

### CASESTUDY

#### HALFORDS

Halfords is the UK's leading automotive retailer\*, in each of the key product markets in which it operates, being:

- Car maintenance (including car parts, servicing consumables (such as oil), workshop tools and body repair equipment);
- Car enhancement (including in-car entertainment systems, cleaning products, accessories, interior and exterior car styling products, navigation systems and alloy wheels);
- Leisure (including cycles and cycle accessories and roof boxes, cycle carriers, child car seats and outdoor leisure equipment).

*\* On the basis of turnover.*

The number of shops and outlets exceed 400 in the UK. The shops are supplied goods on a day-to-day basis, picked, packed and distributed by lorry from a central warehouse situated in Birmingham.



### FUNCTIONALITY - OPPORTUNITIES - EFFICIENCY - WORKLIFE

#### BACKGROUND

Hovmand supplies Halfords with a bespoke version of the E160 lifter that both eliminates use of a hand trolley and secures transport over uneven loading areas. Implementation of the lifter also made it possible to secure full usage of the companies lorry cargo hold by increasing the stack size from 5 to 6.

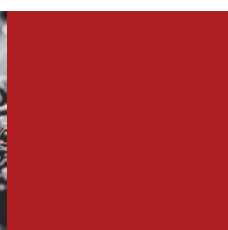
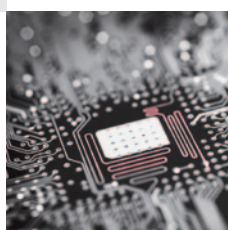
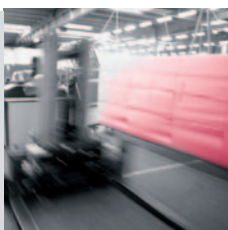
Loading of the lorries was done by hand with a traditional trolley in sequence defined by the distribution route to be taken. The goods were stacked and loaded in large plastic boxes to a total height of 7.

Using a trolley was not optimal as the loading into the lorry took, and takes, place on uneven ground: the risk of the loader accidentally tipping the stack over when passing over the divide between the warehouse and the lorry is large.

Furthermore, tipping the often very heavy trolley to a state of equilibrium demanded considerable force on behalf of the loader.

A new type of lorry with a larger cargo hold made it possible for Halfords to increase the number of stacked boxes from 7 to 10 as the cargo hold was increased in height and divided horizontally, allowing for loading of 2 stacks of 5 boxes by trolley.

Essentially, the new cargo hold could hold stacks of 6, but as loading would take place by hand with a tipped trolley, only 5 could be loaded, and unloaded, at one time as the height of the 5 boxes increased with the angle of tipping.



## FUNCTIONALITY

The bespoke E160 is lower than normal in order to work inside the narrow confinements of the cargo hold of the lorry.

Apart from access-friendly height of the Halfords E160, the lifter is characterised by large front wheels adding stability to the transport of the plastic boxes as well as lifting forks specially engineered to fit the Halfords distribution boxes.

To secure the boxes under transport and loading, a series of small hooks placed on the tower part of the lifter latch on to each box when the stack is lifted. The hook-functionality may be disconnected in order to lift the stack higher.

The lifter is operated electrically by paddle switches placed in the grab rails.

## OPPORTUNITIES

By employing Hovmand lifting and moving technology, Halfords was able to secure that loading of the stacked boxes can be done under safe circumstances as the risk of tipping over is eliminated: the large wheel ensure stability in the uneven loading area and the hooks secure the individual box.

Furthermore, the use of the lifter made it possible to load the distribution boxes horizontally, as opposed to the angular orientation of the boxes when loading by hand trolley. The result is the possibility of utilising the cargo hold in full by stacking 6 boxes instead of 5.

## EFFICIENCY

The ability to load the distribution boxes horizontally results in the possibility of utilising the cargo hold in full by stacking 6 boxes instead of 5.

This extension paves the way for a two-fold two-digit percentage increase in efficiency:

1. The loading time is reduced up to 16,5 percent as the number of loadings into the cargo hold of the truck is reduced
2. Full usage of the cargo hold corresponds an increase of 20 percent

## WORK LIFE

Repeated and heavy manual lifts and manipulations of the boxes cause both serious back problems and other chronic health related conditions and injuries. These lead to a poor working environment and an increase in necessary sick leave days.

By Halfords adding of the services of a lifter to the loading process, the heavy lifts and moves connected to the equilibrium tipping of the trolley, often weighing up to 70 kilos, have been eliminated. Also important is that the constant risk of tipping over during transport over the uneven load surface has been eliminated.



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