

FITTING CELL - WEEK of 10/7/24

| # of Shifts | Mach # | T&L JOB# | QTY (1000) | M 10/7 | Tu 10/8 | W 10/9 | Th 10/10 | F 10/11 | S/S 10/12 | M 10/14 | Tu 10/15 | W 10/16 | Th 10/17 | F 10/18 | S/S 10/19 | M 10/21 | Tu 10/22 | W 10/23 | Th 10/24 | F 10/25 | S/S 10/26 | M 10/28 | Tu 10/29 | W 10/30 | Th 10/31 | F 11/1 | S/S 11/2 | M 11/4 | Tu 11/5 | W 11/6 | Th 11/7 | F 11/8 | S/S 11/9 | M 11/11 | Tu 11/12 | W 11/13 | Th 11/14 | F 11/15 | S/S 11/16 | | | |
|-------------|--------|----------|------------|--------|---------|--------|----------|---------|-----------|---------|----------|---------|----------|---------|-----------|---------|----------|---------|----------|---------|-----------|---------|----------|---------|----------|--------|----------|--------|---------|--------|---------|--------|----------|---------|----------|---------|----------|---------|-----------|-----|-----|-----|
| 1 | A86 | 292 | 40m | --- | --- | | --- | --- | --- | | --- | | --- | --- | --- | | > | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | A74 | 403 | 30m | | --- | | | --- | --- | --- | --- | | | --- | --- | --- | --- | | > | --- | --- | <462 | | | | | | | | | | | | | | | | | | | | |
| 1 | A76 | 142 | 80m | > | <447 | | | --- | --- | --- | --- | | | | --- | --- | | | | | --- | --- | | | | | | --- | --- | --- | --- | | | | | | | | | | | |
| 1 | A24 | 2328 | 100m | --- | | | | --- | --- | --- | | | | --- | --- | --- | --- | | | | --- | --- | --- | | | | | --- | --- | --- | | | | | | | | | | | | |
| 1½ | A25 | 2253 | 35m | | > | <2316 | | | --- | --- | --- | | | | --- | --- | | | | | --- | --- | | | | | | --- | --- | --- | | | | | | | | | | | | |
| 1 | A26 | 2036 | 60m | | | --- | | --- | --- | | > | | | | --- | --- | | | | | --- | --- | | | | | | --- | --- | | | | | | | | | | | | | |
| 1 | A27 | | | --- | --- | | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |

MISC CELL #1 - WEEK of 10/7/24

| # of Shifts | Mach # | T&L JOB# | QTY (1000) | M 10/7 | Tu 10/8 | W 10/9 | Th 10/10 | F 10/11 | S/S 10/12 | M 10/14 | Tu 10/15 | W 10/16 | Th 10/17 | F 10/18 | S/S 10/19 | M 10/21 | Tu 10/22 | W 10/23 | Th 10/24 | F 10/25 | S/S 10/26 | M 10/28 | Tu 10/29 | W 10/30 | Th 10/31 | F 11/1 | S/S 11/2 | M 11/4 | Tu 11/5 | W 11/6 | Th 11/7 | F 11/8 | S/S 11/9 | M 11/11 | Tu 11/12 | W 11/13 | Th 11/14 | F 11/15 | S/S 11/16 | | | |
|-------------|--------|----------|------------|--------|---------|--------|----------|---------|-----------|---------|----------|---------|----------|---------|-----------|---------|----------|---------|----------|---------|-----------|---------|----------|---------|----------|--------|----------|--------|---------|--------|---------|--------|----------|---------|----------|---------|----------|---------|-----------|-----|-----|-----|
| 1 | B02 | 460 | 25m | --- | --- | --- | --- | --- | --- | | | --- | | --- | --- | --- | --- | --- | > | --- | --- | --- | | | | | --- | --- | --- | --- | | | | | --- | --- | | | | --- | --- | |
| 1 | B04 | 378 | 60m | | | | --- | --- | --- | --- | | | --- | --- | --- | | | --- | | --- | --- | | | | --- | > | --- | --- | | | | | | | --- | | | | | --- | --- | |
| 1 | B06 | 066 | 80m | | | --- | --- | --- | --- | | --- | --- | | --- | --- | | | --- | --- | --- | --- | | | | --- | --- | --- | --- | --- | --- | | | | | | --- | --- | | | | --- | --- |
| 1 | B08 | 325 | 80m | --- | --- | | --- | --- | --- | | | | --- | --- | --- | > | --- | | --- | --- | --- | --- | --- | | | | --- | --- | --- | --- | | | | | | --- | --- | | | | --- | --- |
| 1½ | B10 | 451 | 150m | | --- | | | --- | --- | | | | | | --- | --- | --- | | | | --- | --- | | | --- | --- | --- | --- | --- | | | | | | --- | --- | | > | | | --- | --- |
| 1 | B12 | 100 | 35m | | | | > | --- | --- | | | | --- | --- | --- | | | --- | | --- | --- | | | --- | | | --- | --- | --- | --- | | | | | | --- | --- | | | | --- | --- |
| 1½ | B14 | 300 | 150m | --- | --- | | | --- | --- | > | --- | --- | | | --- | --- | --- | | | | --- | --- | | | | --- | --- | --- | --- | | | | | | --- | --- | | | | | --- | --- |
| 1½ | B16 | <573 | 75m | > | | | | --- | --- | | --- | | | --- | --- | | --- | --- | | --- | --- | --- | --- | | | | | --- | --- | --- | | | | | | --- | --- | | | | --- | --- |
| 1 | B18 | 496 | 50m | --- | | | | --- | --- | | > | | --- | --- | --- | | | | | | --- | --- | | | | | | --- | --- | --- | | | | | | --- | --- | | | | --- | --- |
| 1 | B20 | 459 | 30m | > | --- | | | | --- | | | --- | | --- | --- | --- | | | --- | --- | --- | --- | | | | | --- | --- | | --- | --- | | | | | --- | | | | | --- | --- |
| 1 | A50 | 467 | 15m | --- | --- | --- | --- | --- | --- | | --- | | | --- | --- | | --- | --- | | --- | --- | --- | | | --- | --- | --- | --- | --- | --- | | | | | | --- | --- | | | > | --- | --- |
| 1 | A52 | 448 | 40m | | --- | --- | | --- | --- | --- | | | > | --- | --- | | | | | --- | --- | --- | --- | | | --- | --- | --- | --- | --- | | | | | | | | | | | | |
| 1 | A54 | 011 | 5m | --- | | | --- | --- | --- | | --- | | | | --- | --- | --- | | | | --- | --- | | | --- | --- | --- | --- | --- | --- | | | | | | --- | | | | | | --- |
| 1 | A56 | 412 | 30m | | | --- | --- | --- | --- | --- | --- | > | <152 | --- | 40m | | > | | | | --- | --- | | | | | --- | --- | --- | --- | | | | | | | | | | | | |
| 1 | A58 | 463 | 50m | --- | --- | | --- | --- | --- | | --- | --- | | --- | --- | | --- | --- | | --- | --- | --- | --- | | | | | --- | --- | --- | --- | | | | | | | | | | | |
| 1 | A60 | 424 | 100m | | | --- | | --- | --- | --- | --- | | --- | --- | --- | | | | --- | --- | --- | --- | | | | --- | --- | --- | --- | --- | | | | | | > | | | | | | |

