Reference – SolarEdge

Tsiporit, Israel

telelift
Innovation for Logistic Solutions

Telelift in the production of solar components at SolarEdge

The Customer, The Requirements, The solution

SolarEdge is a provider of photovoltaic energy generation, optimization and monitoring systems. The company is headquartered in Israel with development sites in 16 other countries.
The company, which was founded in 2006, has enjoyed continuous growth and has been listed on the Nasdaq since 2015. It is one of the market leaders in the field of photovoltaic components.

In late 2019, SolarEdge announced plans to build the Sella 1 manufacturing facility in Israel. The plant is the company's first own production facility. So far, most of the production has taken place in OEM production sites. The name Sella 1 was chosen in honor of SolarEdge's founder Guy Sella, who passed away in 2020.

As part of the new production facility in the Tsiporit industrial park, near Nazareth in Galilee, Israel, a Telelift MultiCar System has been installed

The system connects the central warehouse with the placement machines of five different production lines in seven different target stations. These production lines are used to manufacture solar power regulators and converters.

The MultiCar transports plastic transport containers with a size of 787 x 550 x 410 mm. These containers can be loaded with various electronic and mechanical components for the production of solar power regulators and converters. Their transport weight is max. 21 kg.

After checking the weight and scanning a barcode, the in-house enterprise resource planning system (ERP) assigns a target number and transfers it to the MultiCar devices via an interface to the Telelift system. The loaded transport container is then automatically loaded into the vehicle by a roller conveyor to be transported to the destination.

In the destination station, the transport boxes are unloaded on a roller conveyor. The MultiCar vehicles can return empty containers back to the central warehouse on departure. In this way, empty runs are reduced and the existing 21 devices are used almost optimally.

Benefits

- Overhead conveyance ensures maximum flexibility
- Horizontal and vertical conveying with just one system
- Optimal adaptation of the material logistics to the production processes

The routing takes place above the production area. So maximum flexibility in the use of the production area is ensured and the production processes can be optimally coordinated with the material logistics.

SolarEdge opted for a MultiCar system because the space on the floor of the production hall is limited and industrial force lifts were not suitable for the transport.

The system was handed over to the customer in December 2020 and has been running successfully in live operation since then.

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Reference – BMW plant

Munich, Germany

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Within 21 days the record modernization of a transportation system for inside door panels in the Munich BMW plant including the dismantling of a 16 year old transportation system was realized.

The Customer, The Requirements, The solution

Increase of performance and process safety as well as maintaining of availability – these requirements could no longer be met perfectly by the 16 year old conveyor system for transportation of interior door panels.

This is the reason why BMW had decided to have the transportation system renewed by Telelift. Within three weeks the Telelift experts exchanged the old system with a modern transportation system which meets state-of-the-art-technology.

The given task was to completely uninstall the old transportation system in order to install a new conveyor system. This task included setting up the steel construction, electrical installation and commissioning of the system with new software to be integrated into the customer's internal logistics operation. The new system combines the picking area with the assembly line in an approximately 320 m long track route. The track network guides approximately 50 MultiCar transport vehicles from the ground floor via five technical floors, passing false ceilings directly to the four delivery points at the assembly lines of door production.

The Telelift MultiCar transportation system with a speed of 0.6 m/s in threedimensional operation is designed for payloads of up to 40 kg. With its 50 vehicles the conveyor system undertakes approx. 4,200 transports in two shifts. Space-saving horizontal and vertical track installation in false ceilings and unused vertical lines recovered valuable production space.

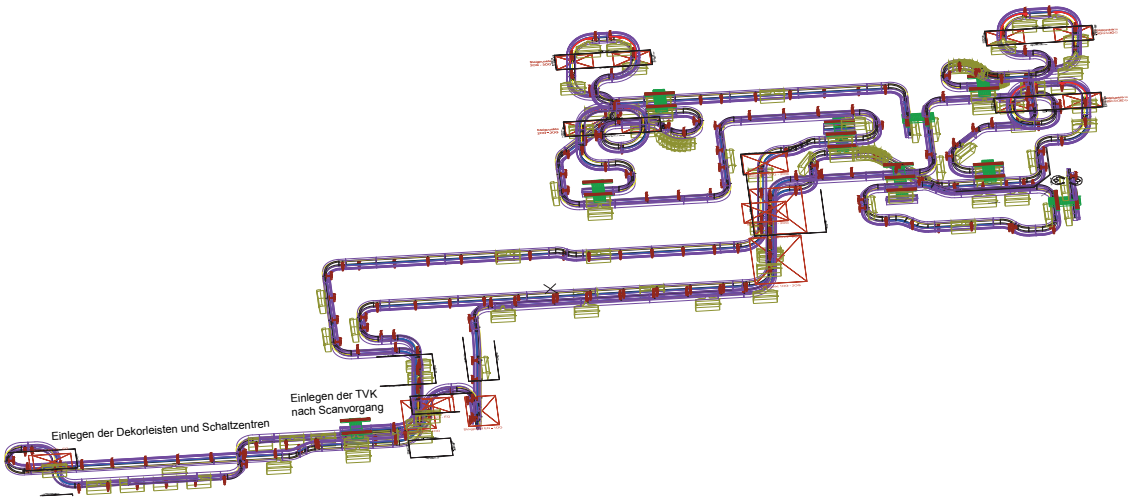
The transportation system is controlled by a modern PLC head control. Visualization was integrated into the customer's central production supervision. Significantly reduced energy consumption provides for cost reduction. The maintenance costs were reduced as the newly installed system is easier to maintain.

