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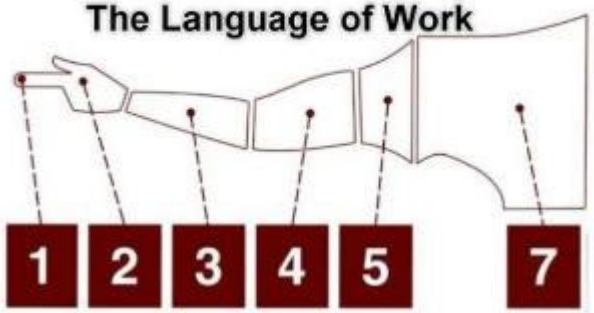

Welcome to International MODAPTS Association

NEWSLETTER

October 2023

In the late 1960's Australian Chris Heyde, Chemical Engineer by trade, had a vision to create a work measurement system which could calculate reliable production standards, improve productivity, and task efficiency. Equally important, Chris Heyde's "MODAPTS" (MODular Arrangement of Predetermined Time Standards) was to be a method that could be understood by management, supervisors, and most importantly the persons' completing the tasks --- "The Worker".

The **International MODAPTS Association (IMA),** founded in 1989, is comprised of the most comprehensive group of professionals involved in the science of work measurement. Furthering Chris Heyde's vision for a common language of work the IMA provides training and certification in the use of MODAPTS for purposes industrial engineering, labor relations, work programs for persons' with disabilities, time-motion management, vocational rehabilitation, and ergonomics.

A tribute to George Miko

May 20, 1945 - July 12, 2023
IMA Founder

George Miko first got involved with MODAPTS in the early 1980's when he was assigned to a group at Ford Motor Company to investigate, evaluate, and recommend a Pre-Determined Time Study system for them to utilize. After Ford's decision to use MODAPTS, George attended a 1986 MODAPTS users conference in Miami, FL. George and I first met at this conference, which was attended by mainly insurance companies, banks and accounting firms. Chris Heyde was the guest of honor and taught a "Master" level course that both George and I attended. This was Cris's last trip to the US.

In 1987 George and I were at the Ford's Edison (NJ) Assembly Plant conducting studies when we had dinner with a group of other MODAPTS users including Michael Shinnick, Walt Erwin, and Newt Parks We discussed Heyde's interest in granting the copyright's to MODAPTS to a user's group here in the US. One of the requirements stipulated by Heyde was that any group receiving the copyrights would need to be affiliated with a university. George helped us make the connection to WWU's Industrial Engineering department and its head, Dr. Robert Wygant, who was also our first Executive Director. A year later, we met with a few others at Western Michigan University in Kalamazoo MI and formed the International MODAPTS Association (IMA). This initial collection of university professors, rehabilitation specialists, and industrial engineers each donated $200 and volunteered their time to launch IMA.

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A tribute to George Miko (cont'd)

During the next thirty plus years George was an integral part of IMA, serving on the Board of Directors, and as VP of Communications, whose main responsibility was publishing the newsletter. He is the only two time recipient of the Heyde award for outstanding contributions to our organization. He also trained hundreds of practitioners.

Without George's early influences and contributions our organization would be very different. Working with George was a highlight of my professional career with MODAPTS. He had an impact on our organization from beginning to end.

Thank you George.

Tom Sechrist, IMA Founder

IMA Conference
May 6, 2002 at Double Tree, Cocoa Beach, FL

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2023 MODAPTS Spring Conference

The annual IMA Spring Conference held in Melbourne, Florida was a huge success. Attendees represented a number of organizations including the United Auto Workers (UAW), Ford Motor Company, Tesla, and Lucid Motors just to name a few.

A new belt structure and class offerings included:

Yellow Belt Primary Class – Problematic Coding
Green Belt Primary Class – Block Coding
Black Belt Primary Class – Workplace Design
Elective Courses: Large / Heavy, Conducting Studies, Ergonomics
Additional Non-Certification Class Offered: Automotive Applications

