Motor Industry News Leyland Australia

July, 1972

PARTS AND ACCESSORIES: BY COMPUTER.

Leyland Australia's $10.5 million Parts and Accessories Division at Liverpool, NSW, is the most modern and efficient of its kind in the southern hemisphere.

The efficiency of the Parts and Accessories operation can be judged by the fact that it now handles three times the turnover it did in 1958, when it started - with less people.

Use of computers and specialised mechanical aids has allowed greater throughput with a smaller workforce.

The Division backs Leyland Australia's Kimberley-Tasman, Marina, Rover, Jaguar,M.G., and Clubman ranges and holds many thousands of parts for vehicles produced under the old BMC name.

Parts and Accessories carries about 70,000 "line" items, worth about $8 million and ranging from engine and suspension components to major body panels.

More than 40 tons - or about 6,000 line items - are despatched and received every day.

To cope with this throughput, the operation of Parts and Accessories has to be extremely sophisticated. The Division has an estimated parts "market" of more than 330,000 vehicles on Australian roads.

...../2

LEYLAND MOTOR CORPORATION OF AUSTRALIA LTD. 893-931 STH. DOWLING ST. WATERLOO 2017 NSW PH. 663-0321

A computer system, in conjunction with a master file, is used to give the precise location of parts requested. The computer is also programmed to give the number of the requested parts actually in stock.

Apart from general and bulk storage areas: bins, racks and bulk cases, parts are stored in a high density storage area measuring 360 ft in length, 60 ft in width and 40 ft in height. Total weight of the parts stored in this area is more than 2,000 tons.

A machine called a High Stacker Unit is used in the high density storage area. It can move at 6 mph horizontally, 40 ft per minute up and 50 ft per minute down and allows an individual part to be picked from a stillage by hand.

The High Stacker Unit moves between the storage racks containing the stillages and is also used to take stillages out of the racks when they are to be filled.

The unit weighs seven tons and can carry a load of 2,500 pounds. The high density storage area can hold 3,200 stillages.

A breakdown of the warehouse space usage (cubic) shows: 64.2 per cent storage, 11.5 per cent receiving, 12.9 per cent despatch.

With more than 20 tons of parts arriving and 20 tons being despatched every day, internal transportation of the parts to their allotted place in the warehouse has to be quick and foolproof.

To transport goods from Receiving to Storage and from Storage to Despatch, a "Towveyor" is used.

The Towveyor is a single line cable track which pulls loaded trolleys through all parts of the warehouse. The track is 1500 ft long and the Towveyor travels at 80 ft per minute. It can carry up to 580,000 pounds.

...../3

Maximum use is made of the warehouse's 2.3 million cubic feet storage capacity.

Before the warehouse was built, each part was "sized" and a computer used to determine the cubic storage space required for a given number of items.

But, apart from the operational efficiency of the Division, the site for Parts and Accessories was also carefully chosen for maximum efficiency.

The 30-Acre Liverpool site west of Sydney has three main features:-

* Liverpool is a major crossroads and focal point for road transportation.
* The large workforce available.
* The cost of land and its immediate availability.

Parts and Accessories Division is a vital link in Leyland Australia's operations.

In 1964, the Division's sales were worth $16.8 million. In 1971, with many more Leyland vehicles on the roads, sales of parts were worth $24.7 million, not including Jaguar and Rover, which adds about $2.5 million a year.

By 1975-76, it is estimated Parts and Accessories will have a turnover for Austin-Morris vehicles alone of $30 million (for a market of 360,000 cars), with another $4 million for Rover and Jaguar.