

Chapter 1 : Spare part - Wikipedia

The key is to establish an expedited spare parts ordering process and understand the costs involved. This allows subordinate managers and maintenance person to make good decisions on what to expedite and what to order on standard orders.

How do you determine which repair parts are critical? Some of these parts are essential to the operation of production equipment in a manufacturing plant and other parts do not have such a severe impact on the process. To determine what parts need to be held on site as critical or insurance spares, a criticality analysis of the maintainable assets is conducted to rank the probability of impact on the production process or employee safety if the equipment were to fail. In many instances the criticality analysis reveals that the probable failure of the equipment under review would have a direct impact on employee safety, environment or the ability of the production process to run effectively. When spare parts and equipment assemblies are identified as critical, the second phase of the decision process begins. A cross-functional team composed of employees from Operations, Maintenance, Engineering, Materials Management and Safety conducts the first phase of a criticality analysis. Each of these factors are reviewed and given a weighted score between zero and that converts into a part criticality ranking as shown in the criticality index below. The scores are divided into categories which indicate the severity of failure from catastrophic to significant or insignificant. A rating of catastrophic would indicate a part or assembly is usually an item that is held in inventory; it is a critical part for a critical asset and has been identified as a safety compliance issue if it fails. A rating of significant would indicate the part is for a non-critical asset and would probably fall into the category of a normal MRO consumable item. The insignificant rating would indicate that the part was a non-critical item and not a safety concern if it failed. The second phase of the criticality analysis is to determine if the item will be held on site as a part of the MRO inventory or designated as a non-stock, order on demand critical spare. Parts held in the MRO inventory are an investment to ensure production is not interrupted and safety of the employees and environment are not compromised. These parts that are purchased and held as part of the inventory have an ongoing cost associated with their management. In five years the associated carrying cost has doubled the expense of the spare part and if the item is a rotating spare that has not been under a preventive maintenance program, the part could fail when put in service or not provide for the expected service life of a new part. A risk analysis that evaluates the lead time from the time the order is placed with the supplier until receipt of the item on site is also a factor that affects the decision to stock the part as part of the inventory. The reliability of the supplier to meet the expected lead time for the part should also be a part of the risk analysis. Suppliers providing critical spare parts should go through a certification process and be under contract to mitigate unexpected lost production time and delayed deliveries. Some parts can only be purchased from a single supplier. If parts are obsolete or the manufacturer is no longer producing these specific parts, the decision might again be to purchase the available parts and hold them in inventory as a hedge against possible equipment failure. Many parts in the average MRO inventory are designated as critical spares because at some point in time an equipment failure occurred and somebody was blamed for not having the part when it was needed. As a Senior Subject Matter Expert specializing in Materials Management with Life Cycle Engineering, Wally has helped both domestic and international clients realize multi-million dollar savings through lean inventory management practices and Supply Chain optimization. You can contact him at wwilson@LCE.com.

Chapter 2 : Production / WM backflush and pick parts

If critical spare parts compose 80% of that dollar amount it is easy to see how important it is to have the correct critical spare parts in your inventory and to have the dollars invested in the correct parts that support an efficient investment of inventory dollars.

