Inauguration of CTI’s new premises at Eselborn/Lentzweiler on 5th October 2005

CTI SYSTEMS S.A. has been based in Clervaux (in North Luxembourg) since 1962 and boasts a long engineering pedigree. In 2003, the company built in a first step a new engineering centre at the industrial area at Eselborn / Lentzweiler near Clervaux. In a second step, the company moved the manufacturing plant to the same location. Both, the engineering centre and the manufacturing plant have been inaugurated in an official ceremony by Grand Duke Henri and by Mr. Krecké, Minister of the Economy and Foreign Trade, on 5th October 2005.
# INDEX

Inauguration 02  
Index 03  
Company Information 04 - 05  
Board of Directors 06  
Organization Chart 07  
Directors Report 08 - 09  
Key Figures 10  
Service 11

## Products

- Airport technics 12 - 13  
- Intralogistics 14 - 15  
- Crane systems 16 - 17  
- Handling devices 18 - 19  
- Floor conveying systems 20 - 21  
- Monorail systems 22 - 23  
- Surface treatment 24 - 25
Optimized production solutions contribute considerably to the success of the company. Automated storage and distribution of goods and materials, ergonomic and safe working conditions for personnel as well as the interfacing of processes are the basic elements. Therefore coordinated systems play a key role.

As a manufacturer of customized, mainly computer-controlled, equipment for handling and storing goods as well as production and access equipment, CTI SYSTEMS is well placed to provide cost-effective integrated solutions in this area.

For more than 40 years, CTI SYSTEMS has a successful track record for serving the following industries:

- Aircraft & aerospace industry
- Aluminium & steel industry
- Automotive industry
- Floor covering industry
- Foundries
- Wood industry
- Printing & paper industry

CTI SYSTEMS has been based in Luxembourg since 1962 and boasts a long engineering pedigree. At first it focused on manufacturing overhead material-handling equipment, starting production with standard patented track crane and monorail systems. Early markets included US companies in Luxembourg and surrounding European countries. In 1993 CTI was acquired by SNCI of Luxembourg and in 1997 it became CTI SYSTEMS, reflecting its activities as a supplier of general conveying systems.

Today, CTI SYSTEMS is located in the heart of Europe, in North Luxembourg: new administration & engineering centre and manufacturing unit in Lentzweiler and employs around 170 people.

CTI SYSTEMS also covers aspects such as problem analysis, material flow management, control concepts, simulation, specifications and project management. As well as customized products and equipment, CTI SYSTEMS also offers a planning service for clients. The aim of CTI is to provide the customer with a complete, tailor-made system, engineered and manufactured with the latest technology, installed on a turnkey basis to provide optimum economic effects. CTI develops concepts, performs feasibility studies, manufactures and tests prototypes if required.

Quality plays an important role at CTI SYSTEMS. Hence, Quality assurance is carried out systematically, which is emphasized by ISO 9001 certification and high customer satisfaction.
BOARD OF DIRECTORS

Mr. Robert Dennewald   Chairman
Mr. Georges Schmit     Vice-Chairman
Mr. Marc Reiffers     Member
Mr. Marc Solvi        Member

CHIEF EXECUTIVE OFFICER

Mr. René Jost        Chief Executive Officer

MANAGEMENT

Mr. Carlo Bach   Manager Electrical Engineering / PLC / PA
Mr. Othon Hoffmann  Manager Estimating R&D / Mechanical Engineering / Documentation / Design Quality & Standards
Mr. Hermann Maus   Manager Inventory / Manufacturing / Installation
To the Shareholders of CTI SYSTEMS S.A.:

The Directors present their report on the affairs of the Company, together with the audited annual accounts and the report of the independent auditors for the period from 01 January 2005 to 31 December 2005.

Principal Activity
The principal activity of the Company continues to be the development, engineering and construction of customized, mainly computer controlled, crane, storage, material flow and handling systems. CTI Systems has very successful records in several industries, such as Aircraft, Aluminium, Automotive, Cable manufacturing, Floor covering, Foundry, Wood, Printing and Paper, and Steel industries.