CHARGING VALVE CELL - WEEK of 10/7/24

| # of Shifts | Mach # | T&L JOB# | QTY (1000) | M 10/7 | Tu 10/8 | W 10/9 | Th 10/10 | F 10/11 | S/S 10/12 | M 10/14 | Tu 10/15 | W 10/16 | Th 10/17 | F 10/18 | S/S 10/19 | M 10/21 | Tu 10/22 | W 10/23 | Th 10/24 | F 10/25 | S/S 10/26 | M 10/28 | Tu 10/29 | W 10/30 | Th 10/31 | F 11/1 | S/S 11/2 | M 11/4 | Tu 11/5 | W 11/6 | Th 11/7 | F 11/8 | S/S 11/9 | M 11/11 | Tu 11/12 | W 11/13 | Th 11/14 | F 11/15 | S/S 11/16 | | | |
|-------------|--------|----------|------------|--------|---------|--------|----------|---------|-----------|---------|----------|---------|----------|---------|-----------|---------|----------|---------|----------|---------|-----------|---------|----------|---------|----------|--------|----------|--------|---------|--------|---------|--------|----------|---------|----------|---------|----------|---------|-----------|-----|-----|-----|
| 1½ | C58 | 306 | 95m | --- | --- | --- | | --- | --- | --- | | > | --- | --- | --- | | | --- | --- | --- | --- | | | | | | --- | --- | | | | | --- | --- | | | | | --- | --- | | |
| 1 | C60 | 318 | 60m | | | --- | --- | --- | | | --- | | | --- | --- | --- | --- | | | --- | --- | --- | | | | | --- | --- | --- | --- | | | | | | | | | | | | |
| 2 | C62 | 324 | 30m | --- | --- | > | <075 | 30m | --- | > | | | --- | --- | --- | | | --- | | --- | --- | --- | | | | | --- | --- | --- | --- | | | | | --- | --- | | | | | --- | --- |
| 1½ | C64 | 317 | 100m | | --- | --- | --- | --- | --- | | --- | | | --- | --- | --- | | | | | --- | --- | | | | | > | --- | --- | | | | | --- | --- | | | | | --- | --- | |
| 1½ | C66 | 302 | 80m | --- | --- | --- | | --- | --- | --- | --- | > | <005 | --- | --- | --- | --- | | | --- | --- | --- | | | | | --- | --- | --- | --- | | | | | --- | --- | | | | --- | --- | |
| 1 | C68 | 442 | 40m | --- | --- | --- | --- | --- | --- | --- | --- | > | <479 | --- | --- | | | --- | | --- | --- | --- | | | | | --- | --- | --- | --- | | | | | --- | --- | | | | --- | --- | |
| 1 | C70 | 022 | 80m | | | | --- | --- | --- | | | | --- | --- | --- | | | | | --- | --- | --- | | | | | --- | --- | --- | --- | | | | | --- | --- | > | | | | --- | --- |
| 2 | C72 | 253 | 60m | --- | --- | --- | --- | --- | --- | > | <145 | --- | 40m | --- | --- | --- | | | > | --- | --- | --- | <251 | --- | | | | --- | --- | --- | --- | | | | --- | --- | | | | --- | --- | |
| 1½ | C74 | 050 | 90m | | | --- | --- | --- | --- | | --- | | | --- | --- | | | --- | --- | --- | --- | | | | | --- | --- | --- | --- | | | | | --- | --- | | | | | --- | --- | |
| 1½ | C76 | 085 | 40m | --- | --- | | --- | --- | --- | | --- | | --- | --- | --- | > | <052 | --- | 40m | --- | --- | | | | > | --- | --- | --- | --- | | | | | --- | --- | | | | | --- | --- | |
| 1½ | C30 | 036 | 90m | | | | --- | --- | --- | --- | | | | --- | --- | > | <200 | | --- | --- | --- | --- | | | | | --- | --- | | | | | | | | | | | | | | |
| 2 | C32 | 381 | 120m | | --- | --- | | --- | | | --- | | --- | | --- | --- | --- | | --- | --- | --- | --- | | | | | --- | --- | --- | --- | | | | | | | | | | | | |
| 1 | C34 | 225 | 60m | | --- | --- | | --- | --- | --- | | | --- | --- | --- | | | --- | | --- | --- | --- | | | | | --- | --- | | | | | | | > | | | | | | | |