October Commentary 3PL Line: Should You In-source or Outsource? As with reverse logistics, more companies are realizing the full value of implementing an optimized service parts network. But multiple approaches exist and choosing the right solution for your business can be complicated. Key questions for service department managers include: Can we afford to manage the operations in our own network? Will we need new technology? Will our customers get value from same-day delivery of parts? While many companies have tackled and streamlined inbound transportation and outbound distribution operations, they have historically neglected their service parts operations, mostly for these reasons: Spare parts are considered a necessary evil, not part of the overall value offered to customers. Service parts operations are typically controlled within specific operating units, which makes centralized efficiency-focused programs challenging. IT organizations may lack knowledge of new technologies that support the visibility and enhanced event management needs of their service operations. Moreover, the sale and installation of these parts can be highly profitable for manufacturers and distributors. Indeed, service-related parts operations typically achieve 20 to 30 percent operating margins, reports Boston-based consulting firm AMR Research. For example, outsourcers can spread the administrative costs associated with maintaining multiple parts-stocking facilities and managing expedited courier services over multiple accounts. Additionally, large third-party logistics providers 3PLs have the extra advantage of tapping their own fleet of vans, trucks, and aircraft. This method helps companies reduce on-hand inventory, which is appealing when the cost of inventory is too high for a decentralized model. Where less-than-four-hour service levels are the norm, a 3PL will place critical parts and components in regional and forward-stocking locations that provide courier delivery or enable a field tech to pick up parts on the way to a repair site. Full management of all network operations, including the courier base required for pickup and delivery across a wide geography. The ability to co-locate returns activities, which are often closely tied to the success of a service parts solution. Management of invoicing and auditing for transportation services. Each brings its own set of competencies to the table, so consider the following key criteria when evaluating the right player for your business: Does your outsourcer have the right skill-set at every level to make you successful? Leading 3PLs access and incorporate current transportation network data into their routing programs. Quality of drivers and field technicians. Other important components of comprehensive systems include: While the case for outsourcing can certainly be compelling, it is not for everyone. Proper demand planning and pre-positioning of the appropriate critical spare parts will allow your business to successfully meet service-level commitments to customers if your distribution network footprint already covers your primary target zones. To do this, you will need the right skill-set to manage fulfillment operations and the placement of your inventory. For example, one Asian automotive manufacturer with a sizeable distribution footprint in North America offers a next-day service commitment for large repair parts utilizing its existing distribution network. With proper forecasting, the company can also keep next-day "cross-DC" shipments to a minimum. Another Look at In-Sourcing Other companies that experienced mixed results with outsourcing have re-examined the case for in-sourcing. These companies have inspected their ability to scale operations as demand fluctuates and are determining the overall cost to implement and maintain their service parts network. This is especially so if they want to directly control that key customer touch-point. Regardless of whether or not you choose to outsource, your service parts network should match up with your business model. Your inventory costs, product characteristics, and desired level of service will drive your choice of the following models: Centralized network with same-day delivery. When your inventory costs are high, or there is a limited amount of available inventory, and the customer costs of a service outage are high. Centralized network with next-day delivery. When next business day is sufficient and the product characteristics lend themselves to small-package delivery. Decentralized network with same-day delivery.

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When your product is oversized, or when aggregated inventory carrying costs are less than the expedited transportation costs, and the customer costs of a service outage are high. Decentralized network with next-day delivery. When your product mix differs vastly from region to region. When key items are pre-positioned in forward-stocking locations and the remaining SKUs are ready for distribution from a centralized location. Technology Ties it Together Companies that have leading service parts networks—whether they are outsourced or managed in-house—realize greater profits within their overall service operations. The Key to Seamless Order Fulfillment:

Chapter 3 : Spare Parts Management in SAP Plant Maintenance | SAP Blogs

If downtime is not critical for your company, parts that can be acquired quickly and easily can be left out of a stocking plan. However, if lost production time means a significant financial loss for your operation, even a day or two without a part can be too long.

Posted on June 17, by MJ Logan Have you ever called a dealer or manufacturer of just about anything for a maintenance or repair part? Chances are, the salesperson wanted to know the name of the product, the model number, the serial number and possibly even when and where you bought the item. Model numbers carry quite a bit of importance and can considerably narrow a parts search. Manufacturers rely on model numbers to identify the parts that were used to build a particular line of product. A model number can also tell the salesperson more information than you might imagine, including a range of dates when the unit may have been manufactured and any problems that occurred with that specific model. Serial numbers are unique to each unit sold. And they may contain other information besides the units number when it came off the assembly line. Complex items like generators may contain assemblies from other manufacturers, which carry their own model and serial numbers. The Generac Model 17 kW standby generator was first sold in and carries a five-year limited consumer warranty. When you call in with the model number, the salesperson can probably assure you almost immediately—barring limitations—that the unit is covered under the warranty. As the unit ages however, it becomes even more important to have the model and serial number, along with the date of purchase and date it was put into service.

Modern Parts Search The days when dealers had to search through microfilm or huge catalogs filled with fine print are gone. Part searches are done through the manufacturers parts database, which is probably linked directly to the manufacturing database, which was assembled from the manufacturers inventory while they were building the models. Although much faster than searching through thick catalogs or microfilm, searching becomes more specific. Computers are good at looking up a specific model and serial number, but not always perfect when it comes to matching a number that is only close. Manufacturers may also change the parts used on the assembly line for various reasons. Two portable generators manufactured several years apart may use a very different parts lists. A complete model number and serial number will define which parts list was used to assemble a particular machine.

