

## LiDestri Foods

Retrotech's ACTIV® System helps LiDestri maximize both space and investment.



### LiDestri Foods Fairport, NY

#### About LiDestri Foods:

LiDestri Foods, headquartered in Fairport, New York, is a premier manufacturer of sauces, dips, and salsas in the nation. They manufacture and distribute the LiDestri, Francesco Rinaldi, Newman's Own salsa and sauces, as well as other nationally known and private-label brands. From one location in 1975, the company has grown to four manufacturing facilities capable of producing two million jars of sauce, salsa and dips per day.

#### Business Challenges:

- ▶ Existing storage, staging, and shipping processes were inadequate to meet the needs of this growing manufacturer.
- ▶ LiDestri needed to increase storage capacity at the corporate site, eliminate off-site warehousing, and keep pace with customer demands.

#### Highlights of the Project:

Retrotech was commissioned to build a 75,000 square-foot automated warehouse expansion at the LiDestri corporate site, using the ACTIV® System technology.

The product path from production to the ACTIV System is accomplished automatically via a conveyor system which interfaces with production and a custom "Pallet Build" area. As the palletized loads move toward the ACTIV system they are scanned and size checked. Acceptable loads continue into the ACTIV System; unacceptable loads are removed by forklift to a rework area and then returned to the system.

To input a load from the dock, the forklift operator first scans a barcode on the load and then places the load directly onto the dock input conveyor. Using barcode data, ACTIV's storage algorithms direct the system's Vertical Transfer Lifts (VTLs), Cross-Aisle Transfers (CATs), and Deep Lane Transfers (DLTs) to position the incoming pallets within the system based on output requirements.

Loads migrate through the system in a continuous flow. Control of the stored loads is based on routing paths into and through the system, rather than specific location assignments.

Unit load replenishments for pick operations exit the ACTIV System through one of the two output lanes. One output lane is used primarily for pick replenishment, the other lane for miscellaneous outputs such as emergency outs or quality control functionality.

Loads ready for shipment exit the ACTIV System on Levels 1 and 2 through staging slots located at the end of the deep lanes. The staged sequence of the pallets follows the trailer load plan. The system has 28 staging slots, each containing 24 pallets (one trailer load). In a typical operation, the forklift pulls the loads from the staging lane face and loads directly onto its assigned trailer. Because ACTIV continually replenishes the staging lane face, the forklift operator is able to concentrate on rapid trailer loading.

The LiDestri application utilizes two identical captive pallet accumulation systems to recover captive pallet boards from the position where they are left after a slip-sheeted load or palletized load is removed. The captive pallet accumulation system consists of a Pallet-CAT (P-CAT), an accumulator, and pallet lifting and stacking devices. Up to 24 boards can be stacked on a stacking device. Once a full stack is readied, DLTs transport the boards out of the ACTIV System for reuse in the palletizers.

#### Results:

- ▶ Because of its high-density capability and its ability to handle operations within the system footprint, ACTIV enabled LiDestri to absorb product for 24-hour manufacturing, eliminate two outside storage facilities and consolidate all operations into their primary manufacturing facility.
- ▶ Retrotech's innovative pallet accumulation system provided the flexibility LiDestri needed to receive and ship product on slip-sheets, standard-grade pallets and non-standard pallets.
- ▶ Labor associated with product movements within the storage warehouse was eliminated and trailer-load time was reduced.
- ▶ Because orders are pre-staged now within the ACTIV footprint and delivered directly to the appropriate dock door, peak-shipping periods can be accommodated with less effort.
- ▶ Cost per pallet through was reduced by \$8 to \$15 per pallet and truck-wait times decreased 84%. This allowed LiDestri to load and ship up to 100 trucks per day, with only three fork trucks operating on a daytime-only shipping schedule.

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