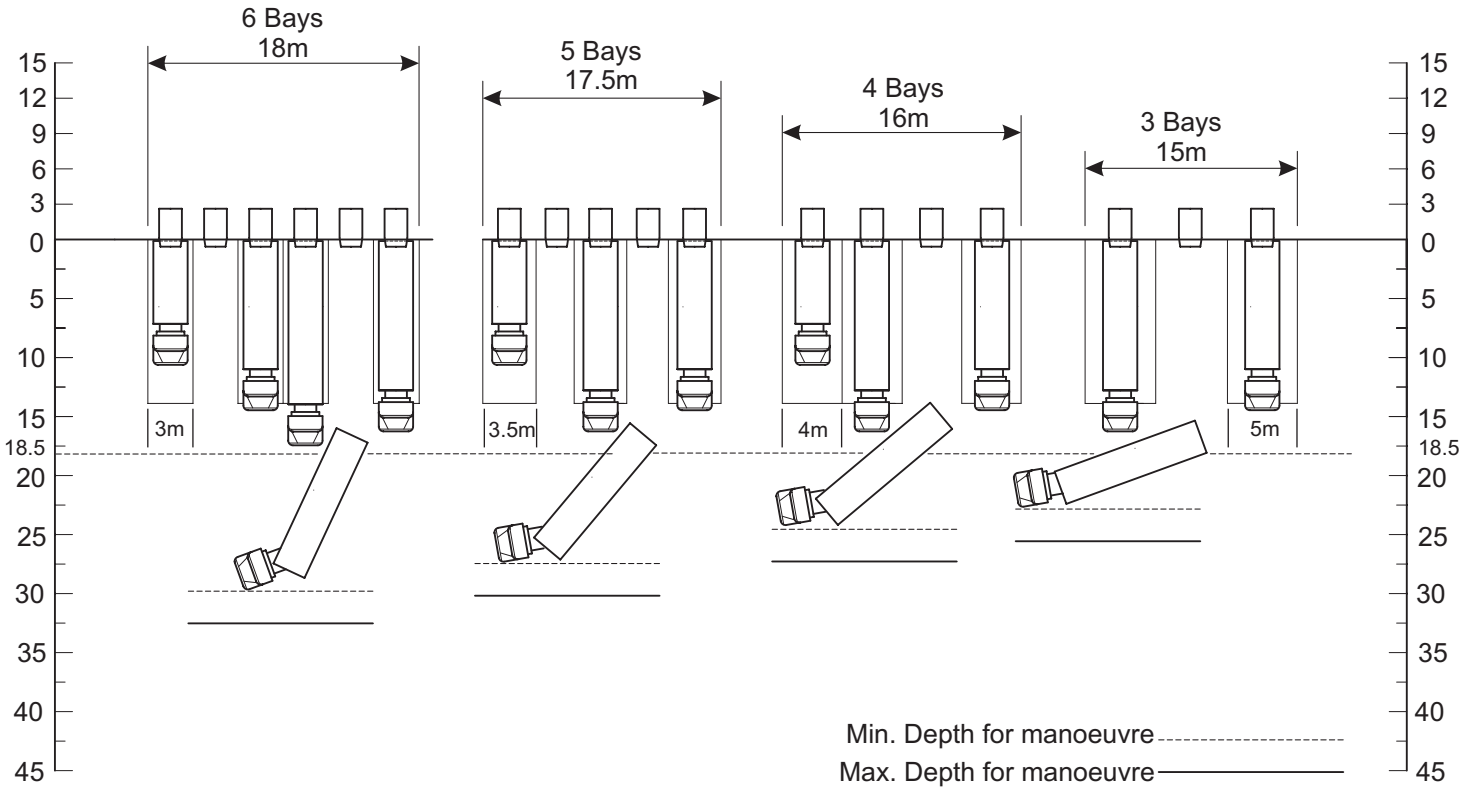
DOCKING PATTERNS

Comparing four (4) docking berth bay patterns



Note: The above is to be used as a guide i.e. Rule of Thumb
Much depends on:

- Width of vehicle
- Length of vehicle i.e. Rigid, truck & semi-trailer
- Length of mechanical horse
- Turning radius of mechanical horse
- Turning radius of rigid or semi-trailer
- Position of rear axle on rigid or semi-trailer
- Frequency of docking (parking)
- Congestion
- Bad docking (parking) by adjacent vehicle
- Yellow guide lines and/or truck guides
- Swing out clearance can hinder next vehicle manoeuvring
- Combination truck & draw bar trailer or interlink
- Mixture of truck lengths i.e. Rigid & semi-trailers
- Two way directional traffic vs one way traffic i.e. Narrow swing out clearance
- Delays in vehicle turn around time
- Slow vehicle turn time = accumalation/congestion in the docking bay apron area
- The truck drivers ability/technique
- Illegally parked vehicles i.e. Bakkies, cars etc.
- Vehicle breakdown
- Light bakkies/vans hold up larger trucks
- Weather
- Marshalling, staging areas for waiting trucks
- Lack of long term planning
- Lack of total systems or lateral thinking.

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"The Bridge That Links The Total Materials Handling Systems Together"

Ref: DE.22