Organizing Information Using computers to keep track of everything helps manufacturing companies build better, more complex machines while keeping the units final cost to the buyer as low and as competitive as possible. The same systems that make these things possible also require accurate information when asked to supply a specific part for a piece of equipment. It is also a good idea to write the purchase date, serial and model numbers, and dealer phone number on a card to keep with your equipment for easy access, such as a note taped to the inside cover.

Chapter 4 : Spare Parts and Why You Need Them | The Material Handling Blog

Asset-intensive companies face great pressure to reduce operation costs and increase utilization. This scenario often leads to over-stress on critical equipment and its spare parts associated, affecting availability, reliability, and system performance.

Joe Campbell Whether you require conveyor system spare parts, robotic spare parts, or other spare parts inventory, having those critical items on hand is key to keeping your material handling system at maximum uptime. With the second shift manager coming in to take over your distribution center conveyor system for the weekend, it is about time to go. Since you failed to purchase the recommended spare parts, your operation is down until you can find this part. A down system is never convenient, but without the right parts on hand, the length and impact of the downtime can quickly go from bad to worse. When you do have a need for spare parts, Bastian Solutions wants to help you as quickly and efficiently as possible. To do this, it is necessary for the operation to have a stocked and organized spare parts crib that we can reference by part number and by conveyor or product. If spare parts are not kept on-site, we can certainly help to the best of our ability; however, some lead times can be anywhere from same-day delivery for a standard roller or motor to weeks for a custom piece of equipment. The other request is that the spare parts inventory is stored properly and organized. The best way to keep parts organized is typically in a lockable crib or storage area. This storage area should be stocked by type of product, labeled by part number, and possibly even by conveyor number. This will help your maintenance team and authorized operators to quickly and efficiently find the needed part for the conveyor or product that is down in an urgent situation. The best way to keep organized is to coordinate the spare parts list by what piece of equipment the part goes with, and where it is located in the storage system. Once you have these parts on hand, it is also very important to keep current and accurate information on your spare parts. When a spare part is used to replace a broken one, it is important that the spare part be replaced to keep an on-hand inventory. Companies can do this every time a part is needed, or once a month, quarter, 6 months, etc. One tool to help with this is Bastian Solutions online parts portal. This portal allows authorized users to see their available spare parts and can even customize to see current inventories of on-hand parts. While Bastian Solutions never expects the products we sell to fail, there are the cases in which they do, or over time, simply wear out. This is why we provide an extensive list with every system that we sell. Each list comes with a recommended spare parts list with manufacturer, part number, description, pricing, and lead times. This list can be maintained by your maintenance manager as well as by your Bastian Solutions representative with updated pricing and lead times as they change from time to time. Creating a well-organized, well-stocked spare parts inventory will ensure your material handling system experiences maximum uptime and runs smoothly for years. Joe Campbell I have been with Bastian Solutions since June of , and I enjoy helping out my customers not only from the design side but the implementation side as well. I started as a Project Engineer and have since transitioned into the Applications Engineer, which has allowed me to see many aspects of this career. You might also be interested in:

Chapter 5 : Inventory Basics - Learn More About Inventory Management

aftermarket critical emission control parts covered by an exemption Executive Order to the Air Resources Board on a quarterly basis pursuant to title 13, California Code of Regulations, sections through