MISC #2 CELL - WEEK of 10/7/24

| # of Shifts | Mach # | T&L JOB# | QTY (1000) | M 10/7 | Tu 10/8 | W 10/9 | Th 10/10 | F 10/11 | S/S 10/12 | M 10/14 | Tu 10/15 | W 10/16 | Th 10/17 | F 10/18 | S/S 10/19 | M 10/21 | Tu 10/22 | W 10/23 | Th 10/24 | F 10/25 | S/S 10/26 | M 10/28 | Tu 10/29 | W 10/30 | Th 10/31 | F 11/1 | S/S 11/2 | M 11/4 | Tu 11/5 | W 11/6 | Th 11/7 | F 11/8 | S/S 11/9 | M 11/11 | Tu 11/12 | W 11/13 | Th 11/14 | F 11/15 | S/S 11/16 | | | | |
|-------------|--------|----------|------------|--------|---------|--------|----------|---------|-----------|---------|----------|---------|----------|---------|-----------|---------|----------|---------|----------|---------|-----------|---------|----------|---------|----------|--------|----------|--------|---------|--------|---------|--------|----------|---------|----------|---------|----------|---------|-----------|-----|-----|-----|-----|
| 1½ | C40 | <121 | 50m | | --- | --- | --- | --- | --- | --- | --- | | | --- | --- | | --- | | > | --- | --- | <006 | | | | --- | --- | --- | --- | | --- | | | --- | --- | | | | | --- | --- | | |
| 1½ | C42 | 138 | 80m | --- | --- | --- | --- | --- | --- | --- | | > | <247 | --- | --- | | | | | --- | --- | --- | | | | | --- | --- | --- | --- | | | | | --- | --- | | | | | --- | --- | |
| 1 | C44 | 328 | 60m | --- | --- | --- | --- | --- | --- | --- | --- | --- | | --- | --- | --- | --- | --- | | --- | --- | --- | | --- | | | --- | --- | --- | --- | | --- | | | --- | --- | | | | | --- | --- | |
| 1½ | C46 | 478 | 80m | | | --- | | --- | --- | --- | | | --- | --- | --- | | --- | --- | --- | --- | --- | --- | | | | | --- | --- | --- | --- | | | | | --- | --- | | | | | --- | --- | |
| 1½ | C48 | 126 | 100m | --- | --- | | --- | --- | --- | --- | | | | --- | --- | --- | --- | | | | --- | --- | | | | | --- | --- | --- | --- | | | | | --- | --- | | | | | --- | --- | |
| 1 | C50 | 433 | 30m | | | --- | | --- | --- | --- | | | --- | --- | --- | | | | | --- | --- | --- | | | | | --- | --- | --- | --- | | | | | --- | --- | | | | | --- | --- | |
| 1 | C52 | 069 | 150m | --- | --- | | --- | --- | --- | | | | --- | --- | --- | | --- | --- | --- | | --- | --- | --- | | | | | --- | --- | --- | --- | | | | | --- | --- | | | | | --- | --- |
| 1½ | C54 | 037 | 80m | | | | --- | --- | > | <016 | --- | --- | --- | --- | --- | --- | --- | | <116 | --- | --- | --- | | | | | --- | --- | --- | --- | | | | | --- | --- | | | | | --- | --- | |
| 2 | C56 | 320 | 30m | --- | | | --- | --- | --- | --- | | --- | | --- | --- | --- | --- | | | | --- | --- | --- | | | | | --- | --- | --- | --- | | | | | --- | --- | | | | | --- | --- |

