

Juncker Bike Parts chose the AutoStore system from Lalesse Logistic Solutions (Lalesse) for its brand-new warehouse in Apeldoorn. This resulted in an increase of 300% in the number of order lines processed per hour. Hundreds of packages are sent out from the warehouse in Apeldoorn every day to bicycle shops throughout Benelux.



300% MORE ORDER LINES PER HOUR FOR JUNCKER BIKE PARTS



“The AutoStore system has created a very pleasant working environment for our staff. Optimisation of the warehouse is a constant process. LLS is a partner that helps to come up with solutions.”

Michiel Harmsen

Juncker Bike Parts is a distributor of bike parts and accessories for bike shops in the Netherlands, Belgium and Luxembourg. In addition to replacement parts they also sell the other products that bicycle shops stock, for example clothing. “The leisure market is growing,” says Michiel Harmsen, Manager Operations at Juncker Bike Parts. “Bicycles are a green product and increasing numbers of people are cycling, some of them on sports or electric bikes.” Every day, three shifts work from 8 am to 10 pm to get all the order lines packed on time and delivered to the bicycle shop the next day.

New logistics centre in Apeldoorn

In 2015 Juncker Bike Parts relocated from Veenendaal to Apeldoorn. “In Veenendaal we had overgrown our premises,” says Harmsen. “The location in Apeldoorn came free which gave the possibility to set up a completely new logistics centre. Looking to process more order lines in fewer hours, a suitable system was sought. In Veenendaal when busy we started to pick up orders already by 8 in the morning. That meant that the orders that were placed later in the day had to be sent separately. In order to be able to combine all orders we started to look for a system that had enough capacity to process everything in a short time after the last order,” says Harmsen. Based on compactness and speed, Juncker Bike Parts came to the AutoStore system of LLS.

AutoStore as pleasant work environment

Midway through 2013, Juncker Bike Parts and LLS came together for talks. LLS advised Juncker Bike Parts first of all about the most efficient application of the system. Based on the available space and possibilities, LLS developed a completely new tunnel system under the AutoStore. Harmsen: “That produced new challenges such as lighting and noise reduction. As the products in a shop have to be promoted, these may not be damaged. That’s why it is very important that the employees are able to work with focus and without distractions. LLS has helped us a great deal in this with discussions and development. The eventual system has produced a work

Juncker Bike Parts

Location: Apeldoorn
Activity: Stock and distribution of bike parts and accessories.



The AutoStore warehouse

Surface area: approx. 1000m²
Height: 3.7 metres
Number of trays: 25,282
Number of robots: 40, 100Watt per robot
Input stations: 2, approx. 120 puts per hour
Output stations: 8, approx. 1400 picks hour
Delivery: 2015



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“The latest order time of customers with AutoStore Has extended considerably. Reliability of deliveries is key for our customers. Even if one robot fails, the customer will still have the product on his premises the next day.”

environment in which workers can work in an ergonomically sound manner, without any noise nuisance. Ordering later thanks to AutoStore Due to the enormous increase in the number of order lines per hour, the system can wait until the end of the day before picking orders.

Ordering later thanks to AutoStore

The Due to the enormous increase in the number of order lines per hour, the system can wait until the end of the day before picking orders. The latest order time is subsequently as much as two hours later and at days with evening shopping even four hours later. “Reliability of deliveries is key to our customers. They adjust their own shop stock to the fact that we deliver within one day,” says Michiel. “If there is one robot that is not able to work, then we have 39 more that can carry out the work, and so the customer still receives it the next day at home.”

Harmen concludes: “Looking back at the project, I am very happy about the new warehouse that LLS has delivered and also about the efforts and involvement of the people. The cooperation is open and honest. We talk clearly about what we expect from one another. The optimisation



of a warehouse when this a constant process in which we have a good partner in LLS. Also at times when the system did not meet our expectations we looked everywhere to achieve the optimal solution. So we are currently looking at making forecasting possible and to have the system operate even more smartly.”

Project Leader Daan Niels explains: “The warehouse was realised in two phases. First of all the initial completion of a grid of approx. 16,000 trays, 30 robots and 6 work stations. Phase 2 was an expansion of an extra grid with 9,000 trays, 10 robots and 4 work stations. The realisation of phase 2 involved some considerable challenges: the system had to be built whilst the existing part had to run at full capacity.

This eventually succeeded with only a few hours of a planned standstill. The good cooperation with Juncker Bike Parts made this possible.”

A hands on collaboration

“The various people of the various disciplines were and still are very much involved in and enthusiastic about the warehouse. This is of real benefit when hindrances arise. Thanks to the short lines and the hands-on mentality on both sides it is great working with Juncker Bike Parts. In addition to maintenance and service, we work together in improvement projects. Juncker Bike Parts looks to achieve quality in their processes and we are keen to help in that.”



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