Taylor Short Inventory management is necessary for nearly all industries. A retail store without items on its shelves risks losing customers; a restaurant missing menu items during the dinner rush will have some frustrated diners. For a maintenance organization, failure to properly manage inventory can result in excessive spending on spare parts at best, or profit-stifling machine downtime at worst. Which means! The decision to optimize your spare parts inventory control system is a worthwhile process that helps other aspects of maintenance operations run smoothly. Luckily, modern computerized maintenance management systems CMMSs have inventory management features to streamline this process. David Berger is an asset management consultant of 20 years and a CMMS expert with StraNexus , as well as a regular contributor to Plant Services magazine and other industry publications. We spoke with him to learn more about how maintenance managers can optimize their inventory with the help of software. According to Berger, optimizing spare parts inventory means balancing the expense of storing parts with having enough parts available to perform repairs. As a maintenance manager, you probably have a good idea of which machines are most critical to your operations. You can use the tool provided in our preventive maintenance optimization report to determine your most important assets. After making a list of these critical spare parts, you can break them into priority categories using the ABC and XYZ analysis methods. In the context of spare parts, it generally holds true that 80 percent of repairs are completed using just 20 percent of the available spare parts. A parts make up about 80 percent of all parts used, but account for 20 percent or less of inventory stock. B parts make up about 25 percent of usage, but account for about 30 percent of inventory stock. C parts make up about 5 percent of usage, but account for about half of the inventory stock. When displayed visually, the breakdown will look similar to the graph below, where the x-axis represents the percentage of parts and the y-axis represents the percentage of use: Example of an ABC analysis graph As you can see, the A parts represent 80 percent of the parts being used for repairs, yet they only make up 20 percent of the parts on hand. Given that this relatively small percentage of the spare-parts inventory is consumed most often, it will also need to be replenished most frequently. Companies can choose just one of these two methods of analysis, or perform both. XYZ analysis works the same way: X parts make up about 80 percent of inventory value, but account for 20 percent or less of inventory stock. Y parts make up about 25 percent of inventory value, but account for about 30 percent of inventory stock. Z parts make up about 5 percent of inventory value, but account for about half of the inventory stock. The goal here is to get a clear breakdown of the most frequently used parts, then create a cost-effective plan for replenishing them. Berger says finding the right balance of stock and stockouts is key to inventory management. To avoid stockouts, you must have plenty of inventory”but too much inventory can be prohibitively expensive to store. A CMMS can perform these types of calculations for you. For example, in the screenshot below of Fiix , users define annual usage percentages for A, B and C classes of parts. The system will then automatically organize spare parts into these classes based on their usage. Then you can start to create plans to optimize inventory stocks for the most used parts. Again, you want just enough stock on hand to perform important repairs, but not so much that it becomes too expensive. For each part, Berger says, establish the maximum level of stock you can accommodate as well as a reorder point the point at which you need to order more parts to prevent a stockout. Inventory stock represented by a sawtooth curve Understanding the Sawtooth Diagram The black line represents the amount of stock in inventory for a particular spare part. As time goes on, the stock will be depleted, getting closer to zero representing a stockout. The minimum inventory level is the fewest number of a given part you can have on hand at any one time, while the maximum represents the largest number of that part you can accommodate. The EOQ is the number of spare parts to order based on the annual demand, the cost to store the part and the fixed cost to reorder parts. EOQ is represented as: Plugging those numbers into the equation gives us: Simply enter the annual demand in units , the cost to store one unit for one year and the fixed cost to order another shipment. Again, many systems can

assist in this process by automatically calculating the average lead time, best reorder point and the average usage for a given item, Berger says. Inventory management functionality in Maintenance Connection For example, in the screenshot above of Maintenance Connection , users can set a reorder point for a spare part. As workers complete tasks that consume that part and enter that usage into the system, the CMMS will automatically reorder the part when that point is reached. In the red box, we see fields for the reorder point, maximum point and reorder quantity. These processes can be tedious and prone to human error when performed by hand. But a CMMS with inventory management features can help companies decrease inventory levels over time and save money by automating the calculations necessary to make decisions about optimal reorder points and quantities. However, it could be the case that a part is expensive, is rarely used and has a long lead time. In this situation, Berger says, maintenance professionals can investigate various options to ensure the part is available when needed but is also not eating into their budget. Some options to reduce the risk include: Allowing a local vendor to store the item more cheaply. Seeking other vendors with shorter lead times. Keeping only one part on hand to reduce costs, but employing a second, redundant asset to keep operations going when the first one fails. Perform Cycle Counts and Train Employees The final aspects of inventory management involve processes to ensure accuracy. With the ABC analysis complete, maintenance professionals can perform cycle counts basic audits of a specific section of the inventory, such as class-A parts on specific days. Depending on the size of your inventory and number of employees, cycle counts should be performed every month or every quarter on the top 10 percent of inventory items those that are most valuable or critical. Maintenance workers without software might use paper forms to sight-check inventory, then walk back to enter the data into a log, leaving room for error. Software makes this process easier and more accurate, and leads to greater accountability among the team. Cycle count functionality in Fiix These cycle counts and other procedures for entering data into a CMMS require commitment from employees. Without clearly defined procedures, several problems arise. He lists three key procedures you can follow to help ensure data accuracy: Define standard processes for receiving, storing, issuing and returning spare parts. You should also establish a set amount of time in which workers must record these changes in the system, so that data is as up-to-date as possible. Train every person involved with using spare parts. From technicians to managers, Berger says every person who could affect inventory management should be trained to follow these standards. Many software vendors offer training courses and online resources, such as knowledge bases and FAQs, to help users understand the functionality of the system. Hold employees accountable for proper execution. Berger says employees should be held accountable for bad inventory management habits, just as they would be for failing to complete a maintenance task. Make it clear to workers that proper inventory management is an important part of their job, perhaps by giving examples of how crucial it is to preventing downtime. Perform ABC analysis to find out which spare parts are responsible for the majority of repairs. Start with the top 10 percent of parts, and determine the maximum, minimum and reorder points. Schedule cycle counts to confirm inventory accuracy, and ensure all users are aware of expected procedures. Using a CMMS to help you follow these three tips can help your company more effectively manage spare parts inventory and find the right balance of cost and availability for your needs. For more information on inventory management and to learn which software is best for your maintenance management operations, call our Software Advisors for a free consultation at [Compare Computerized Maintenance Management Systems](#).

