

# The SpacelInvader distribution solution



There are many gains to be made in your distribution operation when you double-stack your pallet freight. Gains that benefit both you and your customers. More goods on every truck make you more competitive, benefits your bottom line, the ergonomics of your load, and reduces the environmental footprint of your entire distribution chain.

*How so? When you double-stack, you're optimizing your packing and you can fit more freight on*

*every truck. You save trucks, space, money, and CO2. Double-stacking of pallet goods makes it possible to easily and safely stack two 120 cm. pallets as one stable stack. With the SpacelInvader solution you can stack as high as 240 cm. and use the entirety of the truck's cargo area. It becomes both easier and more efficient when you prepare the freight during production, loading the truck and unloading at the delivery point. The pallet's optimal working height (120 cm.) optimises your workflow, both during your production and transportation, but also that of the customer, as your delivery is more ergonomic and easier to handle.*



*Double-stacked goods makes distribution greener, cheaper, faster and more ergonomic.*

## The Benefits

### Economy

- Increase revenue of truck deliveries by adding more stops en route.
- Increase speed of both loading and unloading.
- Avoid making extra runs to the same customer with excess pallets.
- Avoid repacking of customer freight, mixed customer pallets and avoid delivery handling difficulties.
- Use smaller trucks and avoid using trailers.
- Reduce damage to goods by separating pallet goods.
- Increase amount of freight, even in trucks with cooling zones and partition walls.

### Climate and environment

- Make your intercity distribution green and more efficient.
- Realise customers' increasing wish for sustainable distribution.
- Reduce your emissions and pollute less with fewer trucks on the road.

### Ergonomics

- Reduce manual handling.
- Make product handling easier with pallets produced by product category.
- Offer customers fewer unnecessary heavy lifts from high pallets.
- Optimise employees' working height with pallets and reduce injuries and sick leave.

### Category picking

- Realise customers' wishes and needs.
- Increase the speed of product filling. Avoid moving a high and heavy pallet around the shop floor.
- Make the working height more effective and shorten time to complete loading and unloading the truck.
- Simplify production by delivering defined product categories on the pallets directly to shops.
- Increase efficiency in your production and avoid unnecessary trips.
- Increase number of goods per stop by producing up to four EUR-pallets per picking round.
- More efficient handling of goods from pallet to shelf.
- Easier dismanteling of the packed pallet goods.

### Standardisation

- Avoid using other material to stack during loading and unloading, like sheets of plywood.
- Reduce time to completion and reduce space used on the loading dock.
- Ready freight on terminal in pre-planned delivery order.
- Plan and optimise loading of cargo area by using racks of different heights.



## Returns

- Use the racks to collect return goods (takes up less space and easy to handle).
- On return trips, you can stack 20 empty racks in one pallet (racks are stackable and take up minimum space).
- Handling racks is simple. They take up a minimum of space – also at the destination.

## Tracking racks

- Know where your racks are at all times. Every rack has a unique GS1 standard barcode, which easily can be integrated with third party scanning systems.

## The practicalities

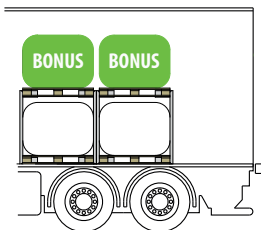
The racks create value throughout the logistics chain, when they're incorporated in your workflow and used optimally, - going both to and from the point of origin. With its smart design, the racks can be stacked

compactly, so they take up as little space as possible. Also when they're to go back, as they can be put on the truck making its return, or returned on a following delivery day.

The racks improve working conditions and make returns more flexible for both the store and truck, because double-stacking creates more floor space. You're better able to maneuver and make space for return freight, even for the clients at the start of your distribution run. It makes clients happy when their return freight is collected and returned every time.

With the SpacInvader solution you'll need to bring a stacker on the truck. Alternatively, your destination will have a stacker available.

Drivers or the receiving location keeps track of the racks, so handling, delivery and return workflow functions optimally. Drivers decide where racks are to go in the truck, when freight is delivered. The racks takes up a minimum of space during return trips. Twenty empty racks can fit on one single pallet position.



