



Out of hours delivery

Andrew Harrison

The Problem

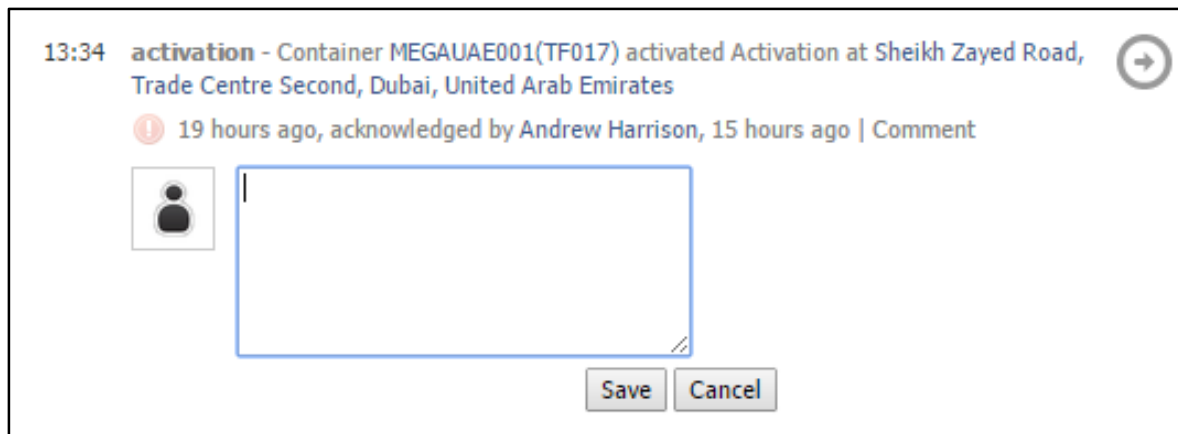
Currently many companies are offering out of hours deliveries. Often drivers are expected to deliver to warehouses and stores when they are closed for normal business. In these cases an audit of the delivery is all important.


The GFW solution


With an E-Containerlock fitted to the doors of the delivery vehicle with the appropriate adapter if necessary you can provide an audit of the entire delivery process.


Loading

When the night's deliveries are loaded onto the vehicle the driver or authorising party closes the fitted E-Containerlock securing the load. This creates an activation alert on the system that must be acknowledged.



13:34 **activation** - Container MEGAUA001(TF017) activated Activation at Sheikh Zayed Road, Trade Centre Second, Dubai, United Arab Emirates 

 19 hours ago, acknowledged by Andrew Harrison, 15 hours ago | Comment



Comments can be made about the load such as number of pallets/cages etc.



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 Andrew Harrison Secured with Seal 123456 20 delivery cages loaded at depot and checked by driver and A N Other just now

Here the comment shows the seal used, details of the load, who else was present and is accompanied by a date/time stamp and location. This will remain on the system.

The driver can now start his delivery route.

At the first delivery the E-Containerlock needs to be removed. This generates an opening alert that needs to be acknowledged.



11:48 **Opening** - Container AH733PBW57LLP activated Slide Switch at Ryehill Close, Northampton, England, UK

 21 hours ago, acknowledged by Andrew Harrison, 15 hours ago | Comment



Here we can see the driver has confirmed the makeup of the actual delivery and the system has recorded the details of the time and confirmed the location.

Later when the depot is opened the order can be confirmed, adding a further comment to the records.



The additional comments are date stamped and the confirming person is recorded

The doors are then closed and E-Containerlock refitted. This generates the final component in the delivery cycle.



The entire delivery sequence is stored and can be downloaded should there be any discrepancies

Alerts

Legitimate delivery locations can be geofenced and E-Containerlock openings at these locations could be set to only generate records on the system whilst 'out of bound' openings or events would generate alerts that would go out to whoever required them by SMS and email.