ACME NUT CELL - WEEK of 10/7/24

| # of Shifts | Mach # | T&L JOB# | QTY (1000) | M 10/7 | Tu 10/8 | W 10/9 | Th 10/10 | F 10/11 | S/S 10/12 | M 10/14 | Tu 10/15 | W 10/16 | Th 10/17 | F 10/18 | S/S 10/19 | M 10/21 | Tu 10/22 | W 10/23 | Th 10/24 | F 10/25 | S/S 10/26 | M 10/28 | Tu 10/29 | W 10/30 | Th 10/31 | F 11/1 | S/S 11/2 | M 11/4 | Tu 11/5 | W 11/6 | Th 11/7 | F 11/8 | S/S 11/9 | M 11/11 | Tu 11/12 | W 11/13 | Th 11/14 | F 11/15 | S/S 11/16 | | |
|-------------|--------|----------|------------|--------|---------|--------|----------|---------|-----------|---------|----------|---------|----------|---------|-----------|---------|----------|---------|----------|---------|-----------|---------|----------|---------|----------|--------|----------|--------|---------|--------|---------|--------|----------|---------|----------|---------|----------|---------|-----------|-----|-----|
| 1 | C02 | | | | | | --- | | --- | | | --- | | --- | --- | | | | | --- | --- | | --- | --- | | --- | --- | | --- | | | | | --- | | | | | --- | | |
| 1 | C04 | 925 | 1m | --- | --- | --- | --- | --- | --- | | --- | | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | | | > | | --- | --- | --- | | | | | --- | --- | | | | --- | --- | |
| 1 | C06 | 838 | 7m | --- | | | --- | --- | --- | --- | --- | --- | | --- | --- | --- | | | | --- | --- | --- | | | | | --- | --- | --- | --- | | | | | --- | --- | | | | --- | --- |
| 1 | C08 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | --- | --- | | | | | --- | --- | |
| 1 | C10 | 757 | 60m | --- | | | --- | --- | --- | --- | --- | | | --- | --- | --- | | | | > | --- | --- | | | | | --- | --- | --- | --- | | | | | --- | --- | | | | --- | --- |
| 1 | C12 | 757 | 40m | | | --- | | --- | --- | | | | > | --- | --- | --- | --- | | | | --- | --- | --- | --- | | --- | --- | --- | --- | | | | | --- | --- | | | | --- | --- | |
| 1 | C14 | 855 | 25m | --- | --- | | | --- | --- | --- | --- | --- | --- | --- | --- | | | | | | --- | --- | | | | --- | --- | --- | --- | | | | | --- | --- | > | | | | --- | --- |
| 1 | C16 | 758 | 40m | | | | --- | --- | | | | | | --- | --- | --- | | | | | --- | --- | | | | | --- | --- | --- | --- | > | | | --- | --- | | | | --- | --- | |

->

ACME FITTING CELL - WEEK of 10/7/24

| # of Shifts | Mach # | T&L JOB# | QTY (1000) | M 10/7 | Tu 10/8 | W 10/9 | Th 10/10 | F 10/11 | S/S 10/12 | M 10/14 | Tu 10/15 | W 10/16 | Th 10/17 | F 10/18 | S/S 10/19 | M 10/21 | Tu 10/22 | W 10/23 | Th 10/24 | F 10/25 | S/S 10/26 | M 10/28 | Tu 10/29 | W 10/30 | Th 10/31 | F 11/1 | S/S 11/2 | M 11/4 | Tu 11/5 | W 11/6 | Th 11/7 | F 11/8 | S/S 11/9 | M 11/11 | Tu 11/12 | W 11/13 | Th 11/14 | F 11/15 | S/S 11/16 | | | |
|-------------|--------|----------|------------|--------|---------|--------|----------|---------|-----------|---------|----------|---------|----------|---------|-----------|---------|----------|---------|----------|---------|-----------|---------|----------|---------|----------|--------|----------|--------|---------|--------|---------|--------|----------|---------|----------|---------|----------|---------|-----------|-----|-----|-----|
| 1 | C18 | 960 | 6m | | --- | --- | | --- | --- | --- | --- | | | --- | --- | | | | | --- | --- | --- | --- | --- | | --- | --- | --- | --- | | --- | > | | --- | --- | | | | | --- | --- | |
| 1 | C20 | 847 | 20m | --- | --- | --- | --- | --- | --- | --- | > | --- | --- | --- | --- | --- | <964 | 6m | | | --- | --- | > | | | | --- | --- | | | | | --- | --- | | | | | --- | --- | | |
| 1 | C22 | 837 | 60m | | --- | --- | | --- | --- | --- | | | | --- | --- | | | | | --- | --- | --- | --- | --- | | --- | --- | --- | --- | | > | | | --- | --- | | | | | --- | --- | |
| 1 | C24 | | | --- | --- | | | --- | --- | | --- | --- | | --- | --- | --- | --- | | | | --- | --- | --- | --- | | --- | --- | --- | --- | | | | | --- | --- | | | | | --- | --- | |
| 1 | C26 | 837 | 25m | | | | --- | --- | --- | --- | --- | | --- | --- | --- | --- | --- | | | > | --- | --- | | --- | --- | | --- | --- | --- | --- | | | | | --- | --- | | | | | --- | --- |

