



The loading time of a haulier is mostly defined by the time a customer takes to load or unload. There is a theoretical time window, when it can be done. But ... there is no check on the real time.

The only information available is the manual information from the driver on the onboard computer, when he puts in what his activity at that moment is.

b.Alert has a technology to measure within an error of minutes the exact timing of loading activities and, more importantly, of useless and costly waiting times.

Haulage is a very competitive business. Therefore it is important to reduce all primary costs and to optimize the others. The cost of the (driving) staff is one of the more important elements. The higher the proportion of driving time to total time, the better.

However, one sees in the real world that a lot of time is lost in waiting at client premises.

It is essential to be able to account for these lost times to have exact measurements of the different times. The standard technology is the information from the on board computer where the driver has to enter himself what his activities are. Knowing that his salary can be dependant on the time spent on certain activities, it is obvious that this "measurement" will not be correct and biased.

The planning department of a haulier is dependent on the knowledge concerning loading/unloading time to define what orders can be shipped in one day. Standard, they have only the historical timings.

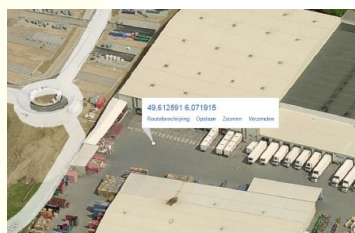
When waiting times can be reduced, it will in most cases be possible to do more deliveries in one day, hence reducing the transport cost dramatically as the need for driving staff and material is reduced with 2 digit percentages!

There is a clear need to measure exactly not only the driving times, but much more importantly the lost time in waiting.

Based on an exact measurement, the commercial staff can contact the 20% of the clients with 80% of the lost time to see how this lost time can be resolved. If this is not possible, the haulier will have a good proven basis to charge the lost time as a last resort.

Good measurements are the basis for correct information. Good and accurate measurements are the results of good practice

- Measurements are independent of the operator; especially he cannot manipulate them
- When measurements are repeated, they will give the same results in the same situation
- The setup needs to be easy to enable a practical installation and execution



Example

A brewery is distributing beer to its clients on a regular basis.

The truck leaves with the delivery, comes back to the brewery, goes to the next client, comes back,

The regular activity where the activities compare exactly with each other make this a good example to test the measurement of the loading/unloading time versus the waiting time.

The loading/unloading time is done with a b.Alert Connect unit. This unit has 2 technologies in one

- A tracking device to measure driving times, speeds and positions
- A vibration measurement. **The uniqueness of the measurement is that a distinction is made between vibrations caused by wind, other trucks, ... and these caused by people doing something in or on the trailer.** In this way it is possible to detect only when something human happens on a trailer: loading or unloading manually, with a forklift from the side, with a forklift driving inside, These activities will be detected and timed in a very realistic way.

In this way, a distinction is made between waiting time (no movement of the trailer, no human activities on the trailer) and (un)loading time (no movement of the trailer and vibrations caused by human activity).

The measurements are performed in an automated objective way, without the interference of any operator at all.

Results

In the morning the truck is already loaded. For the day of measurement, 3 clients have been delivered.

The results are given on the graph.

It is very clear that during the loading in the evening (for the next morning) most of the time is lost. However, this is not relevant as the truck only leaves in the morning. What is also clear is that the same activity implies the same loading time, but very different waiting times. In most cases the waiting times exceed even the (un)loading time with a factor 2 to 4.

In total on that day, there were 3h50 minutes driving time and 1h50 minutes (un)loading time.

The waiting times are so relevant that a reduction of the waiting times could imply a 4th delivery or an increase of efficiency with 33%. Remark, this is without the evening loading at the brewery where long waiting times can be accepted as the truck only leaves in the morning.

A correct measurement and follow up however is needed.