Business Review
Despite the move of the manufacturing unit and highly competitive market conditions, CTI Systems managed to reach the budget target in 2005. Order backlog was about 24 M€ at the end of the year.

The Company concludes the fiscal year 2005 with an after tax income of €518,520.

The Board of Directors is confident that the necessary measures have been taken to sustain the strategic development during the coming years.

Allocation of Result
A dividend distribution of €2,20 per share and the carrying forward of the balance of €132,970 to the result brought forward will be submitted for approval to the Annual Shareholders’ Meeting.

Fixed Assets
The change in fixed assets during the year is set out in the enclosed annual accounts. The construction of the new CTI Manufacturing and Testing Center in Lentzweiler (Luxembourg) has started in the last quarter 2004 and the production in September 2005.

During 2005 CTI Systems S.A. has incorporated two new companies: CTI Systems Service & Montage GmbH, Germany and CTI Systems Inc., USA., to serve to develop the market position.

Research and Development
CTI Systems is well positioned as a market and technology leader in customized material handling systems. The commitment to continue with progressive development of new solutions for a variety of industries enables the Company to maintain its competitive position in international markets.

Outlook for 2006
CTI Systems expects markets in the western world to continue to be stagnant. Accordingly, the capital spending behavior of our principal industrial customer branches will be guided by caution. Competition among material handling suppliers will intensify due to cyclical influences and is characterized by increasing performances, ambitious cost goals and higher quality requirements. Against this background, CTI Systems has not assumed any margin improvement in the planning for 2006.
Directors
The Directors who served during the period under review were:

Mr. Robert Dennewald, Chairman
Mr. Georges Schmit, Vice-Chairman
Mr. Marc Reiffers, Director
Mr. Marc Solvi, Director

The Directors who held office on 31 December 2005 had no interest in the shares of the Company.

According to the decision of the Extraordinary Shareholders’ Meeting of 20 December 2000 and the Ordinary Shareholders’ Meeting of 07 May 2002, the Directors’ fees for 2005 amount to € 16.650.

Shareholders
On 31 December 2005 the following were registered as holding interests in excess of 5% of the Company’s share capital:

Société Nationale de Crédit et d’Investissement, Luxembourg

<table>
<thead>
<tr>
<th>SNCI</th>
<th>Shares</th>
<th>% of Capital</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>175,249</td>
<td>99.99</td>
</tr>
</tbody>
</table>

Format of Accounts
The accounts have been drawn up in accordance with the legal and regulatory requirements in Luxembourg.

Auditors
The Board of Directors has resolved to submit to the Annual Shareholders’ Meeting a proposal to reappoint Deloitte S.A., as Réviseur d’entreprises for the fiscal year 2006.

The Board of Directors wishes to express its gratefulness to the Company’s management and personnel for their sustained efforts and loyalty. Their dedication, skills and customer orientation have helped CTI’s products and services to receive high recognition in the market place. The Board of Directors would also like to thank CTI’s customers and business associates for their good cooperation and the shareholders for the confidence that they have placed in the company.

March 17, 2006

The Board of Directors
## Key Figures (€)