### Double up on transport

Utilize unused space and significantly increase the truck's fill



### Double up on loading/unloading

Make loading and unloading quick and efficient



### Double up in warehousing

Ready cargo in the warehouse and at the dock independently of the truck



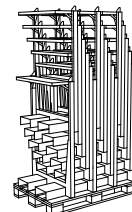
### All pallets in ergonomical height

Receive and handle pallets at an ergonomic working height



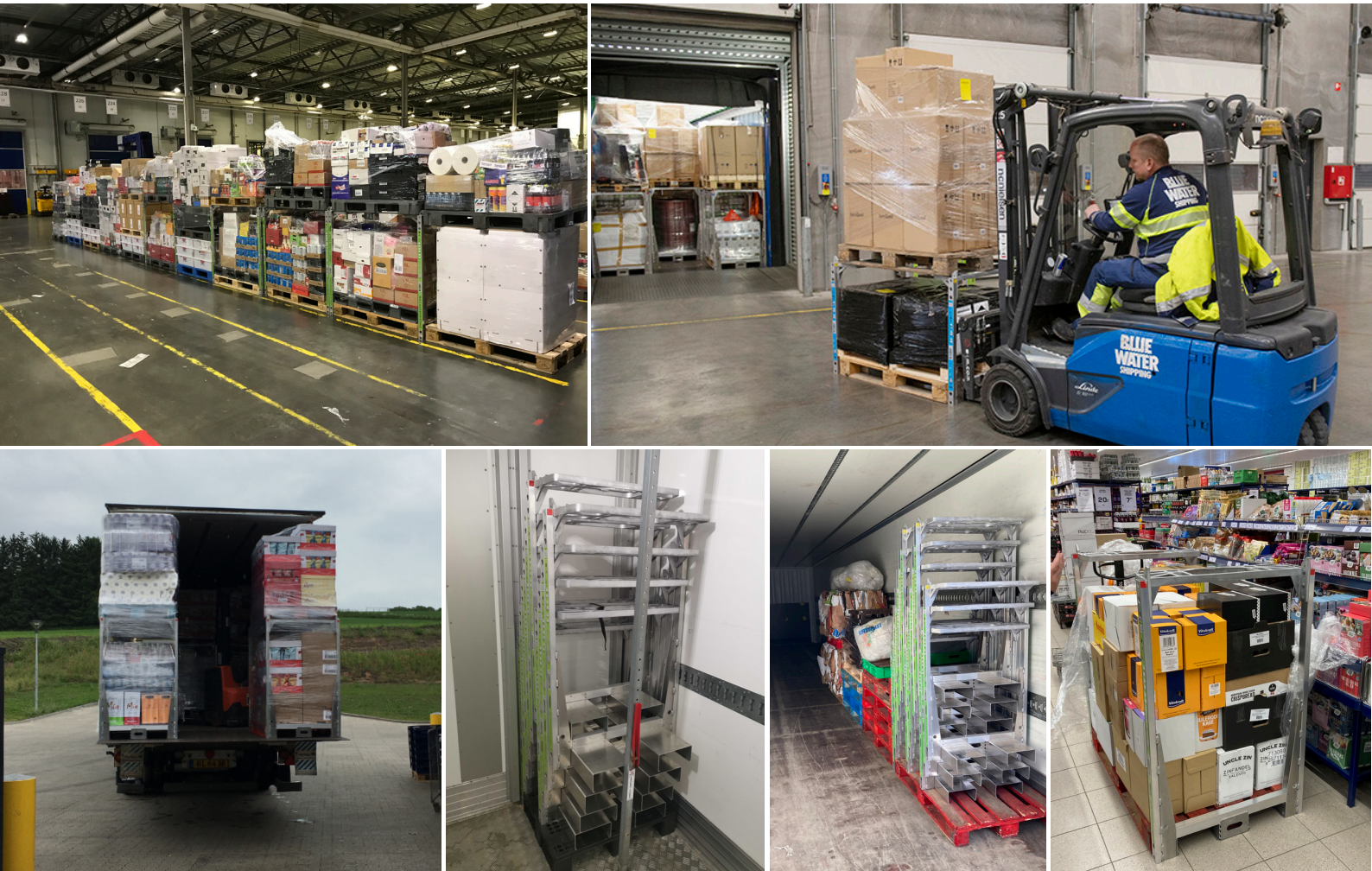
### Avoid damage to goods

Protect your goods.  
Stack ADR goods legally



### Optimized return

Stack 20 racks  
on a single pallet



*Significant value creation trough the entire logistics chain with SpacInvader double-stacking.*

## Get well underway

SpacInvader has designed a pilot test package, where we conduct a tailored trial run in your operation. During the pilot, we look to optimise the logistics flow in a dedicated area decided upon in collaboration with you. During the trial period, which typically lasts a few months, we measure the effect of the solution. The concrete value potential is presented to you, and will be incorporated into your business case. We support you during the entire process, so you maximize its value. At the same time, we're focused on the safe handling of the racks, as safety is an important part of both the pilot and introductory phase.

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