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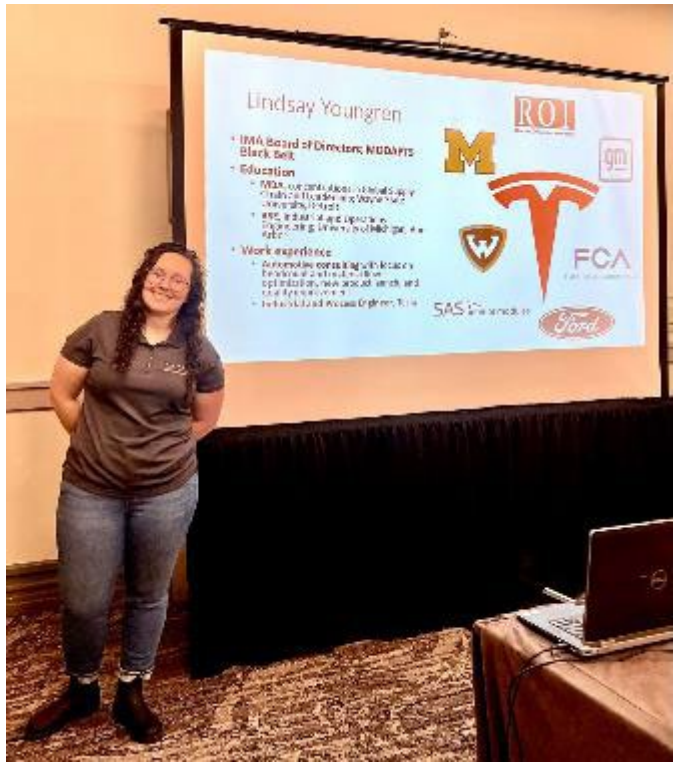
2023 MODAPTS Spring Conference (cont'd)

Basic Practitioner Certification led by an awesome team of newly certified MODAPTS Trainers:

Ted Arehart



Lindsay Youngren

Edwin Manuel Caraballo De Jesus

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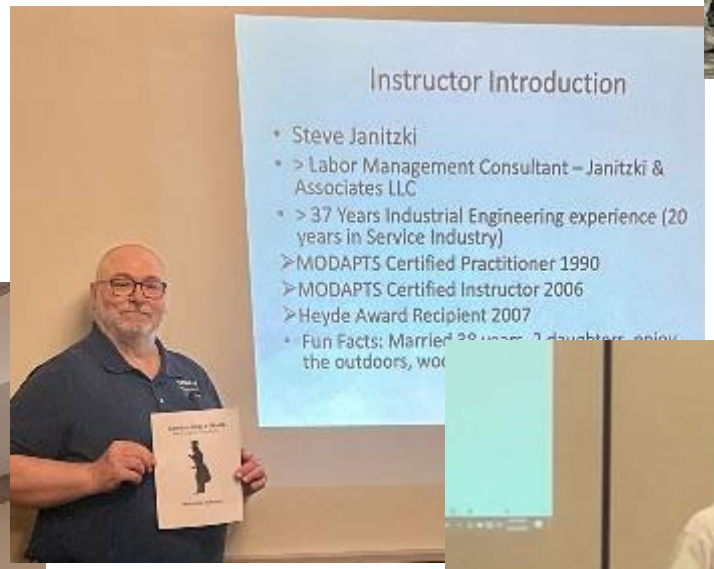
2023 MODAPTS Spring Conference (cont'd)

Black Belt Work Study / Methods Engineering; Master Black Belt; Ergonomics; Automotive Applications; Conducting Studies; Large & Heavy Belt Elective; and Problematic Coding in Yellow Belt Primary.



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Vehicle Modifier Takes Out Competition with MODAPTS

Written by Ted Arehart, Owner of TED Consulting

A Kansas City vehicle modifier increased output by 200% in 1 year by adopting MODAPTS as its work standard. In the first 24 hours after agreeing to use MODAPTS, a bottleneck and solution were identified and implemented. The assemblers were instructed to paint over 4 recently drilled holes. Assemblers stood, walked to the paint can, walked back, sat down, and painted the hole. Four times per unit. The code looked something like this:

Work Step Description	Coding	MODS	Time (s)	Freq.	Occ.	Time * (Freq./Occ.)	Time Study Remarks
Obtain Small Paint Brush from Parts Tray	M4G1	5	0.645	1	1	0.645	
Stand	S30	30	3.87	4	1	15.48	
Walk to Shared 1 Gallon Paint Can	W5	5	0.645	12	1	7.74	3 steps 4 times per unit
Dip Small Paint Brush into Shared 1 Gallon Paint Can	M2P0	2	0.258	4	1	1.032	
Walk to Unit	W5	5	0.645	12	1	7.74	3 steps 4 times per unit
Sit	Paid Above	0	0	4	1	0	
Paint Hole	M2P2M2P0	6	0.774	4	1	3.096	
Aside Paint Brush to Parts Tray	M4P0	4	0.516	1	1	0.516	

Vehicle Modifier Takes Out Competition with MODAPTS (Cont'd)

By identifying high point value activities like walking and sitting, the team quickly assessed the production line and executed the simple solution: more paint cans next to the assemblers. This changed the code to something like this:

Work Step Description	Coding	MODS	Time (s)	Freq.	Occ.	Time * (Freq./Occ.)	Time Study Remarks
Obtain Small Paint Brush from Parts Tray	M4G1	5	0.645	1	1	0.645	
Dip Small Paint Brush into 1 Gallon Paint Can	M5P0	5	0.645	4	1	2.58	
Paint Hole	M5P2MP20	27	3.483	4	1	13.932	
Aside Paint Brush to Parts Tray	M4P0	4	0.516	1	1	0.516	

The plant saw a 10% boost in overall output the next day from this one change.