ACME MISCELLANEOUS - WEEK of 10/7/24

| # of Shifts | Mach # | T&L JOB# | QTY (1000) | M 10/7 | Tu 10/8 | W 10/9 | Th 10/10 | F 10/11 | S/S 10/12 | M 10/14 | Tu 10/15 | W 10/16 | Th 10/17 | F 10/18 | S/S 10/19 | M 10/21 | Tu 10/22 | W 10/23 | Th 10/24 | F 10/25 | S/S 10/26 | M 10/28 | Tu 10/29 | W 10/30 | Th 10/31 | F 11/1 | S/S 11/2 | M 11/4 | Tu 11/5 | W 11/6 | Th 11/7 | F 11/8 | S/S 11/9 | M 11/11 | Tu 11/12 | W 11/13 | Th 11/14 | F 11/15 | S/S 11/16 | | |
|-------------|--------|----------|------------|--------|---------|--------|----------|---------|-----------|---------|----------|---------|----------|---------|-----------|---------|----------|---------|----------|---------|-----------|---------|----------|---------|----------|--------|----------|--------|---------|--------|---------|--------|----------|---------|----------|---------|----------|---------|-----------|--|--|
| 1 | A40 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | A42 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | A44 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | A46 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | A48 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

CNC CELL - WEEK of 10/7/24

| # of Shifts | Mach # | T&L JOB# | QTY (1000) | M 10/7 | Tu 10/8 | W 10/9 | Th 10/10 | F 10/11 | S/S 10/12 | M 10/14 | Tu 10/15 | W 10/16 | Th 10/17 | F 10/18 | S/S 10/19 | M 10/21 | Tu 10/22 | W 10/23 | Th 10/24 | F 10/25 | S/S 10/26 | M 10/28 | Tu 10/29 | W 10/30 | Th 10/31 | F 11/1 | S/S 11/2 | M 11/4 | Tu 11/5 | W 11/6 | Th 11/7 | F 11/8 | S/S 11/9 | M 11/11 | Tu 11/12 | W 11/13 | Th 11/14 | F 11/15 | S/S 11/16 | | | | | | | |
|----------------|-----------|-------------|---------------|-----------|------------|-----------|-------------|------------|--------------|------------|-------------|------------|-------------|------------|--------------|------------|-------------|------------|-------------|------------|--------------|------------|-------------|------------|-------------|-----------|-------------|-----------|------------|-----------|------------|-----------|-------------|------------|-------------|------------|-------------|------------|--------------|--|--|--|----|----|----|----|
| 1½ | L04 | 2014 | 5m | --- | | --- | > | --- | <009 | --- | --- | <011 | | --- | --- | | --- | | | | --- | --- | | --- | | | --- | --- | | | | | | | | | | | | | | | -> | | | |
| 1½ | L06 | 014 | 6m | | > | <2008 | 5m | | --- | | | | --- | --- | --- | > | --- | <2014 | <2008 | | --- | --- | | | --- | --- | --- | --- | --- | --- | | | | | | | | | | | | | | -> | | |
| 2 | L08 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | L10 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | L12 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | L14 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | L16 | 2017 | 1m | --- | --- | | --- | --- | --- | | --- | | --- | | --- | | --- | | --- | --- | --- | --- | | --- | | --- | --- | --- | --- | --- | | | | | | | | | | | | | | | -> | |
| 1 | L17 | 747 | 5m | | | | | | > | <6041 | 3m | --- | --- | --- | --- | > | <6042 | | | --- | --- | --- | --- | | | | | | --- | --- | --- | | | | | | | | | | | | | | -> | |
| 1 | L18 | 942 | 1m | --- | | --- | --- | --- | --- | | | | | --- | --- | --- | --- | | | --- | --- | --- | | | | | | --- | --- | --- | | | | | | | | | | | | | | | | -> |
| 1 | L20 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | L22 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | L24 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1½ | L26 | 749 | 5m | | --- | --- | | --- | | --- | | --- | | --- | --- | --- | | | --- | --- | --- | | --- | | --- | --- | --- | | | | | | | | | | | | | | | | | | | -> |
| 1 | L30 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | L32 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | L34 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | L36 | 6037 | 3m | --- | --- | --- | --- | --- | --- | --- | > | <048 | --- | > | --- | --- | --- | | --- | --- | --- | --- | --- | --- | --- | | --- | | | | | | | | | | | | | | | | | | | |
| 1 | L38 | 698 | 2m | > | <600 | --- | --- | --- | --- | --- | --- | <610 | --- | --- | <505 | --- | --- | | | --- | | | | --- | | --- | | | | --- | | | | | | | | | | | | | | | | -> |