Chapter 6 : Service Parts & Logistics: Should You In-source or Outsource? - Inbound Logistics

The EOQ is the number of spare parts to order based on the annual demand, the cost to store the part and the fixed cost to reorder parts. EOQ is represented as: As an example, let's say that for a given part, you have an annual demand of 1, units; the cost to store the part for a year is \$; and it costs about \$90 to place and receive.

Contact Spare parts inventory management: Five Critical Steps Spare parts inventory management shares many traits with standard inventory management, but requires an extra layer of cost consideration. Whether a maintenance and repair organization MRO is internal to a larger business, or providing maintenance services to an external customer, efficient spare parts inventory management plays a critical role in reducing costs and maximizing customer service. For this example, we will look at an internal MRO to a production facility. These five steps collect the information you need for executing effective spare parts inventory management.

Understanding existing or projected consumption Because repairs happen due to system failures, rather than as part of a production plan, many logistics professionals overlook consumption predictions. Depending on the age of the MRO, spare parts consumption can be based on either actual historic consumption, or projected based on equipment manufacturer preventative maintenance recommendations and fleet records of other system owners. Every machine in a production facility plays a role. Some have redundancy, like the multiple fork lifts in a warehouse, while others act as a single point of failure for the whole building, such as an automated full-building outbound sorter. Estimate soft cost impact of out-of-stocks It is a picture familiar to many industry professionals: Reducing inventory dollars on the books as part of spare parts inventory management can lead to an off-books rise in inventory costs. Work with vendors for cost-reduction and in-stock improvement In many instances, leveraging vendor relationships will allow you to reduce your overall inventory dollars and keep better in-stocks. Rather than using your own time and resources to monitor spare parts usage, establish reorder points, and project parts required for preventative maintenance, the manufacturer can often provide you a starting point for your stocking levels. In the best cases, you can find vendors willing to provide spare parts inventory management on a consignment bases: Calculate costs hard and soft of expedited orders It is sometimes impossible to maintain a spare parts inventory for every contingency. The key is to establish an expedited spare parts ordering process and understand the costs involved. This allows subordinate managers and maintenance person to make good decisions on what to expedite and what to order on standard orders. These five steps are just the beginning to achieving optimum spare parts inventory management. From these basics, you can measure, evaluate and further stream line your spare parts inventory control processes. Cost reduction, increased system availability, and improved moral because workers have the tools they need to do their jobs are just some of the benefits you can experience.

Chapter 7 : How to Optimize Your Spare Parts Inventory Control System

The maintenance storeroom manager needs to know the facts regarding costs, the frequency of the need for specific critical expensive parts and the time required for purchasing them in order to keep that balance.