### Profit & Loss Statement

<table>
<thead>
<tr>
<th></th>
<th>2004</th>
<th>2005</th>
</tr>
</thead>
<tbody>
<tr>
<td>Net Turnover</td>
<td>23,003,036</td>
<td>24,590,003</td>
</tr>
<tr>
<td><strong>EBITDA operational</strong></td>
<td><strong>1,891,317</strong></td>
<td><strong>1,736,080</strong></td>
</tr>
<tr>
<td>% sales</td>
<td>8.2 %</td>
<td>7.1 %</td>
</tr>
<tr>
<td><strong>EBITDA other</strong></td>
<td>-875,413</td>
<td>-1,104,762</td>
</tr>
<tr>
<td>Provisions Increase (-) / Decrease (+)</td>
<td>476,278</td>
<td>439,088</td>
</tr>
<tr>
<td><strong>EBITDA</strong></td>
<td>1,492,182</td>
<td>1,070,406</td>
</tr>
<tr>
<td>Depr &amp; Wd / Fixed Assets</td>
<td>-720,143</td>
<td>-733,507</td>
</tr>
<tr>
<td><strong>EBIT</strong></td>
<td>772,038</td>
<td>336,907</td>
</tr>
<tr>
<td>% sales</td>
<td>3.4 %</td>
<td>1.4 %</td>
</tr>
<tr>
<td>Financial Result</td>
<td>363,804</td>
<td>218,186</td>
</tr>
<tr>
<td>Extraordinary Result</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Income Taxes &amp; Transfers</td>
<td>-35,960</td>
<td>-36,573</td>
</tr>
<tr>
<td><strong>Result</strong></td>
<td>1,099,882</td>
<td>518,520</td>
</tr>
<tr>
<td>% sales</td>
<td>4.8 %</td>
<td>2.1 %</td>
</tr>
</tbody>
</table>

### Balance Sheet Information

<table>
<thead>
<tr>
<th></th>
<th>2004</th>
<th>2005</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fixed Assets</td>
<td>6,929,958</td>
<td>10,844,799</td>
</tr>
<tr>
<td>Working Capital Requirements</td>
<td>-3,628,396</td>
<td>-4,274,208</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>3,301,562</td>
<td>6,570,591</td>
</tr>
<tr>
<td>% sales</td>
<td>-15.8 %</td>
<td>-17.4 %</td>
</tr>
</tbody>
</table>

### Stockholder Equity

<table>
<thead>
<tr>
<th></th>
<th>2004</th>
<th>2005</th>
</tr>
</thead>
<tbody>
<tr>
<td>Provisions &amp; deferred taxes</td>
<td>9,044,695</td>
<td>9,212,715</td>
</tr>
<tr>
<td>Net financial debt</td>
<td>-11,534,286</td>
<td>-7,994,188</td>
</tr>
<tr>
<td>Net gearing ratio</td>
<td>-127.5 %</td>
<td>-86.8 %</td>
</tr>
</tbody>
</table>

### Free Cash Flow Calculation

<table>
<thead>
<tr>
<th></th>
<th>2004</th>
<th>2005</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cash flow</td>
<td>1,449,540</td>
<td>686,339</td>
</tr>
<tr>
<td>Increase/disposal (+) of fixed assets</td>
<td>-3,692,077</td>
<td>-4,664,348</td>
</tr>
<tr>
<td>WCR variation (incr.--)</td>
<td>-1,903,318</td>
<td>772,411</td>
</tr>
<tr>
<td>Gains on disposal of fixed assets</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Exceptional losses on disposal</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Equity variations excluding result</td>
<td>-500,000</td>
<td>-350,500</td>
</tr>
<tr>
<td>Free cash flow</td>
<td>-4,645,855</td>
<td>-3,540,098</td>
</tr>
</tbody>
</table>

### Ratios & Indicators (end of period)

<table>
<thead>
<tr>
<th></th>
<th>2004</th>
<th>2005</th>
</tr>
</thead>
<tbody>
<tr>
<td>ROS</td>
<td>4.8 %</td>
<td>2.1 %</td>
</tr>
<tr>
<td>ROI</td>
<td>3.2 %</td>
<td>2.2 %</td>
</tr>
<tr>
<td>Acid test</td>
<td>89.5 %</td>
<td>90.1 %</td>
</tr>
<tr>
<td>Current ratio</td>
<td>141.5 %</td>
<td>136.3 %</td>
</tr>
<tr>
<td>ROE (after tax)</td>
<td>12.2 %</td>
<td>5.6 %</td>
</tr>
</tbody>
</table>
CTI SYSTEMS offers a materials handling planning service. Solutions are devised, which are based on the individual problem and which best meet the customer needs.