BLOCK CELL - WEEK of 10/7/24

| # of Shifts | Mach # | T&L JOB# | QTY (1000) | M 10/7 | Tu 10/8 | W 10/9 | Th 10/10 | F 10/11 | S/S 10/12 | M 10/14 | Tu 10/15 | W 10/16 | Th 10/17 | F 10/18 | S/S 10/19 | M 10/21 | Tu 10/22 | W 10/23 | Th 10/24 | F 10/25 | S/S 10/26 | M 10/28 | Tu 10/29 | W 10/30 | Th 10/31 | F 11/1 | S/S 11/2 | M 11/4 | Tu 11/5 | W 11/6 | Th 11/7 | F 11/8 | S/S 11/9 | M 11/11 | Tu 11/12 | W 11/13 | Th 11/14 | F 11/15 | S/S 11/16 | | |
|-------------|--------|----------|------------|--------|---------|--------|----------|---------|-----------|---------|----------|---------|----------|---------|-----------|---------|----------|---------|----------|---------|-----------|---------|----------|---------|----------|--------|----------|--------|---------|--------|---------|--------|----------|---------|----------|---------|----------|---------|-----------|-----|-----|
| 1 | I26 | | | | --- | --- | | --- | --- | | | --- | --- | --- | --- | | | | | --- | --- | | | | | | --- | --- | | | | | --- | --- | | | | | --- | --- | |
| 1 | I27 | 528 | 20m | --- | --- | --- | --- | --- | --- | | | --- | --- | --- | --- | | | > | | --- | --- | --- | | | | | --- | --- | --- | --- | | | | | --- | --- | | | | --- | --- |
| 1½ | I40 | 650 | 60m | | | --- | > | --- | <662 | --- | --- | --- | --- | --- | --- | <601 | --- | | | | --- | --- | | | | | --- | --- | --- | --- | | | | | --- | --- | | | | --- | --- |
| 1 | I41 | 622 | 30m | --- | --- | | --- | --- | | | | --- | --- | --- | --- | | | --- | --- | --- | --- | --- | | --- | | --- | --- | --- | --- | | > | --- | --- | | | | | --- | --- | | |
| 1½ | I42 | 534 | 60m | --- | --- | | --- | --- | | > | <536 | | --- | --- | --- | | | --- | --- | --- | --- | --- | | --- | | --- | --- | --- | --- | | | | --- | --- | | | | | --- | --- | |
| 1 | I43 | 642 | 40m | --- | --- | --- | | --- | | | --- | | | --- | --- | | | | | --- | --- | --- | | | | | --- | --- | | --- | | | | > | | | | | | | |
| 2 | I44 | 556 | 50m | | --- | | --- | | | | | --- | --- | --- | --- | | | | | --- | --- | --- | | --- | | | | --- | --- | --- | | | | | | | | | | | |
| 2 | I45 | <691 | | > | | | | --- | --- | --- | | --- | --- | --- | --- | | --- | | | | --- | --- | | | | | --- | --- | --- | | | | | | | | | | | | |
| 2 | I46 | 689 | 75m | --- | --- | --- | | | | --- | | | | --- | --- | | | | | --- | --- | --- | | | | | --- | --- | --- | | | | | | | | | | | | |
| 2 | I47 | 539 | 60m | | --- | | --- | | --- | | --- | --- | --- | --- | --- | | | --- | | --- | --- | --- | | --- | | --- | --- | --- | | | | | | | | | | | | | |
| 2 | I48 | 583 | 40m | > | <668 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | <607 | --- | | | | --- | --- | | --- | | --- | --- | --- | --- | | | | | | | | | | | | |
| 1½ | I49 | 696 | 110m | | --- | > | <673 | | | --- | --- | | --- | --- | --- | | | | --- | --- | --- | --- | | | | | --- | --- | --- | --- | | | | | | | | | | | |
| 2 | I50 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | A87 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | A88 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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HYDROMAT BLOCK CELL - WEEK of 10/7/24