The solution

The system:	MultiCar
Track length:	approx. 320 m
Transports/day:	approx. 4.200
No. of cars:	50
Control:	SPS TELEcontrol
Commissioning:	2012

The success

By installing delivery stations on both sides of the assembly line the running paths of the workers were reduced to a minimum. The car manufacturer now benefits from shorter installation times and reduction of quality costs.



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Reference – Daimler

Duesseldorf, Germany

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Industrial Logistics with Telelift

Fast and reliable transport of goods with the Telelift UniCar optimizes the entire process

The Customer, The Requirements, The solution

The vans from Mercedes-Benz impress with their quality, reliability, high-quality workmanship and robust materials. They are always ready for action- true to their brand promise: "Vans. Born to run ".
The Daimler plant in Duesseldorf has around 6,600 employees and is the tail unit for the production of transporters within Daimler AG. This is where all closed variants of the Mercedes-Benz Sprinter come off the production line. The plant occupies an area of approximately 700,000 m² and produces almost 700 vans per working day in three-shift operation.

With the Telelift UniCar system, a programming unit for the Sprinter was to be transported from the end of production back to production start. This process has been done manually so far.
Due to existing ceiling installations, the routing for the Telelift UniCar had to be adapted to fulfill the transport task.

The Success

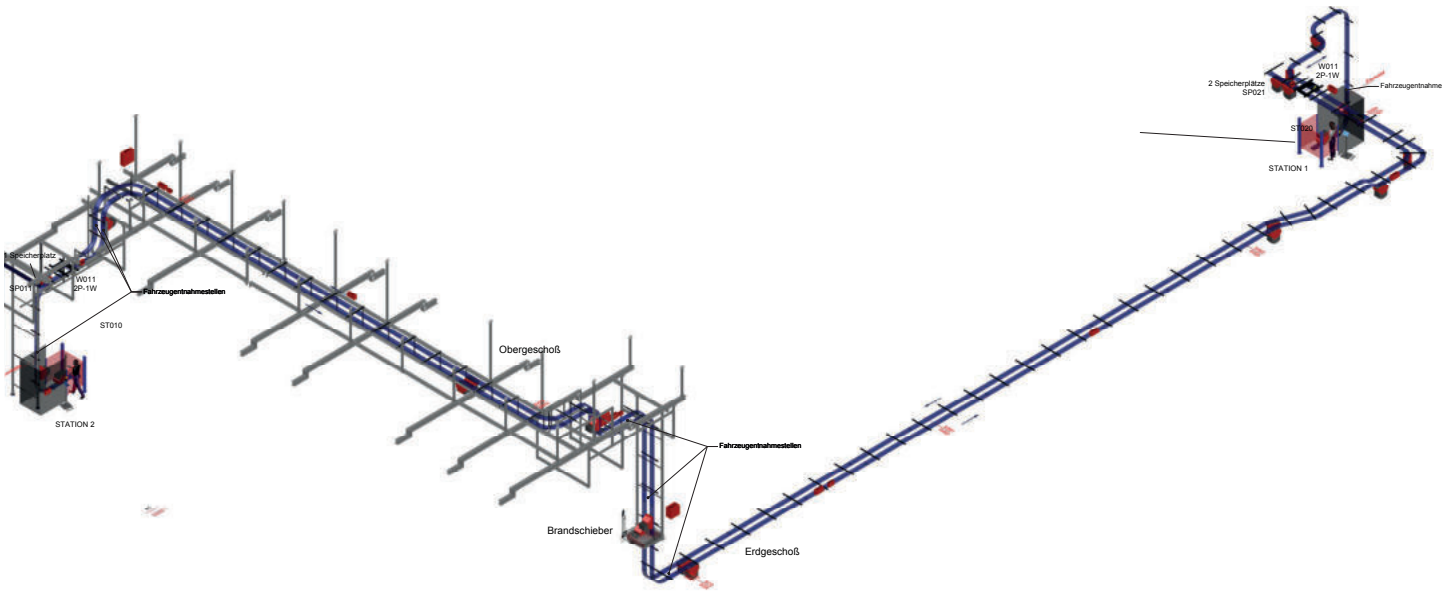
Due to the automated transport of the programming units, it was possible to adapt the return of the devices to the belt speed, thereby optimizing the entire process.

The solution

The system:	UniCar
Track length:	240 m
No. of cars:	8
Commissioning:	2018

The success

- Adaptation of the transport speed to the production
- Increased security
- Optimization of processes



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