Objective consideration is given to all transport technologies when a solution is being sought. An important part of optimal materials handling and logistic systems today is the processing of the information obtained and the integration of this information into the existing computer systems.

Even after the commissioning of a system and its hand-over, we do not abandon our customer. CTI service offers a full range of services, in order to guarantee a trouble-free and reliable operation. The CTI Service Hotline offers rapid assistance in analyzing and rectifying errors. Direct access to the control computer functions is possible via modem, thus minimizing downtime and increasing availability. Periodic maintenance work, a reliable spare part service and operator’s training are all part of the CTI service provision.

CTI SYSTEMS has know-how in:
- Problem analysis
- Material flow concepts
- Control concepts
- Simulations
- Specifications
- Project management

- Preventive maintenance
- Inspections
- Training
- Fast/speedy service
- Hotline service
AIRPORT TECHNICS

CTI provides a complete product range of highly effective systems for servicing and manufacturing aircrafts, all from one source. This includes in-house project planning as well as control and automation software.

CTI SYSTEMS offers the following aircraft services and equipments:

- Teleplatforms
- Docking systems
- Engine test cells
- Crane systems
- Automated painting systems
- Automated handling systems for chemical milling and galvanizing
- Consultancy services

CTI service modules - optimisation by combination

Due to their high flexibility in terms of spans and lifting height CTI’s latest generation of teleplatforms guarantee an access to all areas of any aircraft, including the A380. The most variable CTI dock systems consider any specific requirements of aircraft maintenance and clients’ individual working philosophies. Equipped with necessary installations and facilitating safe and simultaneous aircraft access, CTI dock systems stand for a minimum of aircraft downtime. With the coordinated combination of both, teleplatforms and docking systems, CTI offers optimized and most flexible aircraft service solutions.

Sasco (St. Aerospace) - Singapore

The system consists of a roof suspended tail and fuselage docking system, together with a 3-level Nosedock.

Design, engineering, manufacture and installation by CTI SYSTEMS S.A.

Installation date: 2005

Present Status: in operation

Within the new hangar of SASCO at Changi Airport in Singapore, CTI successfully installed and commissioned a roof suspended tail and fuselage docking system, together with a 3-level Nosedock, fully integrated within the building’s mezzanine. The customers expectations inquired not only feasibility for
- B 747 of any series (B 747-100, -200, -300, -400)
- B 777 of any series (B 777-200, -300)

for maintenance and overhaul tasks, but also for aircraft painting within the same docking installation.

While applying flexible platform sections and bridges adapting the aircraft, especially the high ranking requirements for painting tasks (explosion-proof electrical equipments, hindrance free access to any aircraft surface) could have been overcome.

In addition the well-proven CTI lift and transfer driving system, experienced from many crane and teleplatform systems before together with the sophisticated lightweight but extremely stiff dock design allows quickest and safest docking operating times.

CTI teleplatforms are employed for aircraft access for:

- Stripping and painting
- Light maintenance
- Inspections

CTI docking systems are employed for aircraft access for:

- Maintenance, repair, overhaul
- Final aircraft assembly and conversion
- Stripping and painting
INTRALOGISTICS

CTI storage systems can be provided for products such as:

- Tools
- Floor coverings
- Textile or paper rolls
- Printing cylinders
- Plywood & chipboard
- Coils
- Cassettes
- Doors

CTI storage systems:

- Products can be stored vertically, horizontally, suspended or stacked
- Easy or heavy weights can be easily handled
- Systems operate fully automatically

Tryba Industries S.A.S. - France

The systems consist of a fully automated stacker crane with a grab for 2 types of containers. The storage warehouse represents 350 places divided into 50 columns with a height of 7 levels.

Design, engineering, manufacture and installation by CTI SYSTEMS S.A.

