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PALLET MANAGEMENT

UPN WORKING WITH A NEW DIMENSION



GEORGE UTZ

RETURNABLE MATERIALS HANDLING SOLUTIONS



INDUSTRY NEWS

NEW LOGISTICS AND SUPPLY CHAIN DIRECTOR



INDUSTRY NEWS

DAVID CAMM ELECTED NEW SHEDA PRESIDENT



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COMBILIFT LAUNCHES TWO NEW PRODUCTS



In spite of unprecedented travel disruption due to volcanic ash clouds over Europe, editors and guests from 30 countries were present at Combilift's manufacturing facility and HQ in Monaghan on April 15th for the launch of two new products which have been added to the company's now extensive range of 4-way handling solutions.

Combilift has responded to feedback from customers needing to handle ever larger loads by steadily increasing the size and lift capacity of its range since its "core" C4,000 model was first developed. It has now broken another size barrier with the launch of its 25t capacity C25,000 model, the largest ever Combilift 4-way forklift built to date. With dimensions of around 5 x 5m, three double sets of

wheels, an unladen weight of 32t and a 170 HP John Deere engine this is a Combilift packed full of superlatives.

The C25,000 was developed for the requirements of Gloucestershire based BladeRoom, which supplies energy saving factory built modular data centres to the IT sector. The company considered other handling options for manoeuvring the finished modules but ruled out the alternatives. Overhead cranes would have been very costly to install and inflexible in use, and the sheer dimensions of a counterbalance truck capable of lifting the 18t units at extended load centres would have taken up too much space in the production area. BladeRoom's CEO Paul Rogers: "The ideal solution from our point of



view was a machine that could move our 14m x 4.2m, 18t modules in the same way as other operations move pallets - just on a much larger scale of course. Thanks to the Combilift's flexibility to go anywhere and do anything this is exactly what we have in place."

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A GLOBAL LOGISTICS TRIUMPH FOR GIDEON HILLMAN

During 2009 Triumph Motorcycles engaged Gideon Hillman Consulting to review and develop their consolidated Global freight and Logistics strategy, which formed the basis of a tender scope with the objective of engaging a single Logistics Service Provider (LSP) for their Global Freight Operations.

Triumph Motorcycles is a privately-owned British motorcycle manufacturer with production facilities in the UK and Thailand, sourcing from a global supplier base and distributing finished bikes around the world. The company has been building motorcycles since 1902 making it the world's oldest production motorcycle manufacturer. With increasing brand awareness they currently produce circa 50,000 motorcycles per annum across 16 different model ranges that are sold globally through a network of distributors and subsidiary companies with over 75% of bikes sold outside of the UK.

The team from Gideon Hillman Consulting worked closely with the purchasing and logistics team at Triumph and managed the Global tender process in its entirety which included developing the tender scope and format of response for the initial pre-tender qualification and the final tender document, evaluation of all responses and selection of a short list from both processes, through to management of the final supplier presentations.

"We are impressed with the level of expertise that Gideon Hillman Consulting brought to the whole project, and the deep understanding they have of the requirements to meet our logistics objectives. The consultants managed the whole process to some rigid timescales whilst maintaining excellent communication with us, the client" commented Triumph Purchasing & Logistics Manager - Nick Bloor. "They demonstrated a high degree of flexibility and creativity providing excellent results and ensuring a solid working relationship; so much so that we re-engaged Gideon and his team to

develop and manage our European Finished Motorcycle logistics and distribution tender"

The second tender project followed a similar project methodology to the first and was focused on final delivery of motorcycles to the extensive Pan-European dealership network which has specific logistics requirements unique to the Triumph business.

"We have worked closely with the Triumph management team and are very proud to be associated with the Triumph brand" said Managing Director Gideon Hillman FCILT MIBC, "we are naturally very pleased that they have asked us to continue to work with them to deliver further benefits on other Supply Chain and Logistics projects."

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HALFORDS PICKS DEMATIC SMALL PARTS SOLUTION



Halfords has awarded Dematic, a global leading provider of an impressive range of intelligent logistics and materials handling solutions, a prestigious contract to install an innovative picking system that combines pick to light, pick to voice and a Dematic Multishuttle® Consolidation Buffer at the retailer's new 310,000 sq ft Small Parts Picking Centre in Coventry to provide highly efficient store order fulfilment.

Working closely with Halfords, the UK's leading retailer of equipment and services for car maintenance, car enhancement, and leisure, Dematic has devised a solution to make the best use of what is typically wasted space above the marshalling area of a distribution centre. This will involve installing a small parts picking system on a two level, 165 metres long x 20 metres wide mezzanine that runs the entire length of the building, thus optimising the warehouse cube all the way to the loading docks. A long-span mezzanine design will facilitate marshalling below the structure.

Dematic will install a conveyor-based system with 3600 pick-to-light units for Halfords' fast & medium moving small parts and a pick-by-voice system from Vocollect for the slower movers. In total, this cost efficient and highly productive solution will process approximately 10,000 SKUs.

