and load boxes could be picked up from for the assembly process. Another challenge was modernising the labour-intensive approach at the plant.

The solution proposed by the Demag project team encompassed a main control system for the assembly process, from which an entire production line could be operated. The electrical system was also upgraded to global specifications.

Demag's flexibility in being able to respond to – and overcome – its client's particular requirements meant that the project was completed sooner than expected. This was despite challenges such



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Kwatani: engineered for tonnage in Africa

Kwatani, previously known as Joest Kwatani, has made the final transition to position itself as a company with a proud African history. Kim Schoepflin, managing director of Kwatani, says this has been “a natural progression” and better reflects the company’s operating philosophy, its African heritage and overall commitment to transformation in South Africa. “KWA TANI means engineered for tonnage in Swahili, and underpins the company’s commitment to producing quality vibrating equipment for the continent’s mining industry,” he explains.

The ability to respond rapidly to market demands has always been one of Kwatani’s strengths and its reputation of supplying robust vibrating equipment, capable of withstanding the tough African mining conditions, has seen the South African-based original equipment manufacturer grow from strength to strength.

The company began in 1976 as a small operation called JOEST that imported motors from Germany and assembled small vibrating equipment. Purchased in 1989 by Gunter Vogel, the fledgling company, under his skilled leadership, successfully integrated home-grown South African technology into the original German designs.

Schoepflin, who is also the daughter of founder, Gunter Vogel, says the incorporation of new-generation proven South African technology was essential.

“This strategy allows the company to produce robust heavy-duty equipment that offers end-users the required throughputs as well as the efficiencies and longevity needed for such capital equipment. We can truly say that Kwatani vibrating equipment



Seated on a Joest scalping screen that can process up to 7 000 tph at an iron ore operation in the Northern Cape are, from left: Derrick Alston, CEO of Kwatani, Kim Schoepflin, MD and Theresa Walton, Kwatani’s general manager of service.