Installation date: 2005

Span: 14,000 m
Lifting height: 6,500 m
Picking zone capacity: 200 units

The systems consist of a fully automated stacker crane with a grab for 2 types of containers. The operator puts into storage the products arranged before in containers or calls for an empty container to receive the products by using the inlet/outlet station. A simple manipulation by the operator and the products are stored following the needs of the production.

The containers, called racks have a typical design allowing to store products with a length up to 6,5 m, the maximum charge is 3,000 kg. Stability is guaranteed for a column height of 7 racks representing 5 m.

The storage warehouse represents 350 places divided into 50 columns with a height of 7 levels. The interface with production is divided into 4 areas and represents 200 places divided into 50 columns with a column height of 4 racks.

Corus Construction & Industrial - United Kingdom

The system consists of five (5) rackstackers with telescopic, double-depth forks, two (2) shuttles with telescopic, single-depth forks, some 100+ roll conveyors, two (2) monorail unload stations, twelve (12) hydraulic lifting tables, eighteen (18) output stations and a 7 level high-storage warehouse.

Design, engineering, manufacture and installation by CTI Systems S.A.

Installation date: 2005

Present status: in operation

In 2004, CTI SYSTEMS delivered a fully automated, 7 level high-storage warehouse integrated into an existing building at Corus Scunthorpe (UK) facility for up to 4,660 coils.

The process starts at the wire rod mill, from where the coils are individually transported by a CTI monorail system towards the input area to the warehouse. Here up to 106 coils/h are automatically transferred via 2 unload stations from the monorail to a large system of roller conveyors. From here coils are taken over by the 5 rackstackers and stored according to various criteria in the warehouse.

Output of coils is done on request by Corus' host at the southern expedition area. The rackstackers bring the coils to output conveyor lines which lead to a shuttle area, where 2 shuttles distribute the coils to 5 groups of stations, where the forklift operator can pick the coils sorted in a way suitable for the truck that he is serving at his particular station group.

The complete installation is coordinated and tracked by the CTI Warehouse Control System (WCS).
The system consists of two (2) double girder cranes, one (1) handling station and five (5) crossbeams.

Design, engineering, manufacture and installation by CTI SYSTEMS S.A.

Installation date: 2005
Present status: in operation
Load capacity: 16 ton

Benteler Steel/Tube Ltd. carries out the pickle of tubes in the Paderborn/Germany located plant. To update the standard of used equipment and safe the work quality in future, CTI delivered in 2005 a semi-automatic system for pickle tube bundles.

The cranes have to transfer the tube bundles to the handling station. The automatic hook mounted crossbeam pick up the bundles by hand of the operator. The operator works with the crane up to a special position compared to the handling station. This position is checked by limit switches.

Now the automatic process can start. The two lift carriers move into transfer point and advance the boom to the pick up lug on the beam. The crane hoist moves and lays down the beam. The automatic hooks decouple. The crane can go away and the handling station starts the pickling program. Hand over back to the crane runs in reverse order.

### SIAEC - Singapore

The system consists of seven (7) double girder bridge cranes, one (1) single girder bridge crane, four (4) 15 ton and one (1) 2 ton hoist carrier.

Design, engineering, manufacture and installation by CTI SYSTEMS S.A.

Installation date: 2004/2005
Present status: in operation

In 2004, CTI SYSTEMS delivered 2 cranes systems equipped with 15 ton services trolleys for 2 new maintenance hangars at Changi International Airport in Singapore.

This system allows a seamless maintenance performance due to his interlocking system on each single spot of the hangar.

The scope of delivery is completed with crane runway. The 15 ton hoist carriers are designed as very compact units to ensure maximum work space with compact hoist including friction drives for all equipments. To control the system each hoist is equipped with an ex-proof pendant supported by a motorized cable drum to ensure free crossing over the plane while actuating the optional radio controllers. The signal transmission from carrier to crane is assured via fully housed 7pole power bars. Limit switches and overload protection complete the system. The CTI made equipment encloses also one off single girder crane with design load of 2 ton. This crane is located in the nose pocket area of one hangar used for different works on the radome area. All drives are controlled by frequency inverter.

