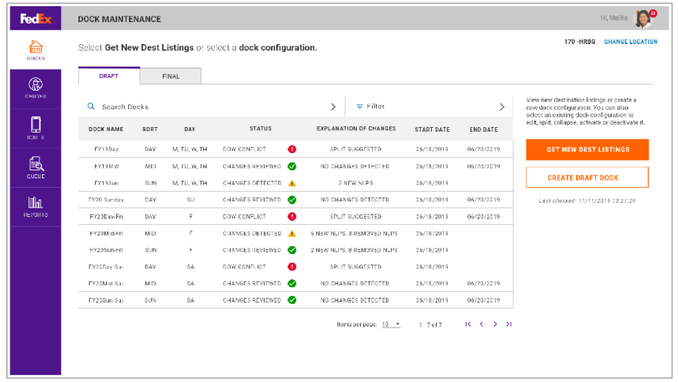
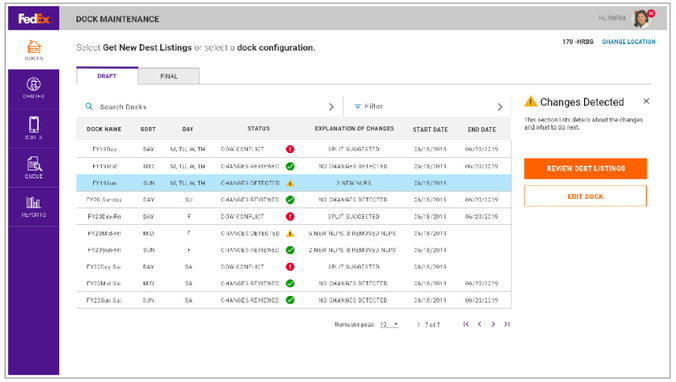
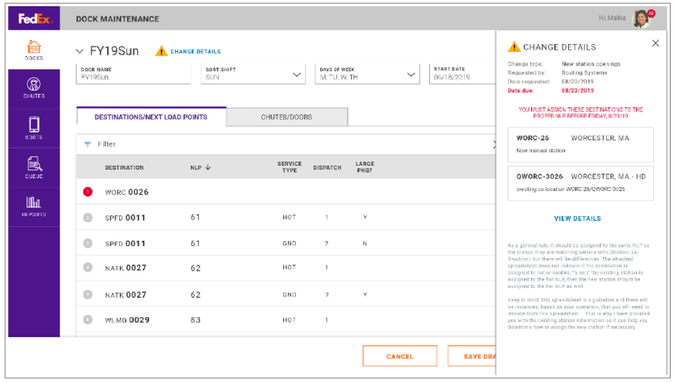
Dock Maintenance



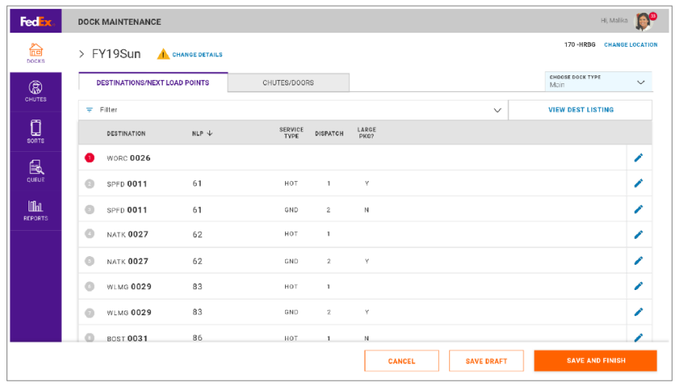
When you first load the Dock Maintenance application, you are brought to the Docks screen. This screen shows dock configurations for all days and all sorts at a facility. There are two statuses: Draft and Final. Draft docks are like an engineer's sandbox, where they can plan out a facility's future needs. Docks in a final status are reviewed and approved, ready for implementation by a facility.



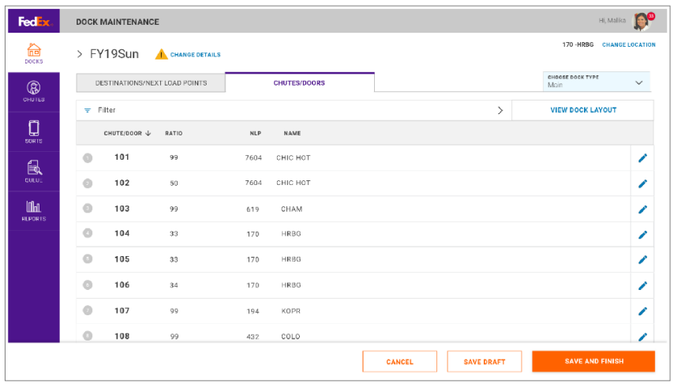
There are several things you can do with a dock: create, copy, edit, split, collapse, activate, and deactivate. The most important function is updating the Dest Listing to get the most up-to-date list from corporate. Sometimes these changes will conflict with the existing dock, and engineers will need to resolve these discrepancies.



When you choose "Edit Dock," you are taken to the dock configuration screen. Here you can edit the name, sort, days, and dates. You can view the proposed changes by clicking the "Change Details" button. Today this process is handled via email. In this new process, engineers will continue to be notified of changes via email, but will view all documentation within the application.



The two most important parts of a dock are destinations and chutes. The Destinations/Next Load Points tab shows all destinations that are handled by a facility. For example, a trailer from Boston to Los Angeles has a stop, or next load point (NLP), in Chicago. There are different NLPs depending on whether a dock handles regular shipments or expedited shipments, or large packages or small packages. Assigning all destinations to their respective NLPs is absolutely crucial.



After all destinations have been assigned, the next step is to assign routes, or chutes, through the facility (like a conveyor belt) so packages get to the correct dock and trailer. The number of chutes is dependent upon the size of the facility and are often reused for different NLPs and sorts. It is not uncommon for central controllers, who are in charge of the active dock, to make dozens of changes to accommodate package traffic and volume.