

Distribution and Logistics



🇬🇧 The One-Sided Argument

Components for Honda's UK car plant at Swindon must be delivered in pristine quality condition and therefore cannot be exposed to any rain in bad weather. South Marston DC Ltd takes care of all logistics at a purpose designed stock holding centre adjacent to the factory.

Here the complexities of matching supplies to the factory's build program is organised through JIT (Just In Time) scheduling.

A cantilever roof extends out from the warehouse the full length of Goods Receiving, and underneath this some 180 curtainsider vehicles a day arrive to be offloaded by Teletruks.

How speed is achieved

Speed and efficiency is key to the operation, and comes from the ability of Teletruks to reach forward and unload from one side only. This means that only the left-hand curtain needs opening on each trailer. The right-hand curtain stays closed for full protection of the load.

The Teletruks work at shuttling incoming stillages only the short distance between a trailer and the corresponding reception point just inside the warehouse doors. From here conventional warehouse forklifts take over put-away duties inside the warehouse racking locations.

The additional benefit of the single-side unloading operation is improved site safety. Because Teletruks work from only one side it is now possible to separate pedestrians from forklifts.



🇱🇻 Truck loading up 30% with Teletruk

In Lithuania this 2.5 tonnes capacity LPG-powered Teletruk is used to reach below dock level.

As a result warehousing and logistics provider NTTI in the town of Varena has increased the volume of truck loading by 30%.

The product is lightweight fibreboard insulation panels. This is usually collected now by small lorries which have a bed height too low to mate flush to the old dock height. So the ability of Teletruk to reach below the dock height has solved NTTI's problem.

When reaching below dock height NTTI particularly like the auto-horizontal fork system which keeps forks in the required plane to load trucks while the telescopic boom is fully extended.

NTTI Director Mr Jonas says they are actually doing less work because product doesn't need to be moved around so much. Inside the warehouse they have changed to a 'pyramid' stack format because it is easier, saves space, and means any load can be reached. So the Teletruk serves as both a universal tool and a spacesaver as well.



“I have experienced a variety of materials handling equipment over the last six years working with Danone and there is nothing that matches the JCB Teletruk” Nick Tretis of DHL

🇬🇧 DHL off-load 1000 Danone mineral water pallets in only 16 hours

By using two LPG Teletruks Third Party Logistics specialist DHL Logistics Group gain full utilisation at the Coventry UK national distribution centre railhead operated for Danone – the world's largest supplier of bottled mineral water.

These Teletruks take less than an hour to off-load one wagon and DHL therefore complete an entire train of almost 1000 pallets in 16 hours.

“We use Teletruks purely for offloading wagons,” says Nick Tretis, General Manager, DHL Logistics Group. “The extending telescopic boom allows a Teletruk to stand on the platform and reach second-row pallets at the back of the wagon.”

The Coventry NDC holds 38,000 pallets of Evian and Volvic mineral water, Danone Group UK's leading two brands. The railhead takes shipments directly

by train from Danone's production centre in France, reducing road freight.

DHL's two LPG powered TL30G 2-wheel drive Teletruks off-load shrink-wrapped cube pallets, each weighing between 1 and 1.3 tonnes.

The wagons used for this application have two sets of double doors per wagon. Each double door covers two rows of six pallets. DHL have been using Teletruks for the last six years at a number of sites for the combined benefit of compact footprint and forward reach.

“I have experienced a variety of materials handling equipment over the last six years working with Danone and there is nothing that matches the JCB Teletruk,” says Nick. “While there are large counterbalance trucks available as an alternative these require a large area in which to operate so they cannot be used in some of the restricted areas where we work. However the Teletruk does fit.”