The crane system is suitable to be equipped with 4 teleplatforms for maintenance and paint work for aircrafts up to Boeing 747.

---

**CRANE SYSTEMS**

CTI SYSTEMS offers the following crane systems:

- Overhead cranes
- Travelling cranes
- Automatic cranes
- Process cranes
- Interlocking systems

**Capacity of CTI crane systems:**

- Travelling speed up to 160 m/min
- Lifting speed up to 65 m/min
- Trolley speed up to 80 m/min
- All degrees of automation from manual operation through step control to fully automatic operation can be achieved

---

CTI Systems - Annual Report 2005
The system consists of one (1) chain conveyor, three (3) lifters, one (1) diagnostic station, one (1) maintenance station and ten (10) carriers. Design, engineering, manufacture and installation by CTI SYSTEMS S.A. Installation date: 2005 Present status: in operation Capacity: 6,000 kg Lifting height ca. 2,400 mm

The automatic assembly line starts in the preassembly department, where the different trailer chassis are lifted up to the chain conveyor at level 2. The buffer function of the chain conveyor synchronizes the cycle of the assembly line. The pressembled chassis is taken up by a passing carrier and via a lifter transported to the different assembly areas. The working height, as the rate of speed, is adjusted automatically to the different working areas. At the end of the assembly line an additional lifter takes up the empty carrier to level 2 where before starting a new cycle, a complete automatic function control is executed in the diagnostic station. Essential system data: 1 chain conveyor, 3 lifters, 1 diagnostic station, 1 traversing carriage and 10 carriers (capacity 6,000 kg, lifting height ca. 2,400 mm). The length of a two-level bi-rail system, CTI Patented track, comes to 400 m. Management System and control: the generation and coordination of the process flow is executed by a master PLC which transfers the fully adjustable parameters to the local carrier PLC at the beginning of a cycle. The design of the carriers and the whole system was executed under the rule, that work below suspended load is permitted.

CTI handling devices are employed to:
- Move heavy loads quickly and accurately through all axis
- Feed and remove materials, products to and from machines, ovens, furnaces, presses

CTI handling devices are employed to:
- Move heavy loads quickly and accurately through all axis
- Feed and remove materials, products to and from machines, ovens, furnaces, presses

CTI systems - Annual Report 2005

Capacity of CTI handling devices:
- Load lifting are driven electrically, hydraulically or pneumatically
- Load can be gripped and lift safely and without damage
- Move heavy loads at high speeds with high precision
FLOOR CONVEYING SYSTEMS

CTI SYSTEMS offers the following floor conveying systems:

- Roller conveyors, heavy and duty conveyors, skid conveyors
- Chain conveyors, special designed chain conveyors
- Lifts
- Closed chain conveyors
- Belt conveyors
- Shuttle systems

AIRBUS DEUTSCHLAND GMBH - GERMANY

The system consists of one (1) AGV, six (6) working platforms and two (2) lifting devices. Design, engineering, manufacture and installation by CTI SYSTEMS S.A.
Installation date: 2003
Present status: in operation
Capacity: 4,000 kg
Lifting height ca.: 6,000 mm

The assembled shell is dropped on the AGV at the end of the assembly line. The shell is transported automatically by the AGV to one of the both painting cabins. The guidance system of the AGV is based on magnetic plates which were put in the floor at predefined positions. The AGV returns to the parking position, after delivering the shell to the painting cabin. The operators finish the shell, which is held by the hoist, by means of the three working platforms in the cabin. The AGV transports the shell after the finishing automatically to the loading site.

Essential system data: 1 AGV, 6 working platforms and 2 lifting devices (capacity 4,000 kg, lifting height ca. 6,000 mm). Magnetic navigation of the AGV. Control system: PLCs for each cabin and the AGV. Communication field bus by radio.

