CALOR

Carrylift supplies and maintains TCM LPG counterbalance trucks at 50 Calor sites nationwide.

Carrylift works with companies across the country developing the right MHE solution for all manner of applications.

Calor is the UK's leading supplier of liquefied petroleum gas (LPG) and an important provider to forklift users, industrialists, caravanners, caterers, BBQers and domestic users.

A wholly owned subsidiary of SHV Energy, Calor belongs to a global operator providing independent energy, via LPG, LNG, BioLPG and biomass, to 30 million consumers for thousands of different applications.

In the UK, 6,000 retailers offer the familiar propane, butane and patio gas bottles, in turn supplied by a network of filling plants and distribution centres.

In 2016, Calor embarked on a palletisation project to reduce manual handling of bottles. It resulted in many changes throughout the business. At Port Clarence in Middlesbrough, for example, £3.2m was invested in upgrades to the filling plant as well as additional skilled staff. More than a million Calor cylinders a year are filled with LPG at the Middlesbrough plant. In addition to rural customers with no connection to the natural gas grid, the site also distributes a further 30,000 tonnes of LPG in bulk road tankers to domestic customers and businesses.

Shift Leader, Ged Whiteman

Shift manager, Ged Whiteman says the palletisation project had a huge impact: "It is the biggest change to happen to this plant and it is an absolutely fantastic system. It has changed productivity enormously. We used to fill bottles eight or nine hours a day. Now we fill 17 hours a day and turnaround 350 large cylinders an hour. Where previously we could fill 1,300 in a day, now we can fill probably 3,500 in each 12hr shift."

As part of the process, a tender process began to ensure the MHE provider chosen would be able to handle the large metal stillages introduced to replace existing pallets and handling practices. The

About Calor

Calor is the UK's leading provider of liquefied petroleum gas (LPG) and liquefied natural gas (LNG), and the sole supplier of BioLPG to UK businesses. With gas available in bulk and cylinder supply, the company supports over 350,000 commercial premises in rural Britain, across sectors including transport and logistics, housing developers, industrial and commercial, hospitality, agriculture, and leisure.

Calor operates the UK's largest, local LPG delivery fleet, as well as the largest LNG refueling network. The company is also the first energy provider in the UK to offer BioLPG; a clean and renewable fuel source to help businesses meet their targets for environmental performance, efficiency and reliability. The company's dedicated transport division offers a range of fuel options for operators in the transport, logistics and warehouse sectors, including LPG and BioLPG to fuel fork lift trucks and a range of LPG, BioLPG and LNG solutions for businesses running dual-fuel and green vehicle technology fleets.

"We get superb service from Carrylift. I can't praise them enough."

Above: *Kalmar T2 terminal tractor the latest counterbalance trucks at Port of Clarence.*

capacity of the forklift trucks was an important element of the project.

After numerous rounds, the tender was awarded to Carrylift on the basis of competitive pricing and being able to meet the capacity required due to the installation of the new stillages with extended load centres.

Safety was also a factor. Calor is, of course, well versed in handling LPG, but nevertheless all the equipment has to be strictly risk assessed for safety purposes and, where appropriate, fitted with Pyroban Gascheka, measures to restrict the ingress of any flammable gas or vapour. "Safety is the number one concern," adds Carrylift's Mark Brown. "We fit spark arrestor and anti-static measures to ensure the trucks are as safe as possible."

A Supporting Role

Having met the specification requirements, Calor were also satisfied with the numerous years of proven service already achieved by Carrylift (18 years in total).

Nationwide coverage was also a factor and today Carrylift supplies and maintains equipment at 50 sites across the business, from 3t capacity TCM counterbalance trucks to Kalmar terminal tractors.

Managing the contract hire agreements and service schedules at so many sites is a big undertaking in its own right, but its one that the Carrylift team are used to, says Mark.

"Service and co-ordination are key. We deal with companies of all sizes across the UK, and Calor is obviously one of our most important customers. They not only expect the style of account management that befits a national company, they also require excellent service in each location."

Ged at Port Clarence agrees that the company has made an excellent choice: "I know at any given time I can pick up the phone in the morning and Carrylift will do everything they can, they will be here by the afternoon more often than not."

"It's great to be working with a business like Calor," adds Mark. "It is a vote of confidence in Carrylift and we really admire them as a company. Perhaps together we are also helping other parts of the logistics sector to stay productive, competitive, and safe."

With a leaner fleet, and higher levels of production, the Calor team know they have people they can rely on. "We are looking for a good service from everyone," concludes Ged, "a good maintenance backup and a quick response. The service is second-to-none and the engineer, Ross, is a great ambassador for the company. He does everything, way over above and beyond what he needs to do, a superb lad and superb service from Carrylift. I can't praise them enough, they are that good."

TCM Features & Benefits

Class-leading LPG engine with an Eco driving mode. A simple press of a switch reduces noise levels and fuel consumption, the Eco Mode delivers further fuel savings of 18%

Standard 3-way catalyst delivers exceptionally low emission levels that are well below the most stringent environmental requirements; this Catalyst removes 98% of all harmful emission that the operator would normally inhale.

Forward and reverse interlock Protection of the power train by slowing the vehicle down to the minimum of revs before changing direction, in effect it will not allow the operator to spin the wheels on direction change thus saving up to 20% in tyre wear.