Through this identification process and further time study analysis, productivity increased by 200% - from 20 units a day to 60 units a day – in one year. During the next contract negotiation for their largest customer, the vehicle modifier was able to offer a price so low that the client shut down their in-house modification shop.

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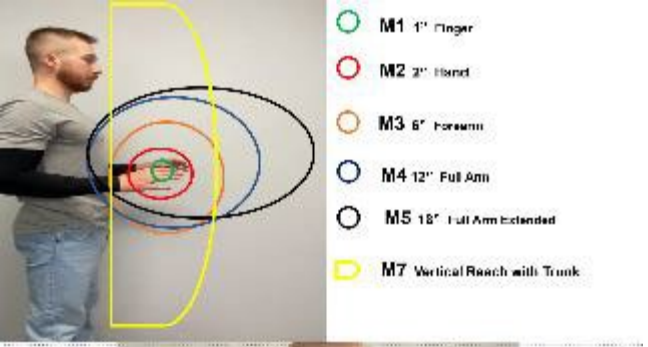

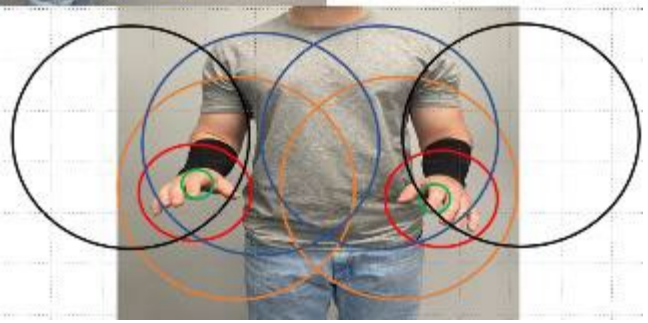

October is National Ergonomics Month

“What happens when we change M4’s to M3’s?”

During a recent ergonomics seminar delivered to a group of Industrial Athletic Trainers I provided an example of how repetitive strain injuries were eliminated through a simple change to a conveyor set-up. The reach to get product required wrist flexion during the grasp and resulting in wrist/hand injuries. Conveyor re-configuration to allow the product to come closer to the worker eliminated the ergonomic risk factor and improved efficiency as I described the M4 to a M3 value.

One of the Trainer’s had a pertinent question for all of us to consider; “What happens when you change M4’s to M3’s?” The student further elaborated, “do we know what muscles will be used more and what injuries should we be trying to prevent?”

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“What happens when we change M4’s to M3’s?” (Cont’d)

The question was an excellent one for all to consider. Firstly, we need to eliminate the wrist flexion which we accomplished by reconfiguring the conveyor. Secondly, a common example where we solely focus on production efficiency and not human factors is when work requires static standing. Sure the work comes to the worker, but static prolonged standing is a workplace hazard creating many possible heath conditions.

Finally, prevention of repetitive strain injuries is often better understood with athletics/sports requiring repetition there is a possibility of muscular fatigue and injuries such as “tennis elbow” or “golfers’ elbow” that take their common names from the sports. Ergonomic solutions focusing on muscular fatigue & recovery is exactly the purpose of occupational compression wear.

As most practitioners will agree MODAPTS should be an integral part of a corporate ergonomics program.

MODAPTS analysis of work elements provide:

- An opportunity to identify & categorize ergonomic risk factors
- Biomechanical understanding of how each work element is completed
- Identify human factors including risk of fatigue & injury prevention
- Provide a common language for both worker & management

Submitted by Robert Lisson, MODAPTS Black Belt
www.onsitetherapy.com

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TED Consulting

Certified MODAPTS Instructor

Black Belt MODAPTS Practitioner

Production Bottleneck Identification and Elimination

www.tedconsulting.net - ted@tedconsulting.net - (657) 549-7863

To find more training opportunities Go To **https://modapts.org/trainings**

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BECOME A PART OF THE IMA NEWSLETTER:

Would you like to share an example of how you have successfully used MODAPTS?

Are you a Certified MODAPTS Trainer wanting to share upcoming training?

Are you a MODAPTS Practitioner? Would like to receive a copy of the Newsletter?

All inquires and requests for IMA Newsletter to Robert Lisson,
email robert@onsitetherapy.com

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