As Vocollect reseller for the project, Dematic is supplying a total of 60 voice terminals for the DC. Twenty of these will be used for Dematic's pick-to-voice system while the remaining units will be used for other operations within the facility, such as bulk picking, bulk put away and decanting. These will be controlled by Manhattan Associates' WMS, which also feeds orders to Dematic's

DC Director WCS. This Warehouse Control System looks after stock profiling and integrates the pick to light and voice technologies seamlessly to achieve the most efficient pick possible.

It will then send picked totes to a Dematic Multishuttle® Captive Buffer to dramatically increase speed, accuracy and throughput. Intelligent controls in this system enable complex sequencing that contributes to flexibility and building store friendly orders. For this solution, one of the ten shuttles will receive the picked totes for each store and stack them six high in store sequence ready to go straight into the back of the delivery vehicles, thus eliminating the need for sortation lanes and reducing the number of totes being sent to Halford's stores.

Commenting on the award of the contract, Dave Bull, Business Development Manager at Dematic, said: "This is an extremely exciting contract win for Dematic. By showing a number of quality reference sites, impressing with the speed at which we could turn around alternative solutions and demonstrating a comprehensive after sales offering we proved to Halfords Dematic's all round capabilities."

Mark Shirley, Logistics Controller of Halfords said: "It wasn't just Dematic's understanding of what we wanted to achieve with this project, which it demonstrated in its solution, we were also impressed greatly by its experience, the team it provided and, importantly, its Health & Safety systems."

Dematic commenced the installation in December 2009 and the project will go live in June 2010.

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www.dematic.co.uk

POWERNET TAKES CONTROL OF BATTERY FLEET MANAGEMENT

PowerNet the new software system from EnerSys is a breakthrough in effective battery fleet management of all lead acid battery technologies. By scheduling charging to avoid costly spikes in electricity demands and ensuring the correct rotation of batteries, PowerNet brings control and significant savings to battery fleet management. Management reports can be accessed remotely via a LAN or internet connection.

"This is what everyone working in motive power has been waiting for," says John Lawton EnerSys European Marketing Director. "Scheduling power consumption to minimise peak charges while achieving optimum life and service from batteries is the goal of good battery management."

PowerNet software runs on a standard PC and automatically switches chargers on and off at the best time to maintain electricity consumption within desired parameters. Spikes in electricity use can be very costly so different power thresholds, set for certain times of the day and night, take advantage of off-peak electricity rates and reduce consumption during peak rate.

PowerNet is compatible with up to 10 battery families and 500+ chargers. Communication between chargers and the PC is automatic. No data input is required. Each battery family and the types of truck are given names to enable their easy identification. This data is displayed on a battery room screen that shows the next battery to be used, available batteries and battery equalisation charging and defaults. Battery selection is simple; truck drivers just need to look at a screen to select the next battery for use. It is therefore no longer necessary to dedicate batteries to specific trucks. Because battery charging and rotation as well as



equalisation charging are managed by PowerNet, battery performance and service life is improved.

Useful management reports are a standard element of the PowerNet software package and include:

- a charge analysis to view the number of complete/incomplete/equalisation charges/charging errors,
- an alarm history to indicate when a wrong battery was selected,
- the minimum/maximum of charged batteries that are available and the number of battery changes,
- the fleet utilisation and the batteries' depth of discharge.
- power consumption graphs and the record of automatic charger off/on events.

The PowerNet program can be accessed remotely via the user's LAN or telephone infrastructure depending

on the customer's specific requirements. This means that managers are able to view 'live data' from any location whether it is an office on the same site, a different geographic location within the UK or elsewhere in the world. Multi-site battery fleet management is available with PowerNet at the click of a mouse.

"With the power efficiency and intelligence of the Hawker HF chargers and the overall fleet management capability of PowerNet, significant cost savings can be made and companies' carbon footprints minimised," says John Lawton.

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VOLCANIC ASH NO THREAT

TO GLOBAL SUPPLY CHAIN IF RIGHT SYSTEMS ARE IN PLACE, SAYS AEB (INTERNATIONAL) LTD

The ash clouds from Iceland's Eyjafjallajökull volcano slowed down the pace of trade and had a significant impact on business supply chains, with revenues lost and costs

mounting for storing unshipped products. Clearly the volcano has the potential to severely disrupt the global economy - after all, its previous eruptions lasted from 1821 to

1823. How can companies prepare themselves for the worst case scenario and minimise the damage?

The good news is that international trade relies more heavily on road, rail and sea freight than it does on air freight. However, many companies depend upon air travel to shorten lead times. With flight restrictions in place due to the volcanic ash clouds, companies suddenly needed to take longer lead times associated with transporting goods by other means into account and look at sourcing products from other areas.

Some companies were disproportionately affected by this, particularly those trading perishable goods, such as food and flowers that depend on air freight. Other sectors also faced difficulties - carmaker Nissan, for example, had to temporarily suspend production of three of its models in Japan because it was unable to import parts from the Irish Republic.

So what lessons can be learnt from the problems created by the volcanic ash cloud? Mark Brannan, General Manager of AEB (International) Ltd, thinks having the right systems in place is key to ensuring supply chain management is carried out properly and efficiently.



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