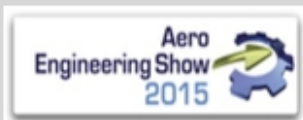




**WHERE TO SEE US**

Come and see the Coolant Saver in action at the Aero Engineering Show. Held at the NEC, Birmingham on the 4th and 5th November, we will be exhibiting on **Stand B87a**.



**STAR GB OPEN HOUSE**

See our Neat Oil unit fitted to the latest Star sliding head CNC lathes. The event will take place on **20th to 22nd October** at Star's main office in Melbourne, Derbyshire.



**REQUEST A BROCHURE**

Our new brochure is ready, if you want to receive a copy just email us or call the number below. We look forward to helping your business make significant savings.



- Save up to 50% on cutting fluid
- Save up to 90% on fluid waste costs
- Save time and money on fluid handling

**NEAT SOLUTIONS**

Our Coolant Saver has now been developed for the recovery of the expensive low viscosity neat oils, typically used for cooling and lubricating turned components produced on Swiss-style sliding head lathes, as well as for gear hobbers, broaching and honing machines.

**Reduce**  
**Reuse**  
**Recycle**



**The No1 coolant saving device**

- ◆ Up to 50% coolant saving - reduced topping up
- ◆ Reduction in disposal costs
- ◆ No manual intervention to empty coolant in swarf bin as it is done automatically when machine is active
- ◆ Manpower reduction - only swarf will require emptying from bin
- ◆ Swarf value - improved price for swarf without coolant
- ◆ Environment friendly - not only recycling coolant but NO external power required or outside coolant leaks
- ◆ Improved housekeeping with no coolant collecting outside the machine or leaking on the floor

**CONTACT US:**

**EMAIL:** [jh@wogaard.com](mailto:jh@wogaard.com)

**CALL:** '07557 107892'

# Mettis Aerospace

**As part of a continuous business improvement plan Mettis Aerospace, a leading global service provider of precision-forged and machined components in titanium, aluminium and special steels, has installed the Coolant Saver on a number of its advanced Matsuura machining centres producing critical components.**



Operating from a single integrated 28 acre site in Redditch, Mettis Aerospace delivers value added engineering solutions to optimise the design and manufacturing process for a number of renowned industry leaders, and the company has extensive customer approvals from Airbus, AgustaWestland, Boeing, Bombardier, GKN Aerospace, GE Aviation, Honeywell, Kawasaki, Messier-Bugatti-Dowty, Rolls-Royce, Spirit Aerosystems and United Technologies.

Employing over 530 highly skilled staff, the site is the company's international headquarters and comprises 56,000 m<sup>2</sup> of forging, machining and processing facilities that include heat treatment and kitting. This provides Mettis Aerospace with the perfect environment to design, test and assemble complex forged and machined aero engine, landing gear, airframe and nacelles, as well as flight control components.



Mettis is a valuable supplier to industry giants such as Rolls-Royce, Boeing and Airbus, and is established on all current civil aerospace programmes, including Boeing 787-9 and 737 MAX, Airbus A380, A350 XWB and A320neo, as well as Bombardier CSeries.

Aero engine components are produced for CFM's LEAP, Rolls-Royce Trent 900, TrentXWB and Trent 1000, and GE Aviation's GENx.

AS9100 accreditation highlights the company's proactive and reactive quality assurance at every stage of manufacture. While NADCAP approval demonstrates the commitment the business has to cost-effective processes and new innovative ways of working with continual improvement every step of the way.

It was as part of a continuous improvement initiative that the Wogaard Coolant Saver was first introduced to the 3,000 m<sup>2</sup> machine shop. A cell containing two Matsuura MX-520 5-axis CNC machining centres was being pushed to its limits as the customer had ramped up the volume for a family of titanium components being produced. A further two identical machine tools were ordered and have been installed to meet demand. However, it was noted by Team Leader Dave Bayliss, that each of the swarf skips contained a significant volume of coolant that was being dragged out by the titanium chips.

Phil Ketch from the company's Business Improvement Team investigated potential solutions and after a thorough appraisal of the various equipment available on the market he found the Wogaard Coolant Saver provided the most efficient and cost-effective solution.

Having seen the unit in operation, Dave Bayliss measured the volume and cost of coolant that was being lost and subsequently disposed. He says: "In this cell we use a 10 per cent coolant to 90 per cent water mix and we measured the exact volume being dragged out at 90 litres per week. So, we calculated the cost of the coolant at £1,285.92 and added the cost of disposal at £304.50 for every 4,000 litres; an annual expenditure of just under £1,600 for one machine."

It was straightforward for Dave Bayliss to work out that the return on investment was less than 15 weeks. "Now the units are fitted to the Matsuura machines in this cell we can calculate the savings that could be achieved by fitting the Coolant Saver to our other machining centres," he concludes.

Click [HERE](#) to watch our demonstration video...

[www.wogaard.com](http://www.wogaard.com)