

See your whole floor. Run it better.

Picking is only half the traffic. Forklifts drive empty, trucks wait for the wrong door, and people and forklifts share the same aisles. A live digital twin lets you test the fix before you change the floor.

IN THE PICTURE

- Where pickers walked
- Where forklifts drove
- Trucks at the dock doors
- Pallets in the staging lanes

MODEL. DIAGNOSE. IMPROVE. MEASURE.



Model

We build the twin from your layout, WMS and truck schedule. UWB tags show how people and forklifts really move.



Diagnose

Empty forklift runs, waits at the doors, close encounters and congestion, from your own data.



Improve

We test dispatch rules, door plans, traffic rules, layouts and peak volumes on your own shifts.



Measure

The change goes live on your floor. The same sensors measure the before and after.

WHY IT PAYS

Published research

Forklifts in warehouses

1 in 4 UK workplace transport accidents involve a lift truck¹

50% or more of the time empty on one-job trips²

Our reference DC

Simulated on a reference DC³

35% less empty driving from task interleaving

33% less putaway driving with zoned doors

Safer traffic

Simulated on a reference DC³

22% fewer forklift and picker encounters

From a simple traffic plan: replenish ahead of the pick wave and park idle forklifts in a marked bay.

¹ HSE (2013), L117: about a quarter. ² Bartholdi and Hackman (2017). ³ Northgate, a modelled reference DC: see page 2.

Pictures: Northgate, drawn in 3D from the simulation data.

WHAT WE TEST



Forklift dispatch

Which job each forklift takes next, and how many the shift needs.

35% less empty driving on the same six forklifts³

Published: a forklift doing one job a trip drives empty at least half the time.²



Layout what-ifs

Cross-aisles, rack moves and new zones, tested before anything is built.

8% less walking per line, for 160 pick faces given up³

Published: a middle aisle can cut average picking time significantly in many cases.⁵



Docks and doors

Which door each truck gets, matched to the zone its stock goes to.

33% less putaway driving per pallet³

Published: look-ahead door assignment can cut travel labour by 15% to 20%.⁴



Peak capacity

Which breaks first as volume grows: pickers, forklifts or doors.

+20% pickers break first; forklifts +40%, doors +80%³

Published: congestion changes with how busy the floor is and how dense the picks are.⁶



Traffic and safety

Where forklifts and pickers meet, and which rules keep them apart.

22% fewer times a forklift comes within 2.5 m of a picker³

Published: lift trucks are in about a quarter of UK workplace transport accidents.¹

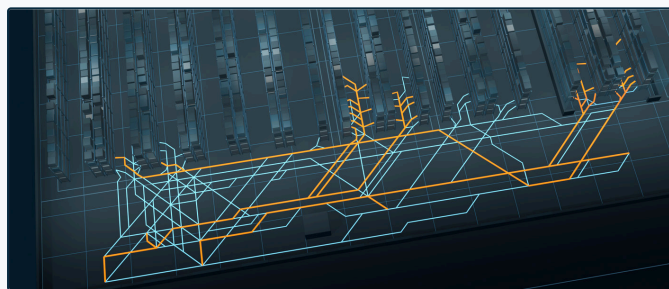


Picking

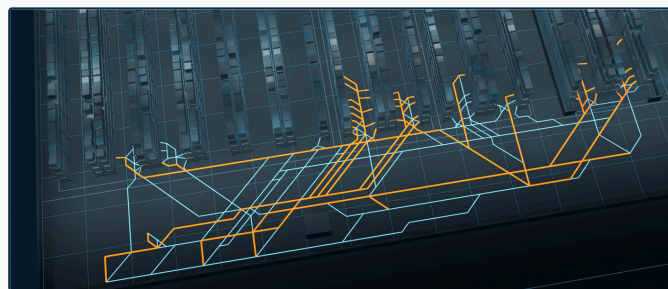
Routes, batches and slotting: the subject of our picking brochure.

70% less walking per line, 8 orders a trip³

The same twin, the same sensors, one study for the whole floor.



Before: oldest job first. Blue lines are empty forklift runs.



After: nearest job first. A third less empty driving.

Simulated on a reference DC

Each picture: half an hour of the simulated shift; orange is loaded, blue is empty.

HOW A STUDY RUNS



Connect

Your WMS and truck schedule, by export or live connector.



Capture

UWB tracking of your pickers and forklifts, for two weeks.



Test

Dispatch, doors, traffic and peak, on your real shifts.



Roll out

The winning plan goes live, measured by the same sensors.

Data we need: your layout or CAD drawing · the location master · 12 months of order lines, stock movements and truck arrivals · your forklift fleet and shift pattern · permission to tag pickers and forklifts. Connectors: Oracle WMS Cloud, SAP, Odoo and the open API.

³ Simulated on a reference DC: Northgate, a modelled distribution centre (100 x 62 m, 10 dock doors, six forklifts, 11 pickers), one 8-hour shift, pickers on Logidot's production route planner. The picking figure is from our picking study. Results will differ on real sites.

¹ HSE (2013), Rider-operated lift trucks, L117: about a quarter.

² Bartholdi and Hackman (2017), Warehouse & Distribution Science.

⁴ Gue (1999), Transportation Science 33(4).

⁵ Roodbergen and de Koster (2001), European Journal of Operational Research 133(1).

⁶ Gue, Meller and Skufca (2006), IIE Transactions 38(10).

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