It is a challenge for asset intensive industries to maintain optimum level of spare parts in the inventory. Keeping lower levels of parts than required could mean non availability of parts in time to carry out planned and unplanned maintenance, thereby increasing equipment down time. Reduced availability of equipment can lead to lower production and impacts meeting customer delivery schedules. On the other hand, keeping higher inventory of spare parts means higher inventory carrying cost which will increase overall production cost. Also, industry often experiences the risk of excessive stock of parts in the inventory becoming obsolete over a period of time due to technology and engineering advancements. Either way, it is a challenge for maintenance planners and the MRO stock planners to keep the optimum level of stock on continuous basis. Manufacturing systems have become more sophisticated due to demand for agility and flexibility over involving greater capital investments. This has added complexity in maintaining machinery in running condition with minimal impact to production and minimal impact to customer delivery schedules. Demand unpredictability, part alternatives, high service levels, accurate forecast of part requirement also add to the complexity to the planning for spare parts. Ability to plan for parts based on a variety of factors such as criticality, cost, consumption, combination of these factors Integration of production and operation planning to optimize equipment availability Optimize spare parts storage with respect to usable life as well as storage space constraints Ability to dynamically update part availability due to material transfers Handle shelf life expiry and maximize usable life Ability to track service levels and parts consumption and to update planning dynamically Ability to carry out cycle counting based on criticality, parts consumption, parts value, etc. In addition, maintenance scheduling can impact production scheduling. Some of the key functions of SAP that support spare parts planning are described below: Spare parts can be broadly classified as: Materials for which stock is usually maintained in the store room. Materials that are usually one time purchases and not maintained as stock in store room. Requirement for maintenance spare parts are usually generated in the following ways: Store room personnel maintains the minimum and maximum stock levels for most of the MRO items. Procurement process is triggered based on the Re-order level. System creates dependent requirements for all the parts that are subject to requirements planning. Purchase requirements are manually created by users as and when the parts are required during emergency breakdown for example. System can automatically generate purchase requisitions for non-stock items, if they are used in the work orders. The combination of MRP type and Lot size keys in conjunction with reorder point, fixed lot, max stock addresses most of the common planning needs for maintenance spare parts.

Chapter 8 : How do you determine which repair parts are critical? – Life Cycle Engineering

Model numbers carry quite a bit of importance and can considerably narrow a parts search. Manufacturers rely on model numbers to identify the parts that were used to build a particular line of product.

Classification[edit] A spare tire mounted at the rear of a Mitsubishi Type 73 Light Truck as an example of a repairable spare part. In logistics , spare parts can be broadly classified into two groups, repairables and consumables. Economically, there is a tradeoff between the cost of ordering a replacement part and the cost of repairing a failed part. When the cost of repair becomes a significant percentage of the cost of replacement, it becomes economically favorable to simply order a replacement part. In such cases, the part is said to be "beyond economic repair" BER , and the percentage associated with this threshold is known as the BER rate.

Repairable Repairable parts are parts that are deemed worthy of repair, usually by virtue of economic consideration of their repair cost. Rather than bear the cost of completely replacing a finished product, repairables typically are designed to enable more affordable maintenance by being more modular. This allows components to be more easily removed, repaired, and replaced, enabling cheaper replacement. Spare parts that are needed to support condemnation of repairable parts are known as replenishment spares. A rotatable pool is a pool of repairable spare parts inventory set aside to allow for multiple repairs to be accomplished simultaneously. This can be used to minimize stockout conditions for repairable items. Consumables Parts that are not repairable, are considered consumable parts. Consumable parts are usually scrapped , or "condemned", when they are found to have failed. Since no attempt at repair is made, for a fixed mean time between failures MTBF , replacement rates for consumption of consumables are higher than an equivalent item treated as a repairable part. Because of this, consumables tend to be lower cost items. Because consumables are lower cost and higher volume, economies of scale can be found by ordering in large lot sizes, a so-called Economic order quantity.

Legislation[edit] There is no UK or EU legislation which states that spare parts have to be available for any set period of time, [1] but some trade associations require their members to ensure products are not rendered useless because spare parts are not available. This model, called the repair cycle, consists of functioning parts in use by equipment operators, and the entire sequence of suppliers or repair providers that replenish functional part inventories, either by production or repair, when they have failed. Ultimately, this sequence ends with the manufacturer. This type of model allows demands on a supply system to ultimately be traced to their operational reliability , allowing for analysis of the dynamics of the supply system, in particular, spare parts.

Chapter 9 : Ordering Parts: The Importance of Serial and Model Numbers | Norwall PowerSystems Blog

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