Capacity of CTI floor conveying systems:

- Smooth material flow in pre-production buffer storage zones, production lines and in testing, commissioning and dispatch zones
- Bulky loads over 10 t can be moved with precision
- Can be integrated into fully-automatic material handling systems
The system consists of approx. 160 m of new Tarca track and corresponding powerbars, seven (7) switches and a monorail control station.

Design, engineering, manufacture and installation by CTI SYSTEMS S.A.

Installation date: 2005

Present status: in operation

In 2004, CTI SYSTEMS realized an extension of an existing CTI monorail system, operational already for about 30 years at Corus’ Scunthorpe (UK) facility, in order to allow for direct automatic connection to the newly installed automated CTI warehouse and in order to adapt to various other modifications executed at the same time by Corus. The approximately 100 C-hook conveyors travelling on the monorail are transporting steel rod coils with a weight of up to 2.2 t, a diameter of up to 1.3 m and a length of up to 1.7 m. They pick up the coils individually at the wire rod mill and via the large monorail system, including some 40+ switches, they pass along compactors, cooling tracks, weighing stations, labeling stations, ... directly to the input area of the new automated warehouse. Here the coils arrive with a temperature of still up to 400°C and at a rate of 106 coils/h. Prior to being unloaded onto conveyors leading into the warehouse, a check of each individual coil is made by the new CTI monorail control station, realized at the same time than the connection to the warehouse, in order to exclude any entry of an unsuitable coil into the warehouse.

CTI monorail systems are available for different applications and loads.
SURFACE TREATMENT

CTI surface treatment systems can be provided for installation such as:

- Blast cleaning
- Pretreatment
- Galvanization
- E-coating
- Wet and powder paint shops
- Chemical milling

In 2004, CTI SYSTEMS delivered a full automated flow of material for a surface treatment plant at Brüggen Oberflächen-und Systemlieferant GmbH at Herzlake. The automatic material flow starts in the preparation department, where all parts are fixed and ends again in the preparation department following the department of pretreatment, cathodic e-coating, heat treatment and powder coating. The link between the individual departments is realized by a bi-rail system. Transfers are executed by a friction wheel carriage.

Brüggen Oberflächen- und Systemlieferant GmbH - Germany
The system consists of three (3) automatic crane bridges, four (4) automatic cranes and one (1) semi-automatic crane.
Design, engineering, manufacture and installation by CTI SYSTEMS S.A.
Installation date: 2004
Present status: in operation
Capacity: 5,000 kg

MBT - Mercedes Benz - Turkey
The system consists of a skid, twenty-seven (27) roller conveyors, one (1) skid stacker, one (1) tipping system, one (1) crane E-Coat, two (2) crane transfer stations, two (2) lift stations, three (3) cross-shuttle platforms, one (1) cross-shuttle with satellite.
Design, engineering, manufacture and installation by CTI SYSTEMS S.A.
Installation date: 2004
Present status: in operation
Capacity: 5,400 kg

Wessling Oberflächenveredelung GmbH - Germany
In 2004, CTI SYSTEMS delivered a full automated flow of material for the largest surface treatment plant in Europe, named WOB - Wessling Oberflächenveredelung GmbH at Geeste-Dalum. The automatic material flow starts in the preparing department, where all parts are fixed and ends again in the preparing department following the department of pretreatment, cathodic e-coating, heat treatment and powder coating. The link between the departments is realized by a combined monorail and bi-rail system.

Capacity of CTI surface treatment:

- Material flow can be executed by cranes, monorail carriers or conveyors
- Easy or heavy weights can be easily handled
- Large or small parts can be easily handled
- System operates fully automatically

In 2004, CTI SYSTEMS delivered a new bus paint shop pretreatment and e-coat line at the facilities of Mercedes Benz in Turkey. The busses and the spare parts are placed in the body and white shop on the conveyor technique, run through the pretreatment/e-coat line and take later over to the paint shop. The commands are transmitted to the cranes, roller conveyors, lift and tilting stations via a Profi-bus net.

CTI Systems - Annual Report 2005