



# RYERSON

## The Nation's Largest Industrial Service Center Runs Telemotive's 10-K Radio Remote Control Systems For Increased Productivity

(above right) With the Telemotive 10-K system in hand, Paul Tobolski moves steel plating from bay to cart at Ryerson.

(above) Mike Aliea, Ryerson Crane Operator (L) talks with Jim Miskowski, Electrical Engineer, about the newly purchased 10-K radio remote control system from Telemotive.

*Ryerson also provides its customers with semi-finished parts, components or sub-assemblies at known, final cost. This feature allows Ryerson to help its customers control the true cost of materials. Ryerson's experienced operators and modern equipment maintain tighter tolerances than most in-house operations.*

As Ryerson serves many major corporations, the choice of equipment used is extremely crucial to their, and their customers' overall productivity.

One of Ryerson's most crucial needs is for radio control. At Ryerson's 16th Street location in Chicago, where they move tons and tons of plate, bar, coil, red metals and plastics, there are approximately 35 crane bays with a minimum of 2 cranes per bay.

*The Ryerson Company, founded as a small Chicago iron store in 1842, has become the nation's largest industrial service center organization, offering the widest range of products and inventories at 30 service centers coast-to-coast. Ryerson also provides its customers with semi-finished*

Recognizing the possibility to increase productivity and save on costs, Ryerson installed radio controls on their overhead cranes in 1960, as RC was just being developed by Telemotive Industrial Controls, also located in Chicago. "We have 60-70% of these bays on radio control," Jim Miskowski, Electrical Engineer for Ryerson since the early 70s, said. "Some of them are exclusively on radio control,

but for now, in our higher production areas, we still utilize an operator in the cab," he said.

Ryerson runs a 3-shift operation, and most of the time, a 6-day-a-week operation. "It's hard to put a figure on how often these controls are used," Miskowski said, "but I'd say it's easily 50% of the work-week. On some shifts, we have taken the operator out of the cab and we solely utilize our radio

controls for order assembly.”

Purchasing for each Ryerson plant, from coast-to-coast, originates from the regional headquarters in Chicago, Seattle or West Chester, PA. “We equip each site identically,” Miskowski said. “The plant managers rely on us to provide them with the best available equipment for each plant. There is so much to choose from these days. Price is not always a factor; in fact, most of the time, quality wins out. Better quality at a higher initial price is actually more cost effective on a long term basis.”

In 1993, Ryerson began looking to enhance their radio remote control systems, to keep up with their customers’ demands. Miskowski noted how drastically the products in this industry have gotten smaller and smaller. Buy the technology and reliability have improved dramatically. This statement holds true, as Ryerson’s first radio control system was purchased from Telemotive back in the early 1960’s. “That system receiver stood 6-foot tall employing a 7 pound transmitter used by the operator,” Miskowski said. “Our most recent Series 10-K system from Telemotive uses a 1½-2 pound portable hand-held transmitter and the crane-mounted receiver is only 18” x 18” x 7”. The technology has definitely improved.”

Ryerson has been using radio controls since the early 60s and has witnessed several generations of changes—always for the better. “There are some applications here where our operators were forced to drag a hanging pendant control up into a stock area,” Miskowski said. “Operators were actually climbing up onto the stock, trying to hook chains around it, while at the same time, hanging onto this heavy pendant. That was a real safety hazard—as he’d have to climb up and down, dragging the pendant and, often, the cumbersome cable along with him.”

According to Miskowski, Ryerson hasn’t put a 10-K system on a crane or application that didn’t previously have radio control. “The purchasing of the 10-K systems has been for upgrading purposes,” he said. “We have replaced at least one competitor’s radio system which proved to be inadequate, with a 10-K system.” Miskowski noted how important operator feedback is, where equipment selection is concerned. “We certainly work with the operators, when it comes to equipment purchases,” Miskowski said. “Generally, the people who make radio controls are not the people who use radio controls. They have no concept of what goes on with these transmitters out in the warehouse where you’re moving tons and tons of steel



Martin Kaminski uses Telemotive’s 10-K pendant style radio transmitter, which plays an integral part in Ryerson’s overall productivity.

around. The transmitter has got to be rugged. It’s going to be dropped at least two times a day. The switches are going to be pressed several hundred times a day. Over a month, these switches are pressed thousands and thousands of times.”

Miskowski noted that what looks good on paper and what is a nice and neat package when the engineers are putting it together just does not translate in the industrial market. “Telemotive knows,” he said. “They are always looking to improve. They are always researching stronger and lighter plastics. This type of dedication and industry knowledge is imperative in our business.”

“Our Dallas plant had done some independent research on new radio control systems, looking at three different systems overall,” Miskowski said. “Telemotive’s 10-K was one of them. The other two were half the price of the 10-K, but when they looked more closely at those systems, they felt the quality wasn’t there. So, as I’ve mentioned how quality wins out, we opted for the 10-K. Even though the price is not unreasonable, it is higher than some of their competitors, but at Ryerson, we prefer to look at quality, not price.”

Recognizing the increasing RF spectrum congestion present in today’s industrial environment, Telemotive has applied the TMS (Time Multiple Sharing) concept in designing the series 10K. This allows Ryerson, or any other customer, to control up to four cranes on a single frequency. As Telemotive meets all requirements of FCC Part 15 Rules, users can be up and running their new 10-K system immediately after

installation, which only requires approximately three hours. The Series 10-K now can be quickly programmed in the field for most hoist control speeds by merely flipping a dip switch located in the transmitter.

According to Miskowski, operators’ reception of the 10-K has been very positive. They especially like the small transmitter. “It’s not all that different from Telemotive’s 9000 series,” he said. “They’re able to hook it on their belts and within a couple of days, they know where the actual buttons are and don’t have to look at them anymore. Essentially, they have both hands free.”

Mike Alicea, a Ryerson crane operator, uses the 10-K system every day. “It’s not too heavy and I can hook it right to my belt,” Alicea said. “The lighter system helps keep me going—I definitely have experi-



(above) Mike Alicea, Ryerson Crane operator prepares an order for shipping utilizing Telemotive’s 10-K radio control system on an overhead crane. (left) Abraham Rivera utilizes his 10-K system from Telemotive to move several loads of steel on a daily basis at Ryerson.

enced less fatigue since switching to the 10-K—my shoulder used to get so tired from the pendant. It’s so much better to be able to

walk with it anywhere I need to go. This is wonderful and it only took me a couple of hours to get accustomed to the pushbuttons. I wish they would install this in every crane bay.”

Telemotive is the acknowledged leader in radio control of cranes in manufacturing facilities including Ford Motors, General Motors, Boeing and Ryerson.

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