| # of Shifts | Mach # | T&L JOB# | QTY (1000) | M 10/7 | Tu 10/8 | W 10/9 | Th 10/10 | F 10/11 | S/S 10/12 | M 10/14 | Tu 10/15 | W 10/16 | Th 10/17 | F 10/18 | S/S 10/19 | M 10/21 | Tu 10/22 | W 10/23 | Th 10/24 | F 10/25 | S/S 10/26 | M 10/28 | Tu 10/29 | W 10/30 | Th 10/31 | F 11/1 | S/S 11/2 | M 11/4 | Tu 11/5 | W 11/6 | Th 11/7 | F 11/8 | S/S 11/9 | M 11/11 | Tu 11/12 | W 11/13 | Th 11/14 | F 11/15 | S/S 11/16 |
|----------------|-----------|-------------|---------------|-----------|------------|-----------|-------------|------------|--------------|------------|-------------|------------|-------------|------------|--------------|------------|-------------|------------|-------------|------------|--------------|------------|-------------|------------|-------------|-----------|-------------|-----------|------------|-----------|------------|-----------|-------------|------------|-------------|------------|-------------|------------|--------------|
| 2 | A10 | 560 | 90m | --- | --- | --- | --- | --- | --- | --- | --- | | --- | --- | --- | | | | | --- | --- | --- | | | --- | | --- | --- | --- | | | | | | | | | | |
| 1½ | A12 | 546 | 40m | | > | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | <626 | --- | <522 | --- | --- | --- | --- | --- | --- | | --- | --- | --- | | | | | --- | | | | | --- |
| 1 | A14 | | | | --- | | --- | --- | --- | --- | | | | --- | --- | --- | | | | --- | --- | | | | | --- | --- | --- | --- | | | | | | | | | | |

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PRESS ASSEMBLY & PRESSURE TESTING - WEEK of 10/7/24

| # of Shifts | Mach # | T&L JOB# | QTY (1000) | M 10/7 | Tu 10/8 | W 10/9 | Th 10/10 | F 10/11 | S/S 10/12 | M 10/14 | Tu 10/15 | W 10/16 | Th 10/17 | F 10/18 | S/S 10/19 | M 10/21 | Tu 10/22 | W 10/23 | Th 10/24 | F 10/25 | S/S 10/26 | M 10/28 | Tu 10/29 | W 10/30 | Th 10/31 | F 11/1 | S/S 11/2 | M 11/4 | Tu 11/5 | W 11/6 | Th 11/7 | F 11/8 | S/S 11/9 | M 11/11 | Tu 11/12 | W 11/13 | Th 11/14 | F 11/15 | S/S 11/16 | |
|----------------|-----------|-------------|---------------|-----------|------------|-----------|-------------|------------|--------------|------------|-------------|------------|-------------|------------|--------------|------------|-------------|------------|-------------|------------|--------------|------------|-------------|------------|-------------|-----------|-------------|-----------|------------|-----------|------------|-----------|-------------|------------|-------------|------------|-------------|------------|--------------|--|
| 1 | H04 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | --- | | | | | | | | | | |
| 1 | H06 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | H08 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | H10 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | H12 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | H14 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | --- | | | | | --- | |
| 1 | H20 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | H22 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |