



THE SPARE PARTS ADVISER



LE MAGASINIER-CONSEIL



EL CONSULTOR DE REPUESTOS



INFORMATION FOR THE VW PARTS SERVICE · NO. 2 · JUNE 1953

Equipment that combines shipping and storing functions

Greater Utilization of Equipment in VW Parts Service

The introduction of new type racks and containers for both storing and shipping makes for greater

ease,
flexibility,
and economy

in the handling of VW Spare Parts.

The rapidly increasing scope of the VW Parts Service calls for greater efficiency and full utilization of equipment for shipping and storing parts.

Nearly all VW dealerships are faced with this problem and have to find ways in which it can be successfully tackled.

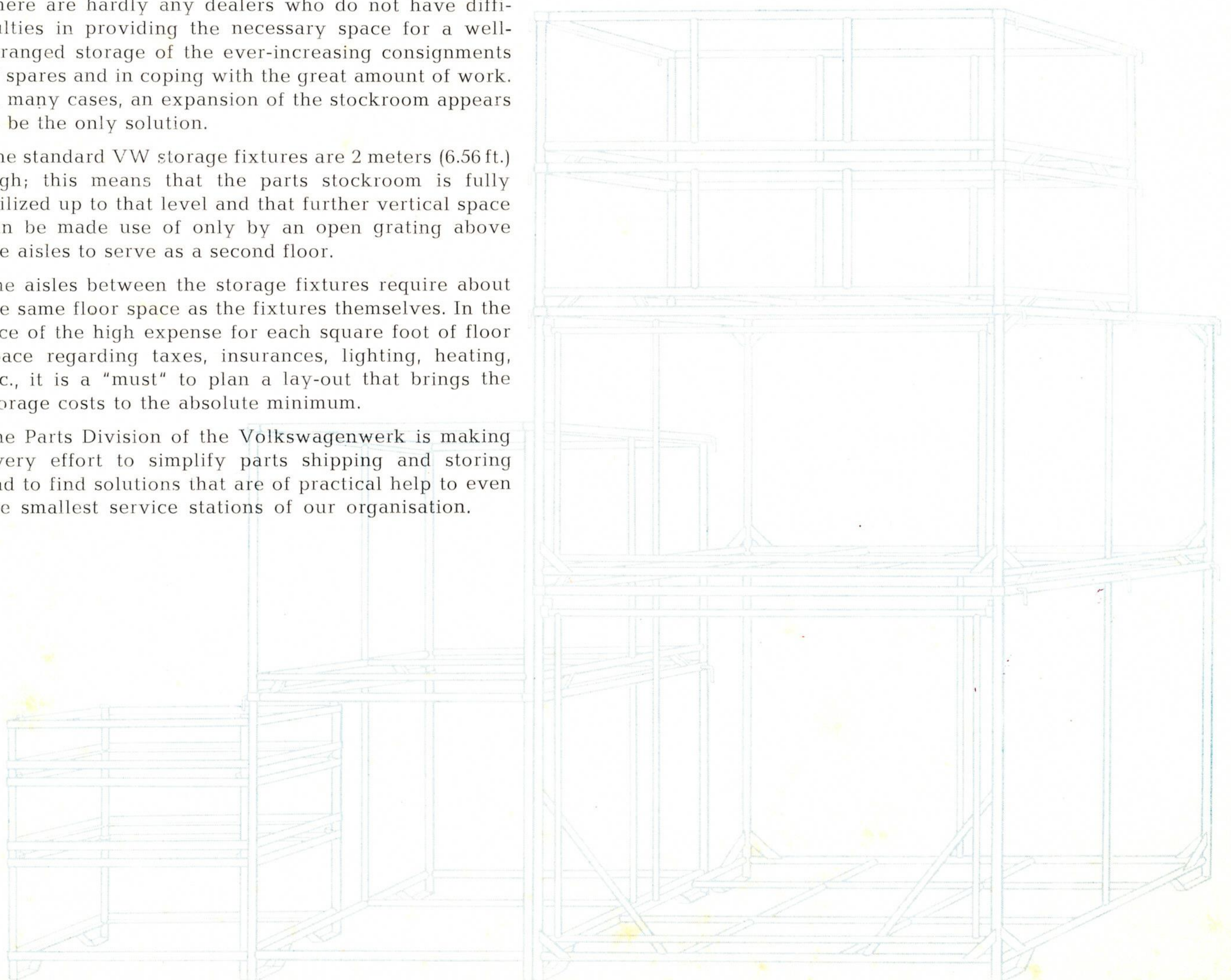
There are hardly any dealers who do not have difficulties in providing the necessary space for a well-arranged storage of the ever-increasing consignments of spares and in coping with the great amount of work. In many cases, an expansion of the stockroom appears to be the only solution.

The standard VW storage fixtures are 2 meters (6.56 ft.) high; this means that the parts stockroom is fully utilized up to that level and that further vertical space can be made use of only by an open grating above the aisles to serve as a second floor.

The aisles between the storage fixtures require about the same floor space as the fixtures themselves. In the face of the high expense for each square foot of floor space regarding taxes, insurances, lighting, heating, etc., it is a "must" to plan a lay-out that brings the storage costs to the absolute minimum.

The Parts Division of the Volkswagenwerk is making every effort to simplify parts shipping and storing and to find solutions that are of practical help to even the smallest service stations of our organisation.

Shipping-and-storing units have been developed into which a stipulated number of parts on which there is a rapid turnover are placed for shipment, after they have passed through the inspection, without any further handling. As arrangements have been made for the dealers to buy these dual-purpose units they can remain in the stockrooms, until the parts have been used up. The combined functions of the new equipment will save dealers storage space, packing, material, work and time; this holding especially good for dealerships with a large parts sales volume.



The twin function racks are available in nine versions for handling fast-moving spare parts. They bring parts handling on the long way from the VW production lines to the dealers' workshops to the absolute minimum. So the racks save time, work and money. After having passed the end inspection in the production departments, the parts are directly placed into the racks and counted, while the earlier procedure necessitated a variety of handling operations prior to packing and shipping. The new racks render the use of wood

shavings and corrugated pasteboard unnecessary, as the parts susceptible to damage are held in place by retainers and adaptors specially designed in accordance with the shape of the parts. The stockroom operator can easily check the shipment through the wire screens of the racks, allowing the racks to be put up in the stockroom immediately on their arrival, as there is no need for unpacking or distributing the parts to shelves or bins.

The racks are of light weight

They are not as heavy as wooden boxes of corresponding sizes.

sturdy

Although being of reduced weight, their steel construction provides extra strength and rigidity.

durable

Their life is substantially longer than that of boxes and crates.

standardized

Their dimensions are synchronized for neat stacking and adapted to size and stipulated number of parts.

easy to handle

Equipped with runner-like feet, they can be easily pushed about.

convenient

Top accessibility permits the parts to be removed with ease.

protective

Supports and retainers protect the parts from damage.

easy to survey

The wire screens leave the parts clearly visible, save time in stocktaking.

modern

They are designed to be handled by fork trucks for maximum stockroom flexibility. But also other handling equipment may be used to move the handy racks.

economical

Their twin functions make for greater utilization and efficiency. They save

- a) costs for additional shelves
- b) costs for unpacking and distributing parts to shelves
- c) costs caused by damage that might occur in unpacking and distributing parts to shelves.

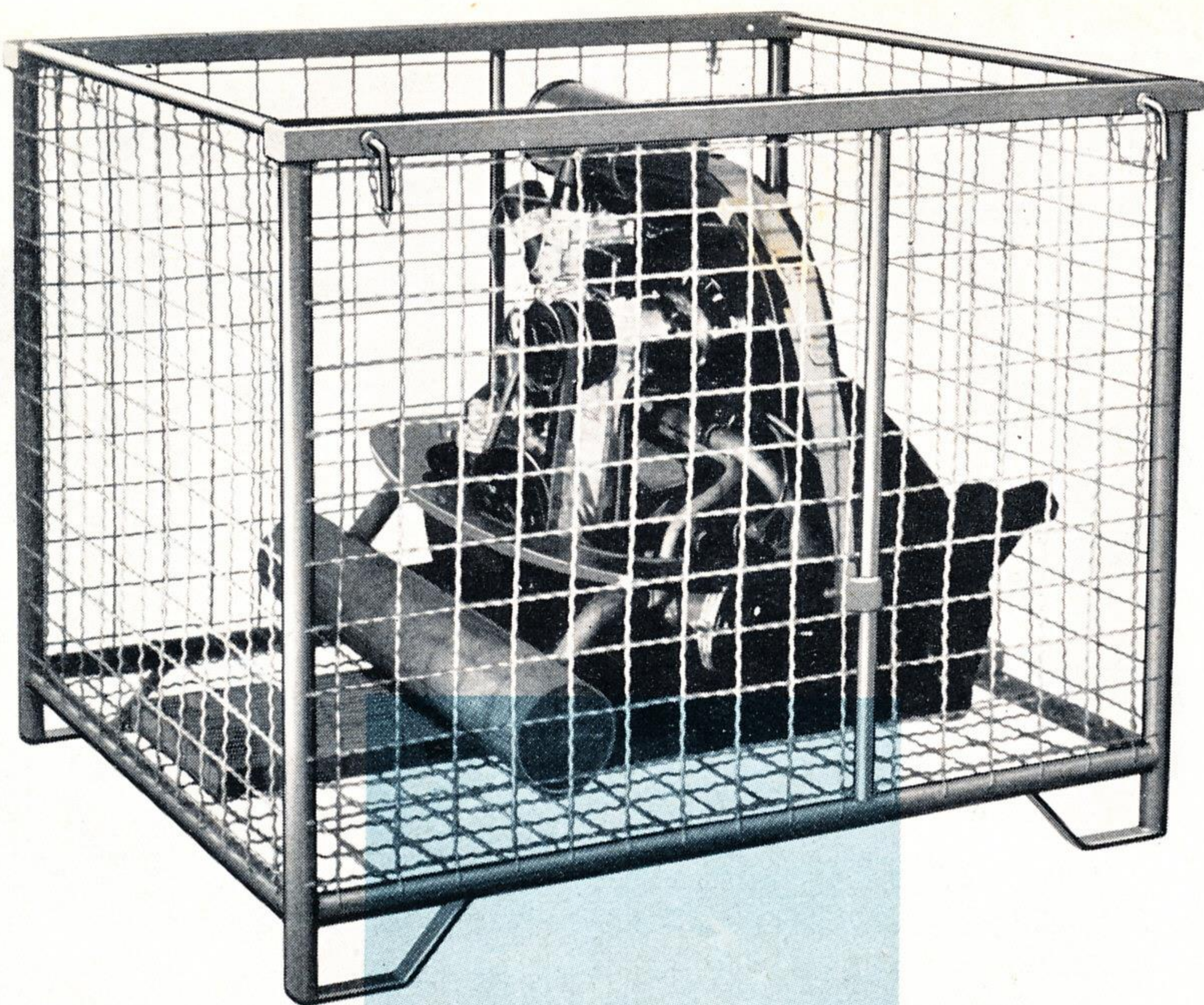
Additionally, they will save time-consuming handling and packing of the parts forwarded by the distributor to the dealers.

space saving

They can be stacked and grouped in many different ways to suit local requirements.

attractive

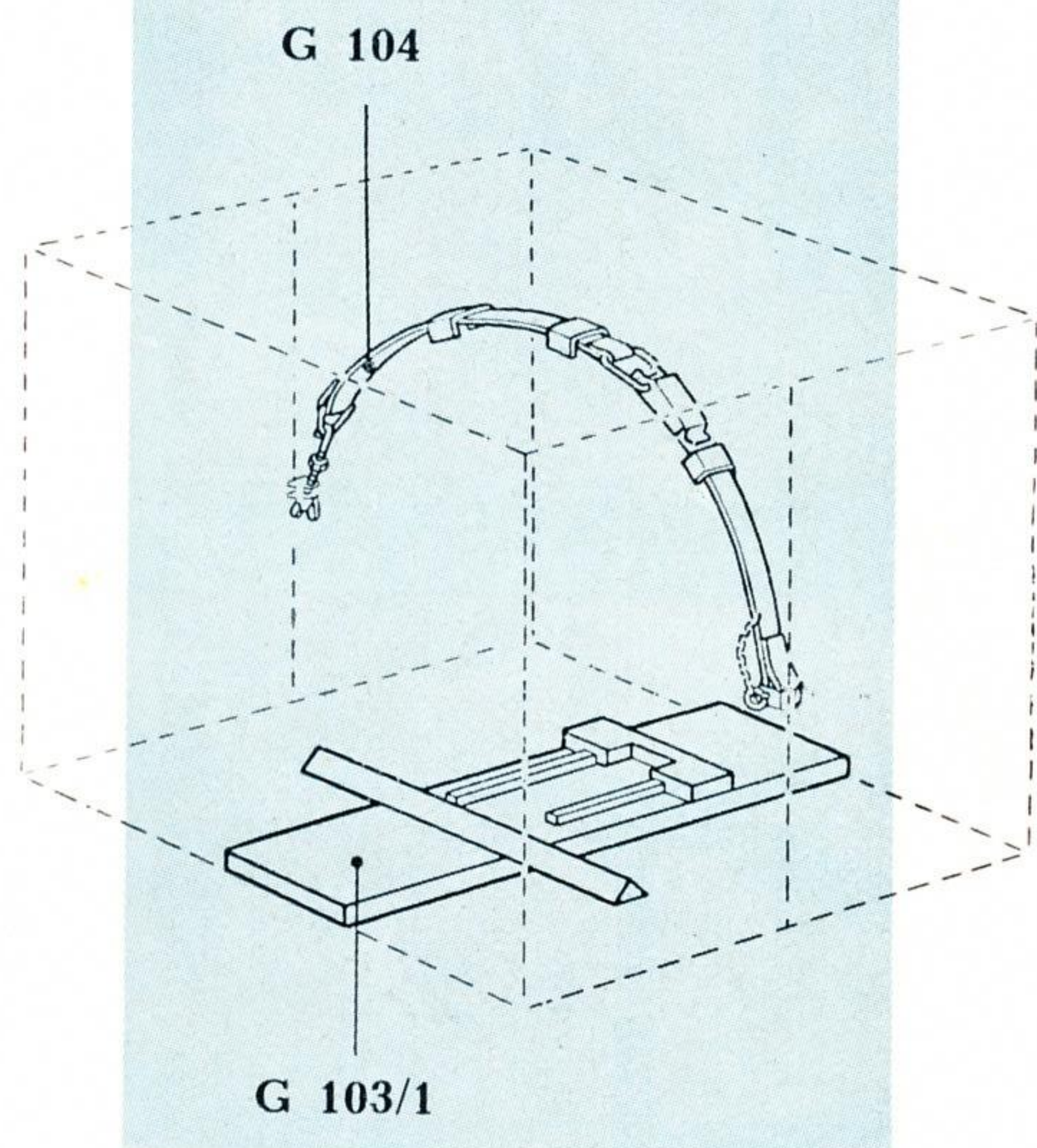
The racks make the parts stockroom looking tidy and well arranged.



G 103

Length: 1044 mm
Width: 845 mm
Height: 843 mm
Weight: 42 kg incl. accessory parts

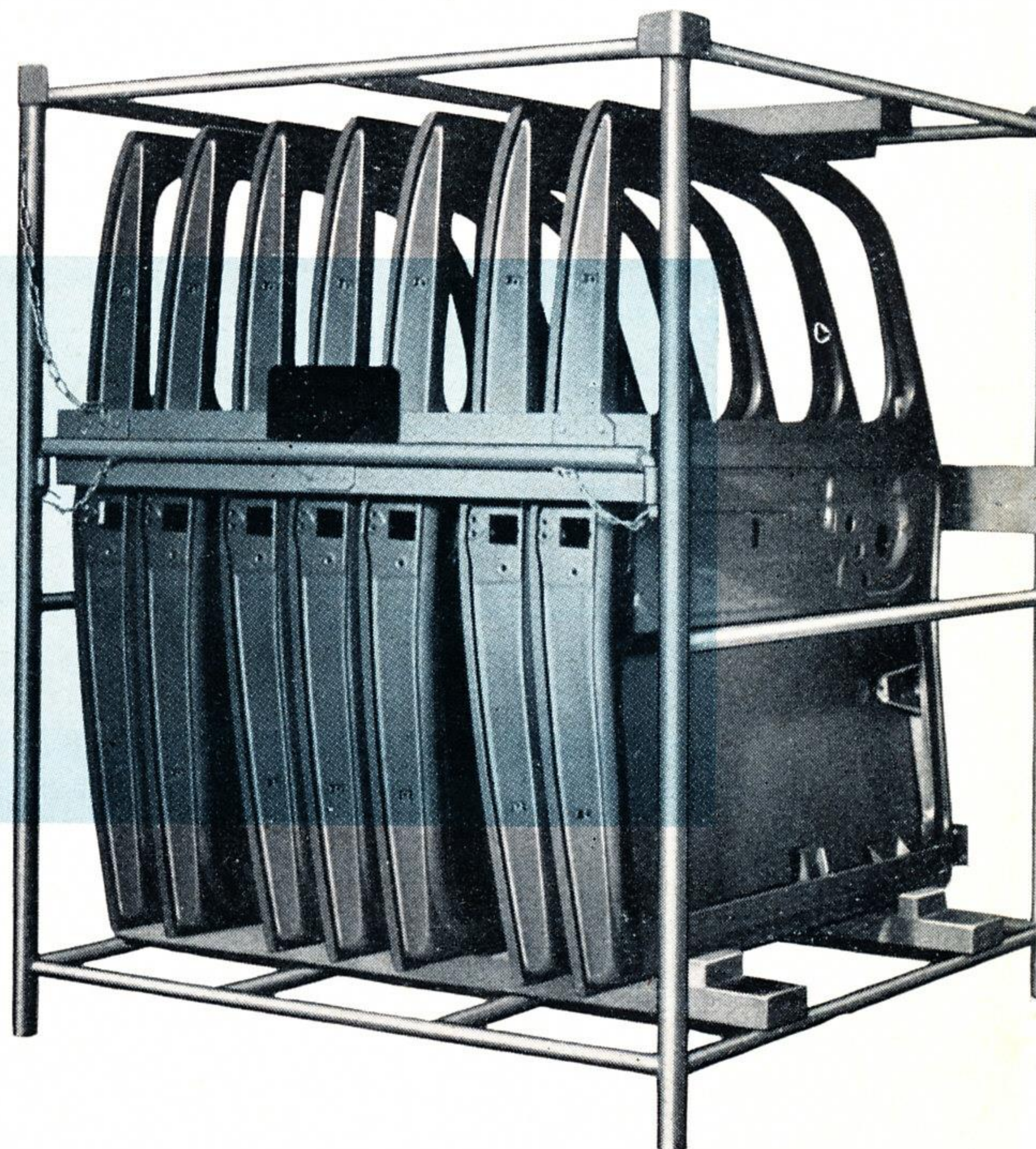
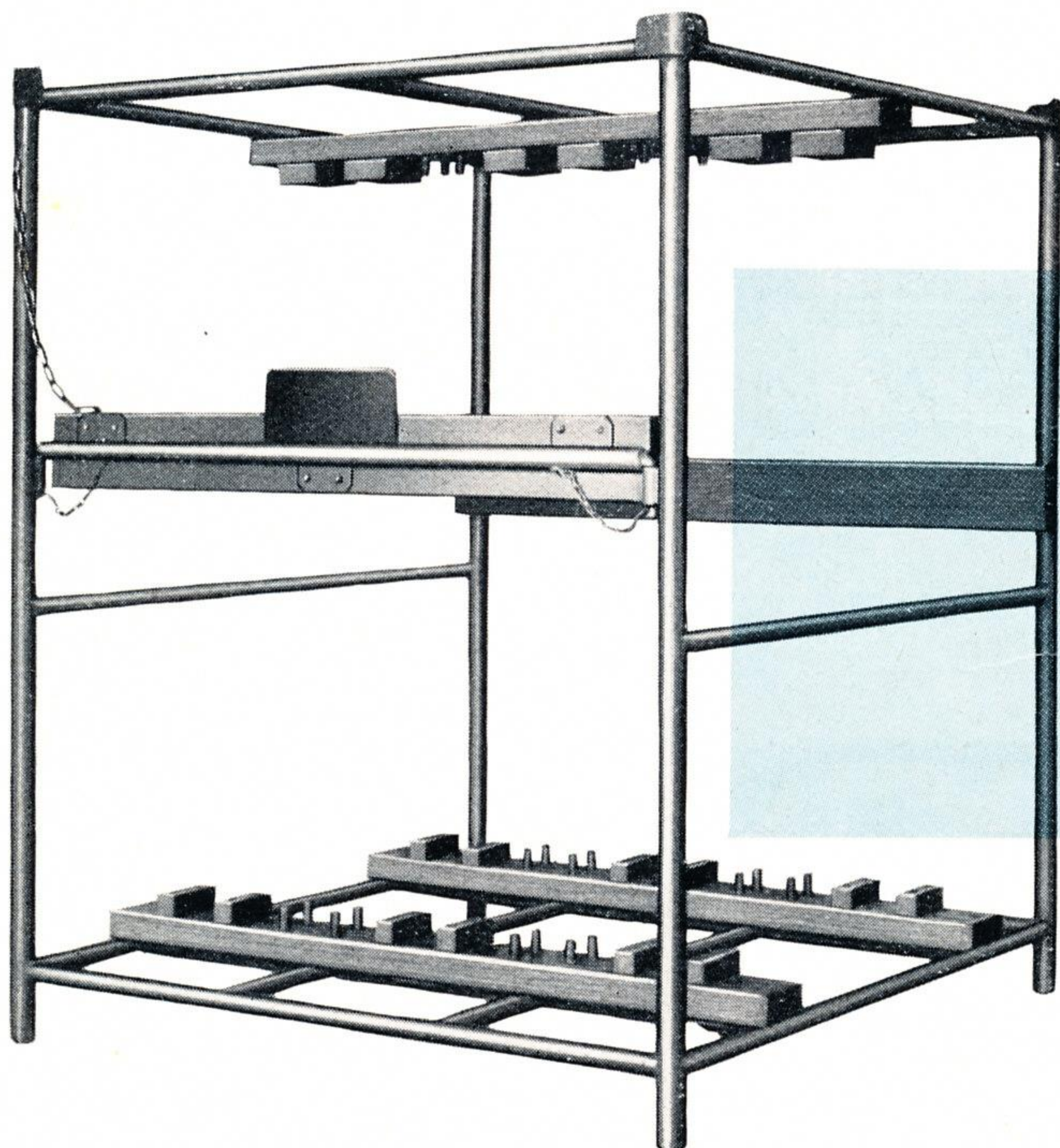
G 103 is for storing and shipping the VW engine in conjunction with the accessory parts G 103/1 and G 104 (wooden support and hold-down strap clamp).



G 803

Length: 1080 mm
Width: 1020 mm
Height: 1300 mm
Weight: 46 kg

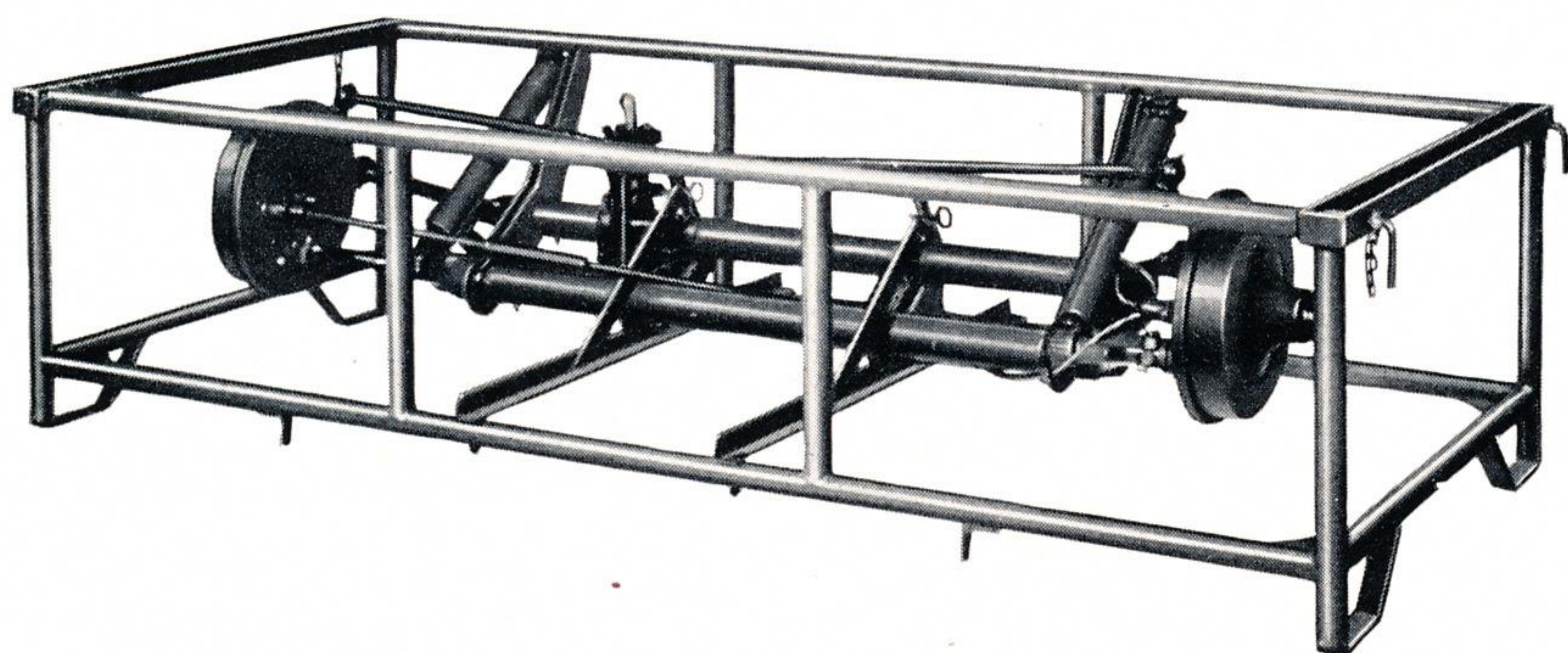
This already known rack holds:
7 door shells
5 complete doors



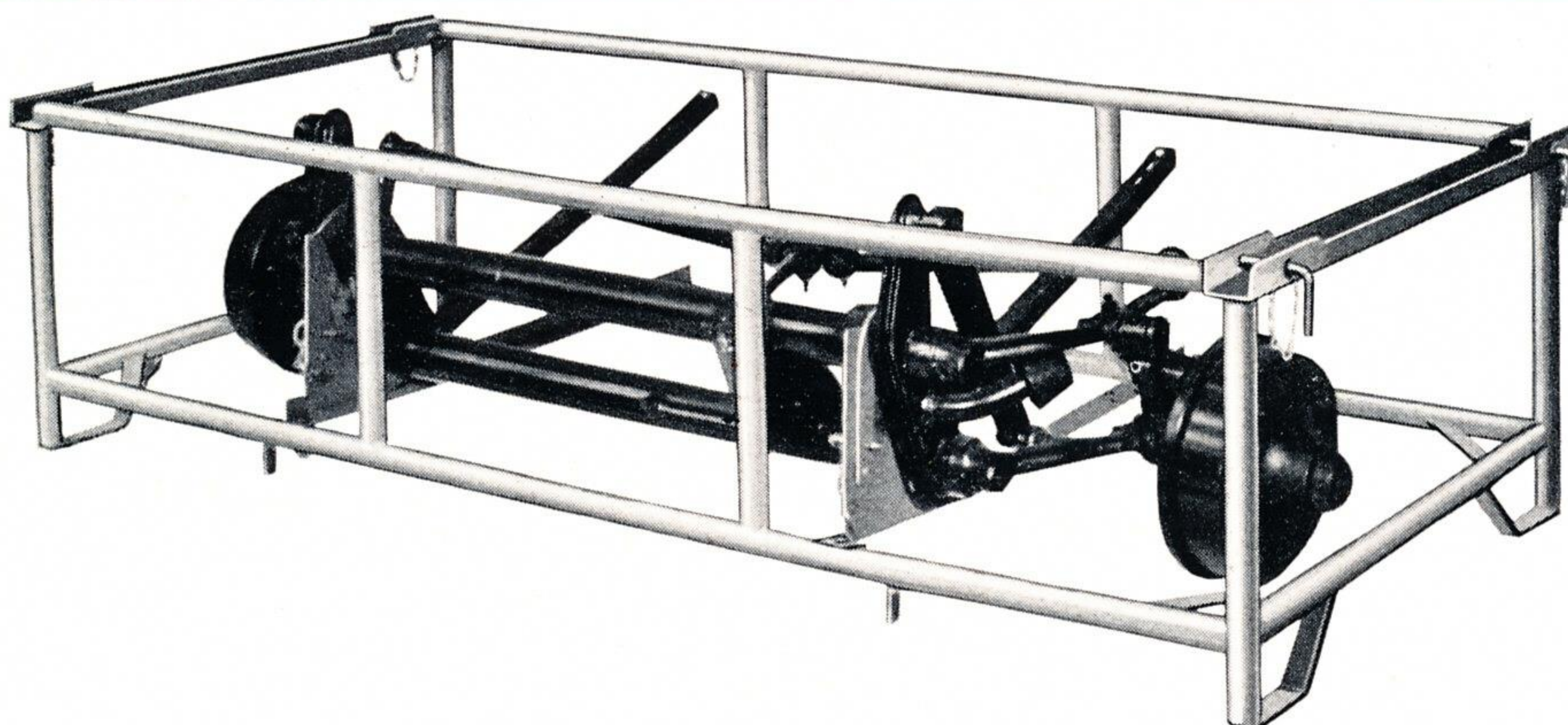
G 541

Length: 1706 mm
Width: 766 mm
Height: 473 mm
Weight: 20 kg

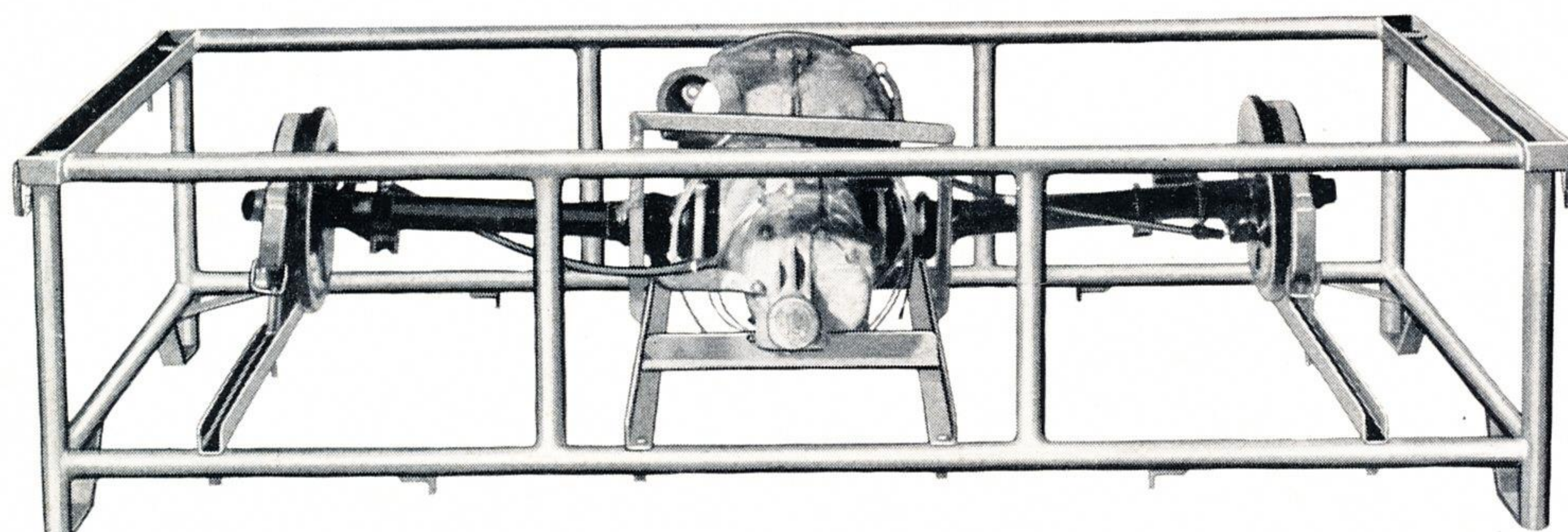
The rack 541 has been designed to serve both front and rear axles of all VW models. The various retainers (clamps) are easy to install and can be quickly interchanged.



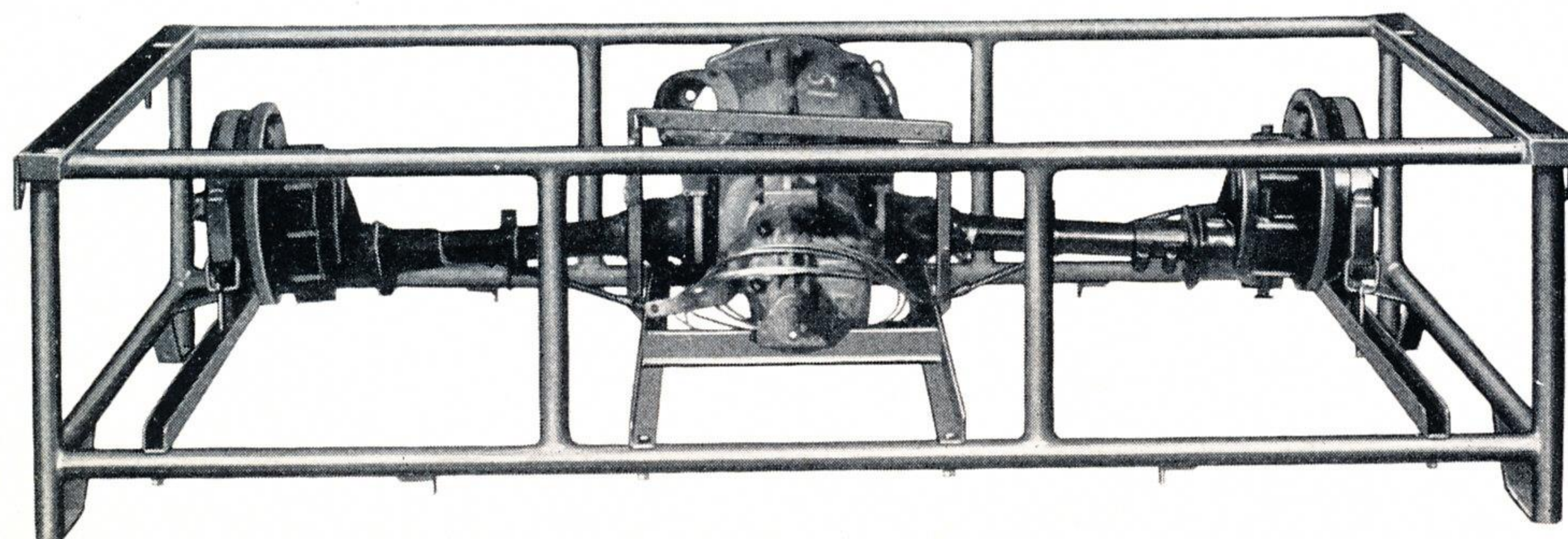
Front axle, type 1



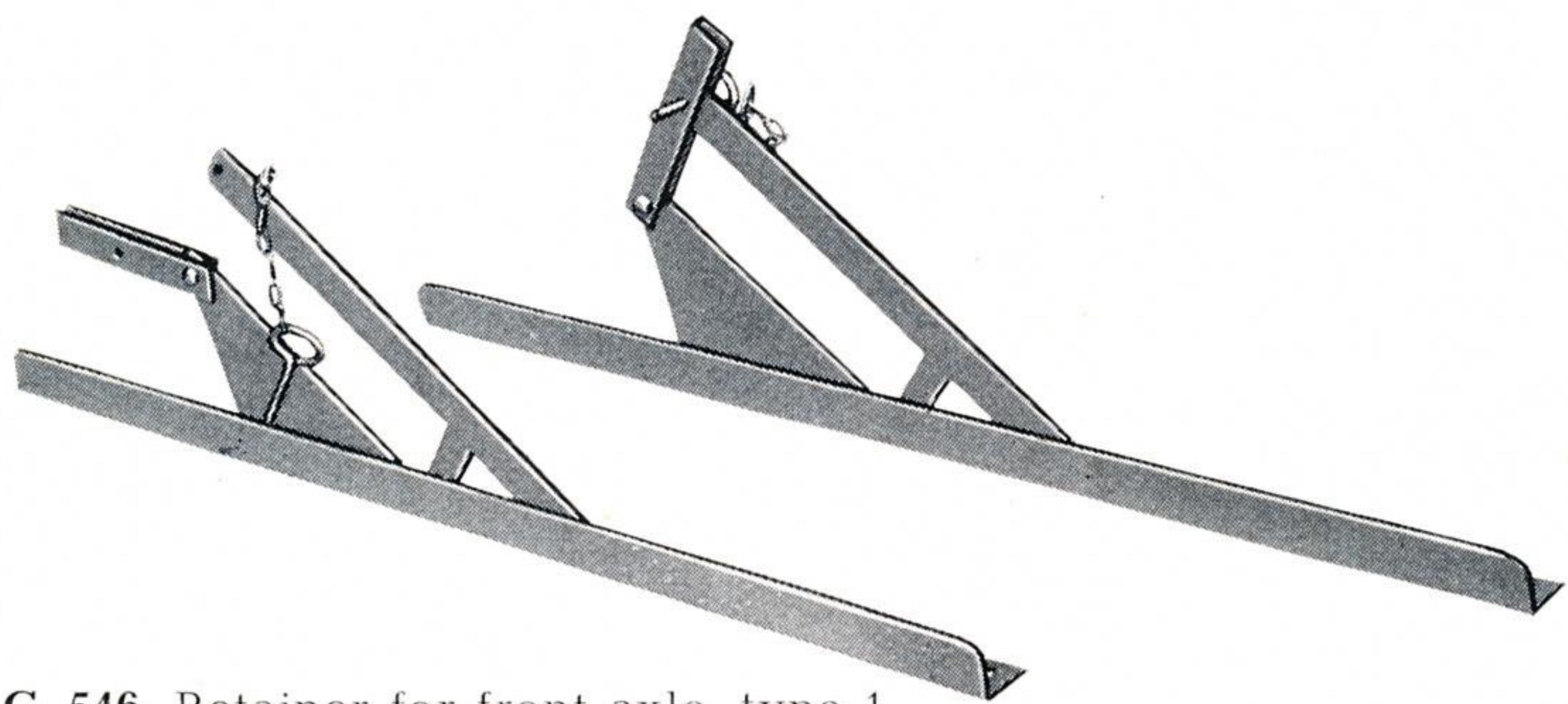
Front axle, type 2



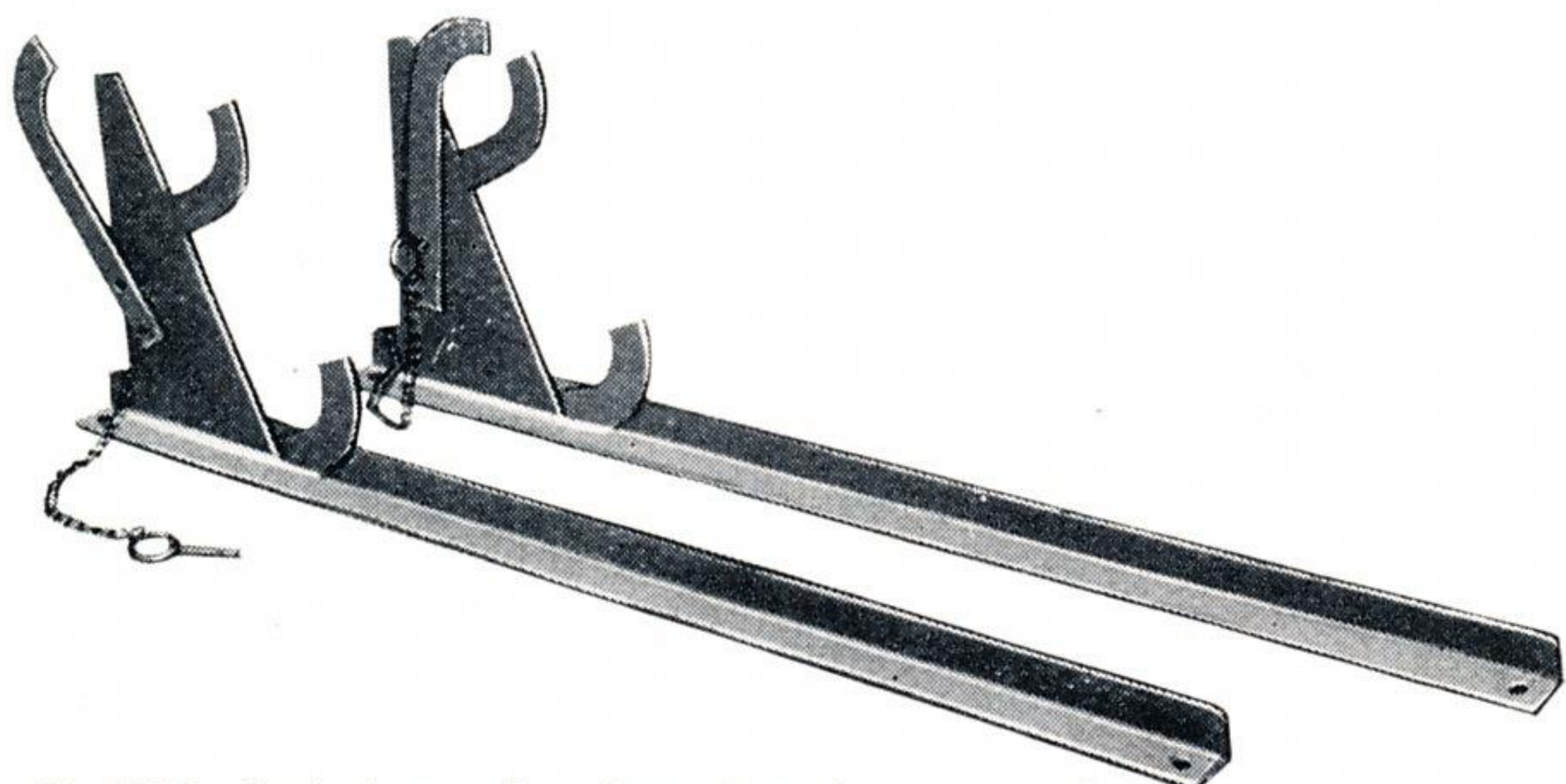
Rear axle, type 1



Rear axle, type 2



G 546 Retainer for front axle, type 1

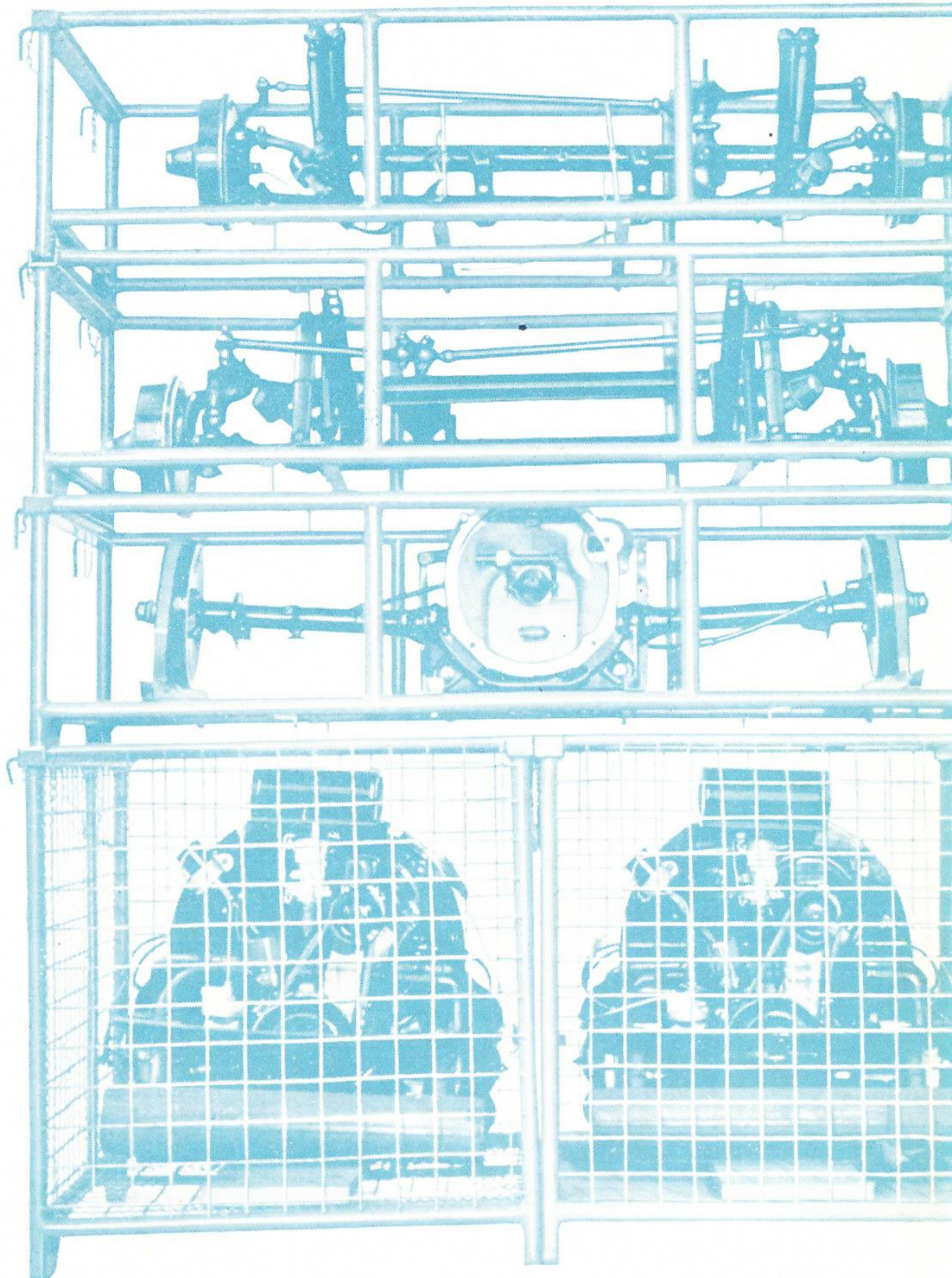


G 547 Retainer for front axle, type 2

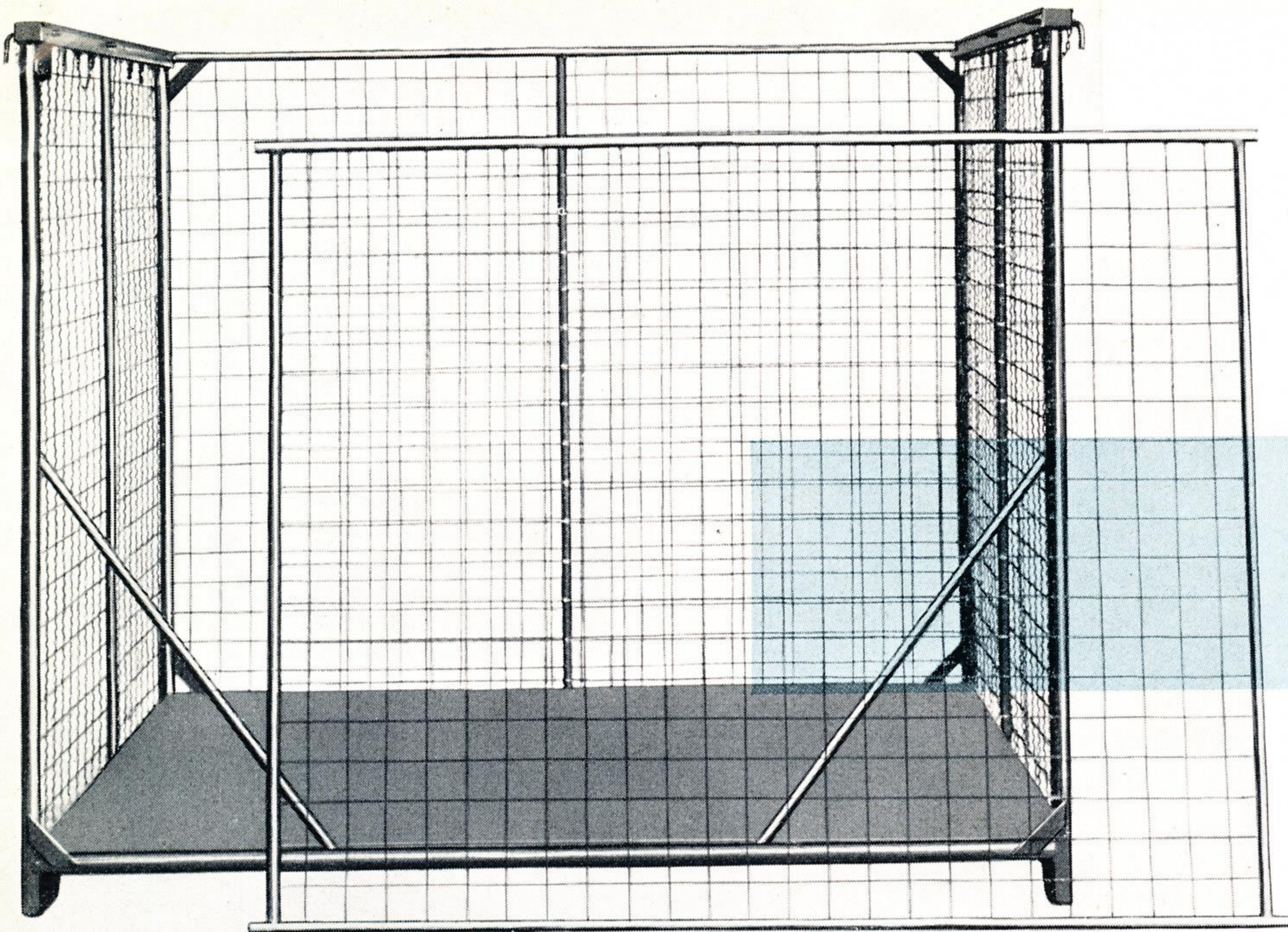
G 545 A Retainer (inner) for front axle



G 544 Retainer (outer) for front axle



The racks for engines and axles are dimensioned to allow a stacking for transport by rail or road.



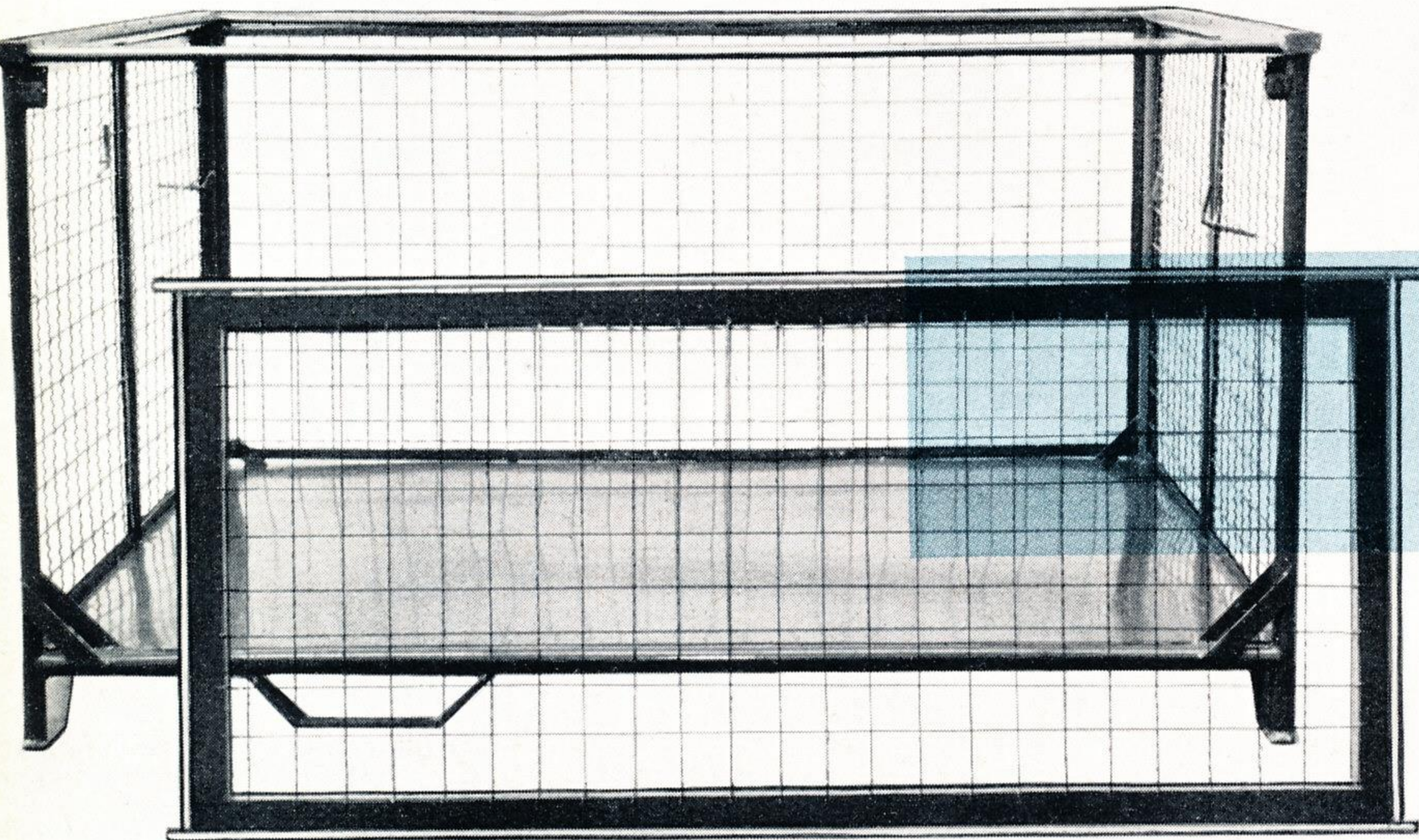
The following units are available for shipping and storing fast-moving parts

G 808

Length: 1706 mm
Width: 1301 mm
Height: 1473 mm
Weight: 98 kg

G 808 holds the following batches of parts:

- ca. 12 Front scuttles
- 40 Reinforcements (11 805 523 a)
- 12 Side panels, rear
- 25 Fenders, front
- 15 Hoods, front
- 20 Door shells, type 1

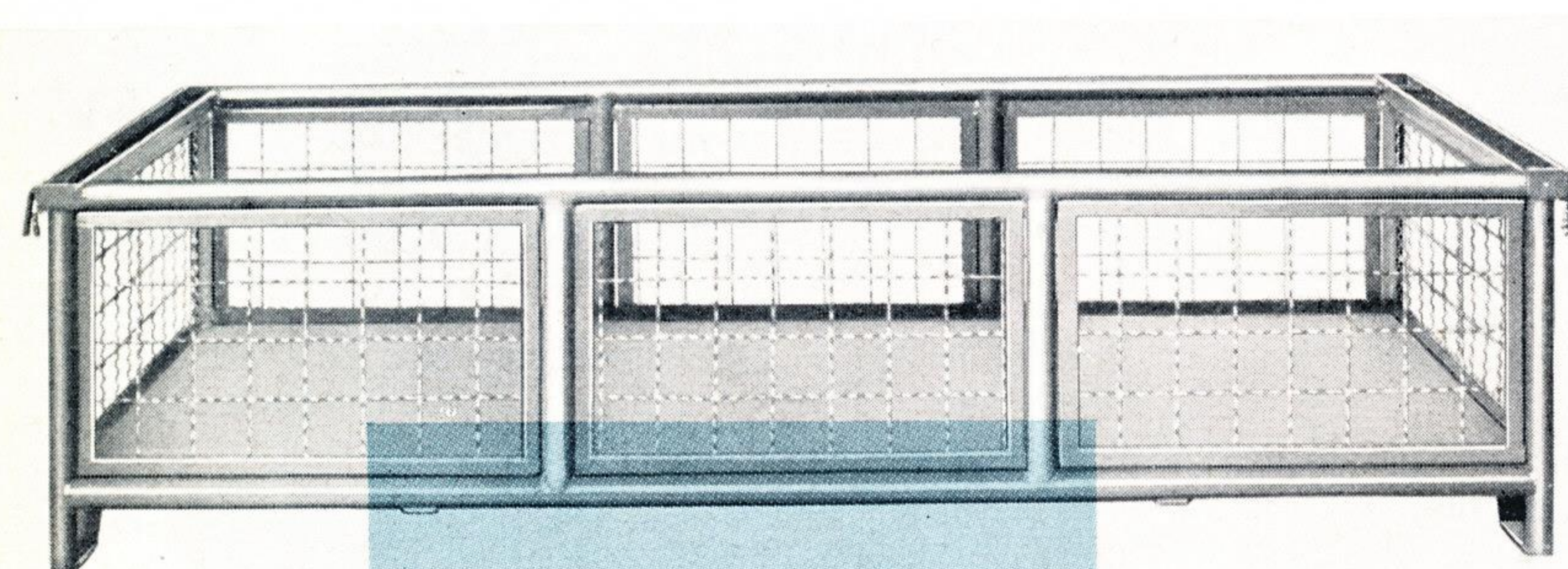


G 809

Length: 1706 mm
Width: 1301 mm
Height: 933 mm
Weight: 79 kg

G 809 holds the following batches of parts:

- 50 Mufflers
- 16 Side panels, front
- 60 Rear aprons
- 40 Fenders, rear
- 25 Hoods, rear
- 16 Door shells, type 2
- 14 Door wings, type 2



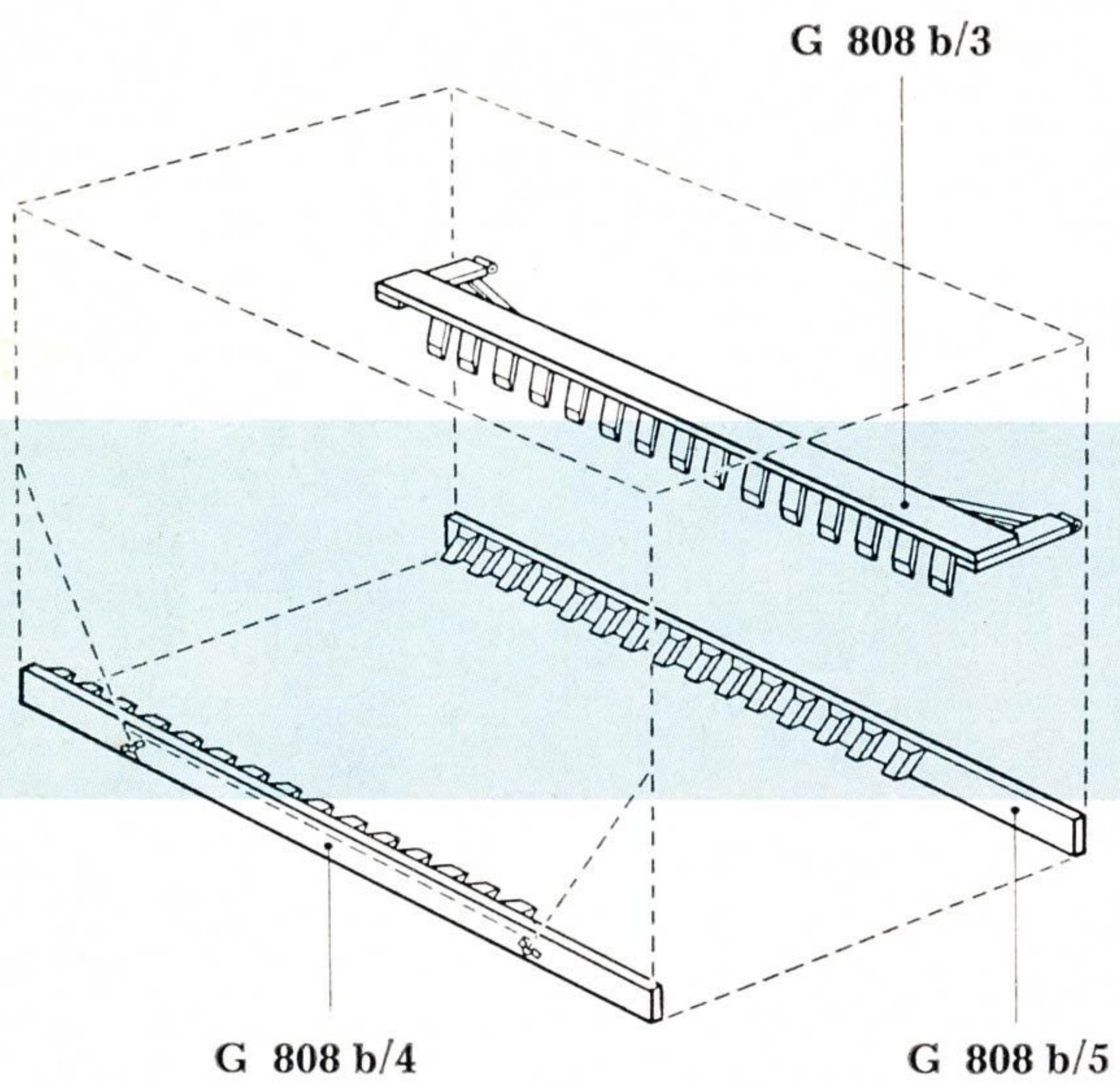
G 810

Length: 1706 mm
Width: 766 mm
Height: 473 mm
Weight: 42 kg

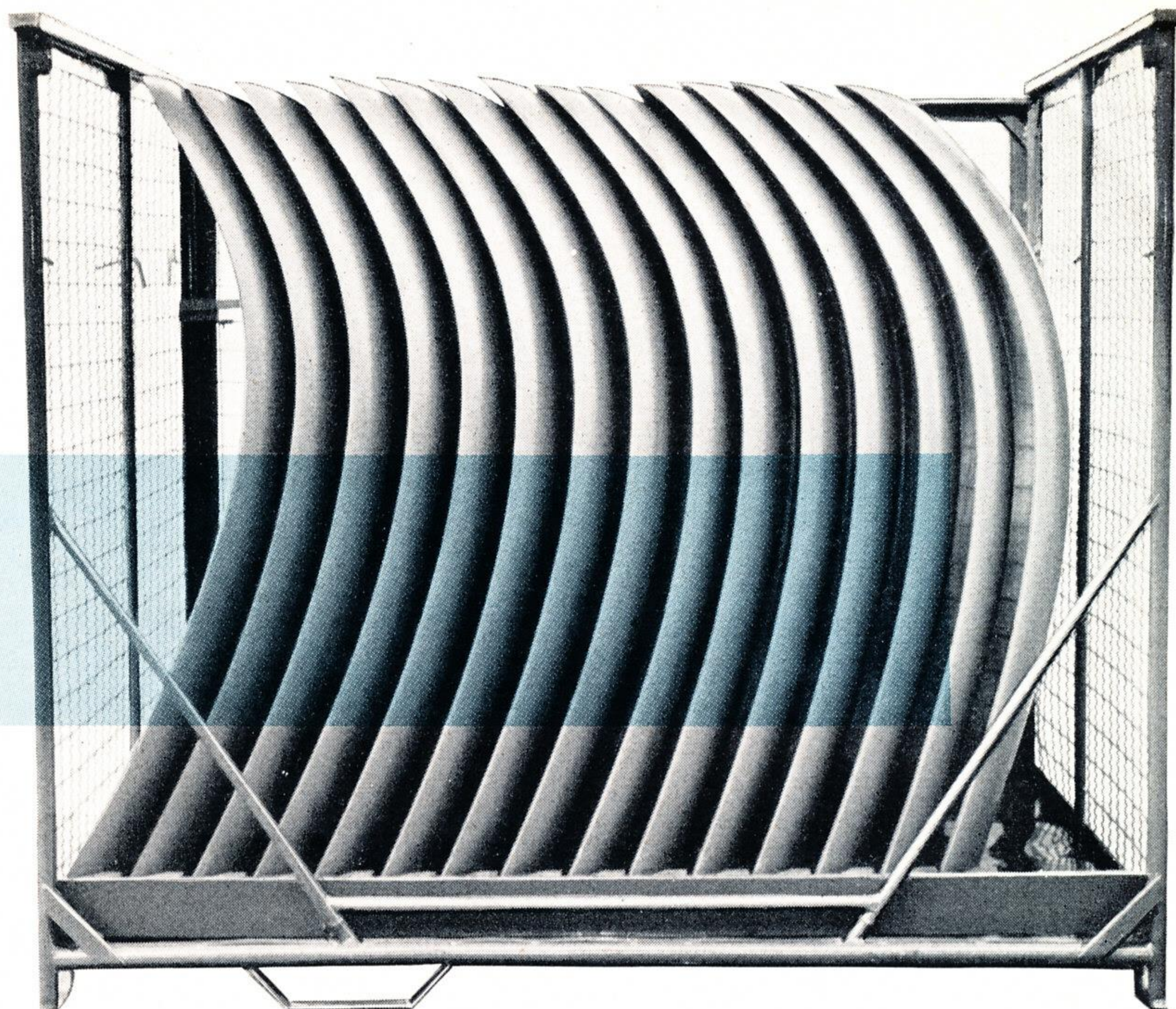
G 810 holds the following batches of parts:

- 152 Bumpers, front, prime-coated, old type
- 136 " " " new type
- 115 " " chrome-plated, old type
- 85 " " " new type
- 80 " rear, prime-coated, old type
- 64 " " " new type
- 65 " " chrome-plated, old type
- 42 " " " new type
- 60 Sill panels
- 42 Sill panels with mouldings

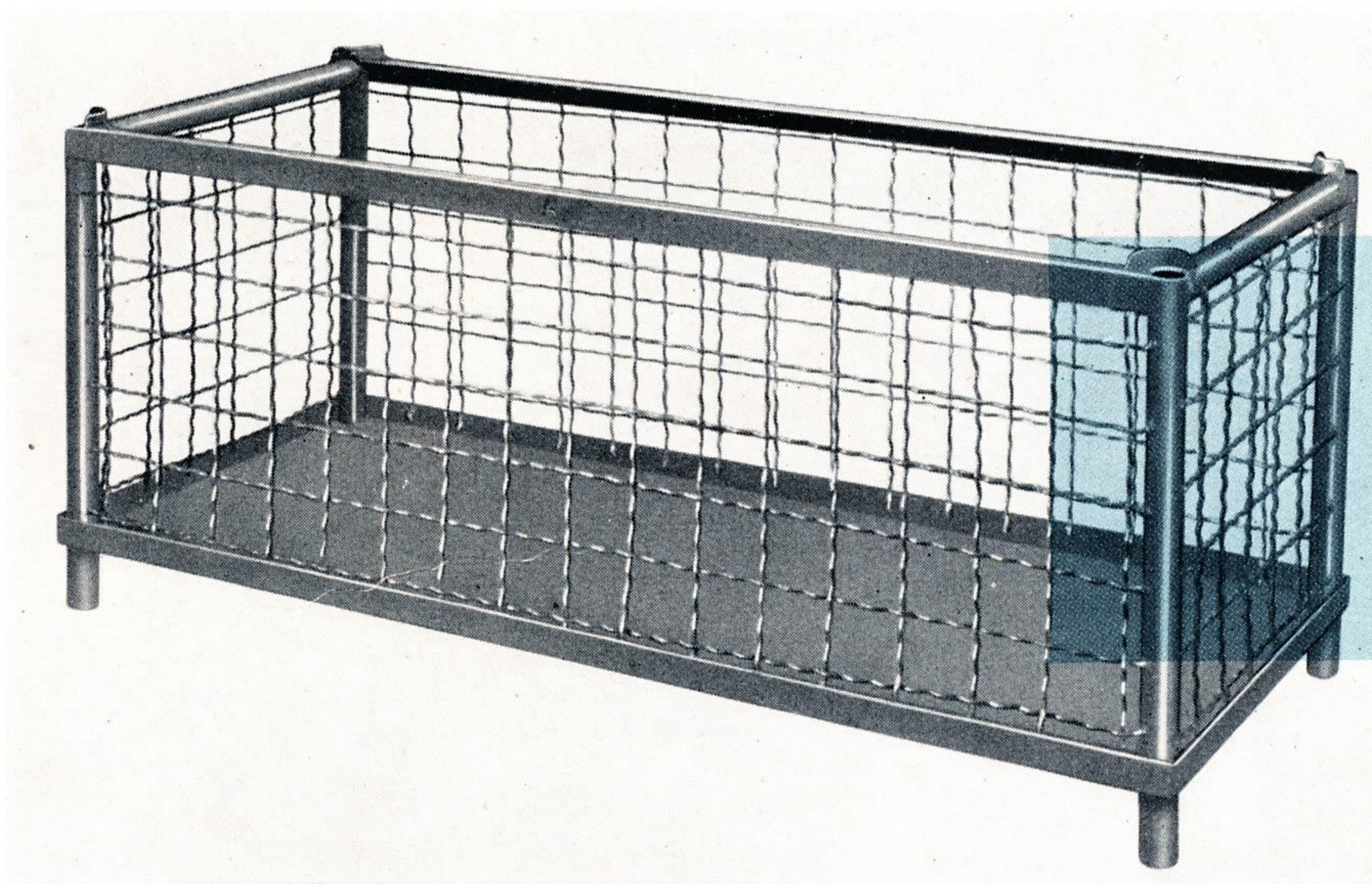
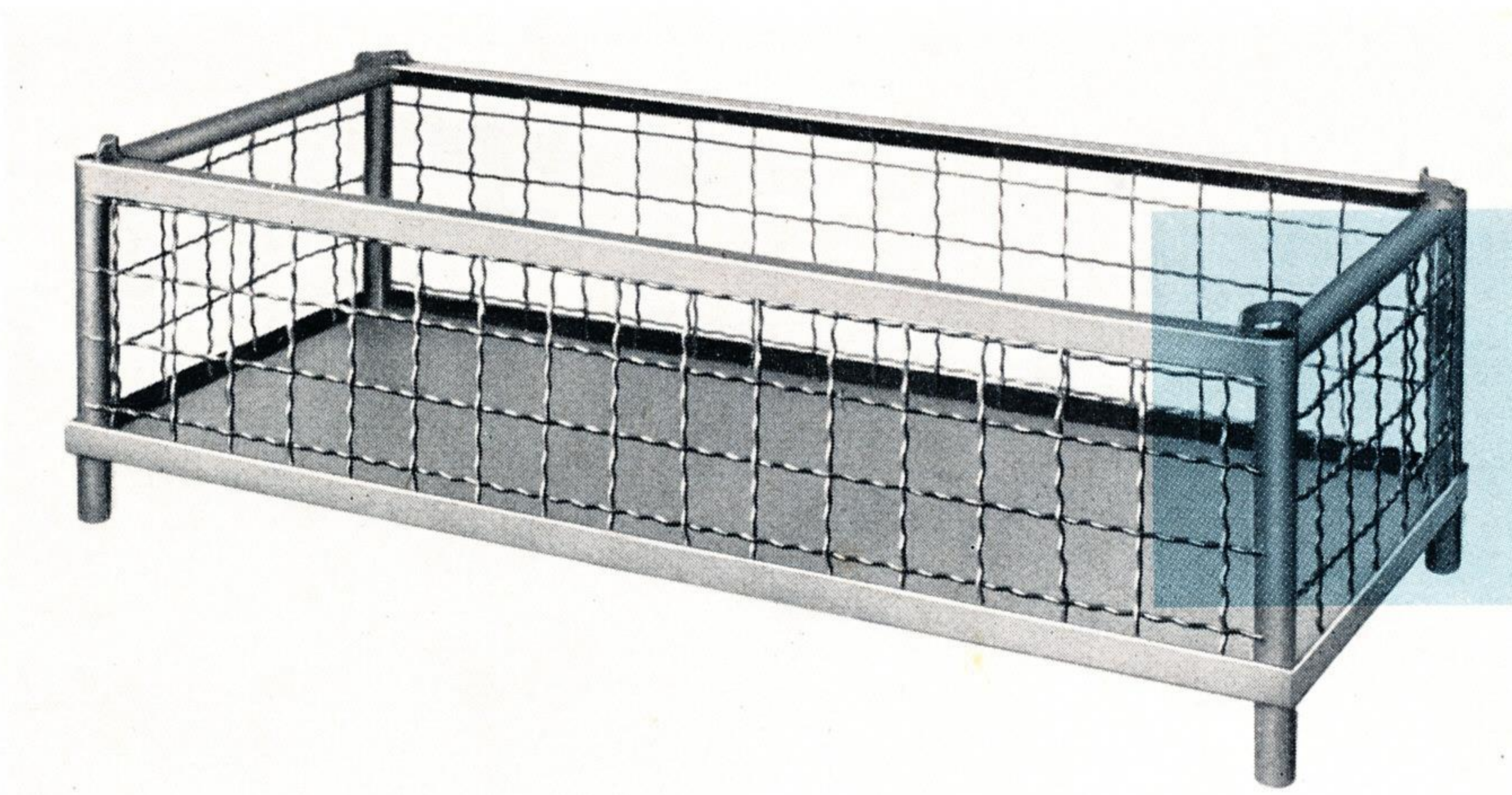
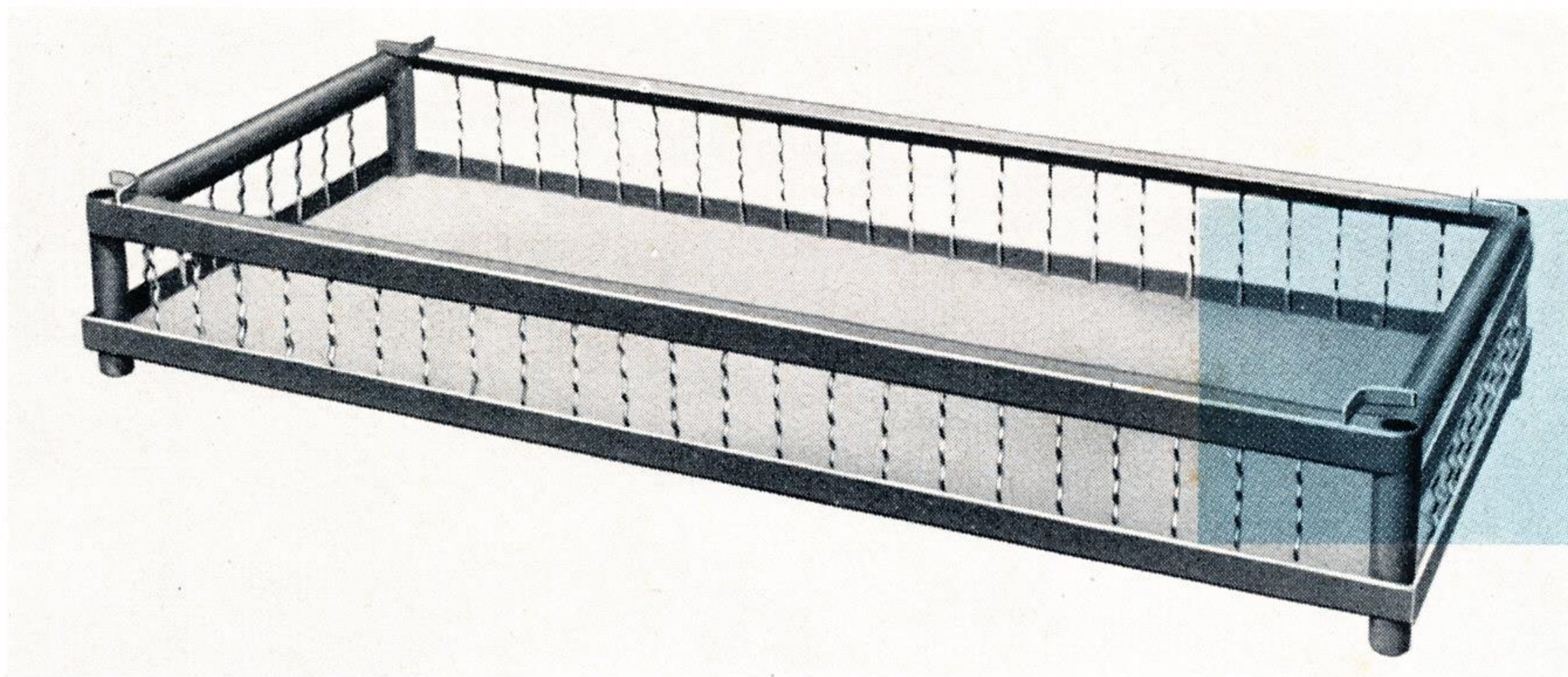




When used for front hoods, the wooden racks G 808 b/3, b/4 and b/5 are required.

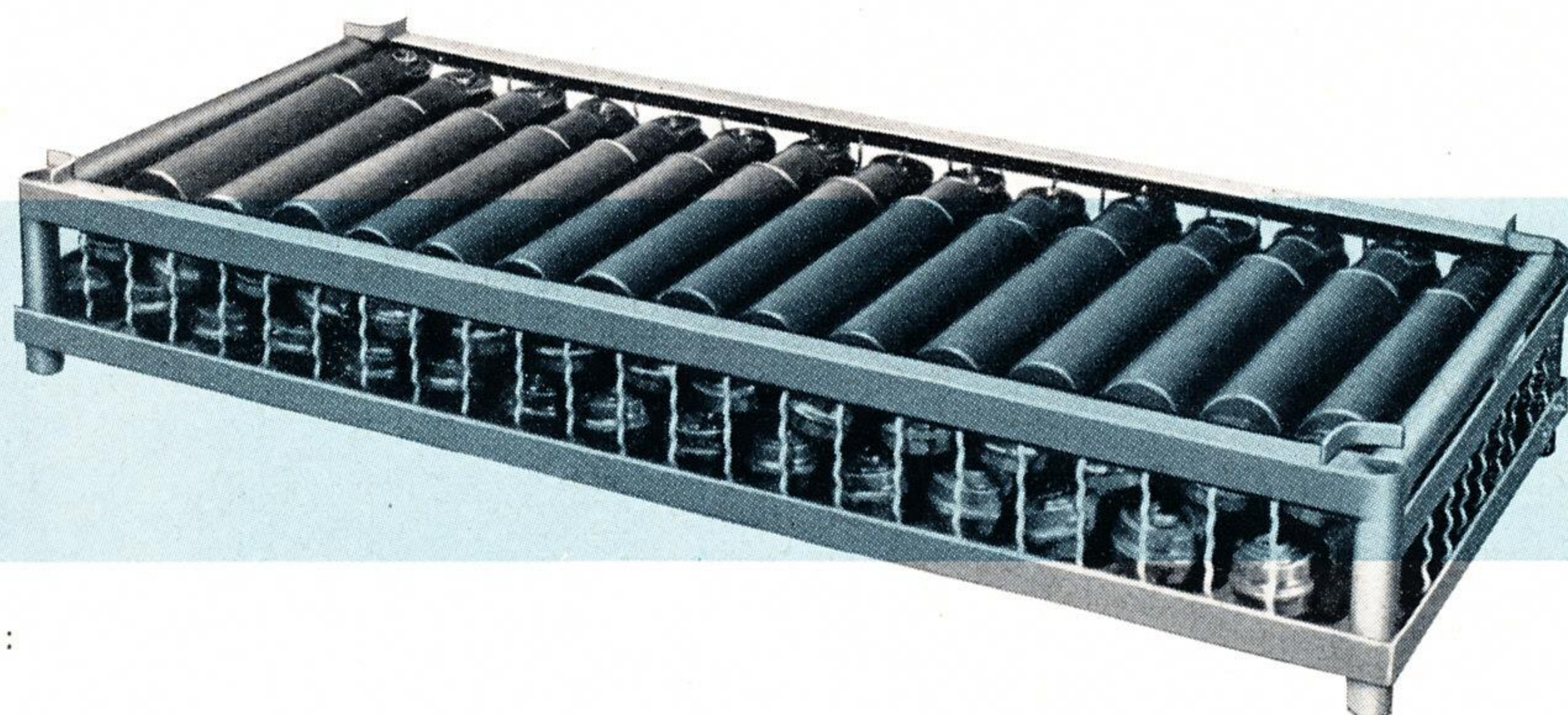


Handling stacked containers with fork truck



G 652

Length: 770 mm
Width: 325 mm
Height: 115 mm
Weight: 6.7 kg

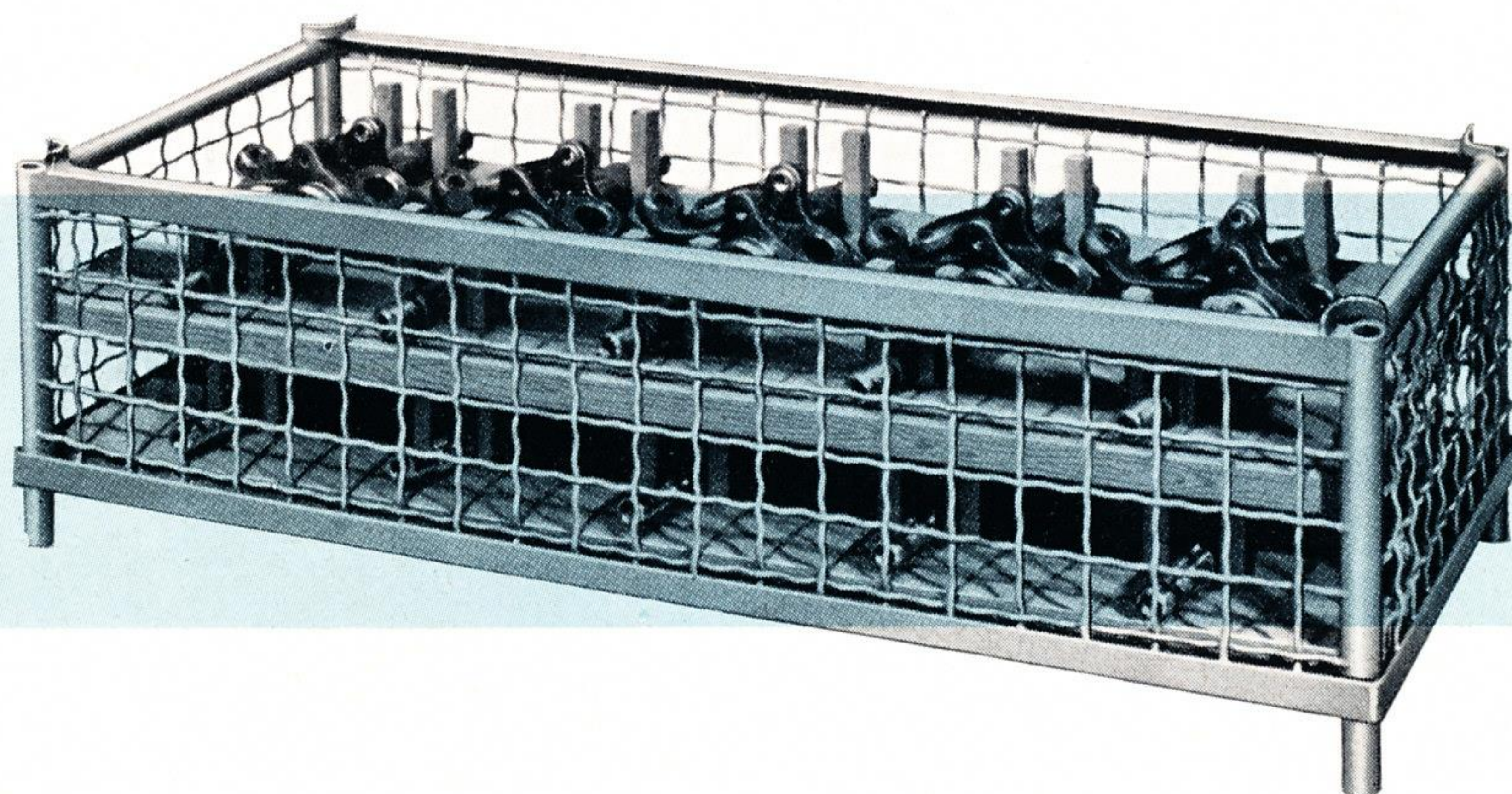


G 652 holds the following batches of parts:

- 120 Torsion arm link pins
- ca. 30 Telescopic shock absorbers
- 20 Rear axle shafts
- 14 Torsion bars, rear
- 22 Arm-type shock absorbers

G 653

Length: 770 mm
Width: 325 mm
Height: 230 mm
Weight: 7.6 kg



G 653 holds the following batches of parts:

- 12 Cylinders
- 5 Cylinder heads
- 30 Oil coolers
- 56 Clutch driven plates
- ca. 16 Gearshift housings
- 20 Torsion arms, type 1
- 18 " " type 2
- 8 Stub axles, type 2
- 20 " " type 1
- ca. 24 Spring plates
- 17 Differential housings
- 192 Bumper horns, prime-coated, old type
- 100 " " new type
- ca. 60 Bumper bracket, front
- 38 " " rear
- 3 Sets SP 2 a and b

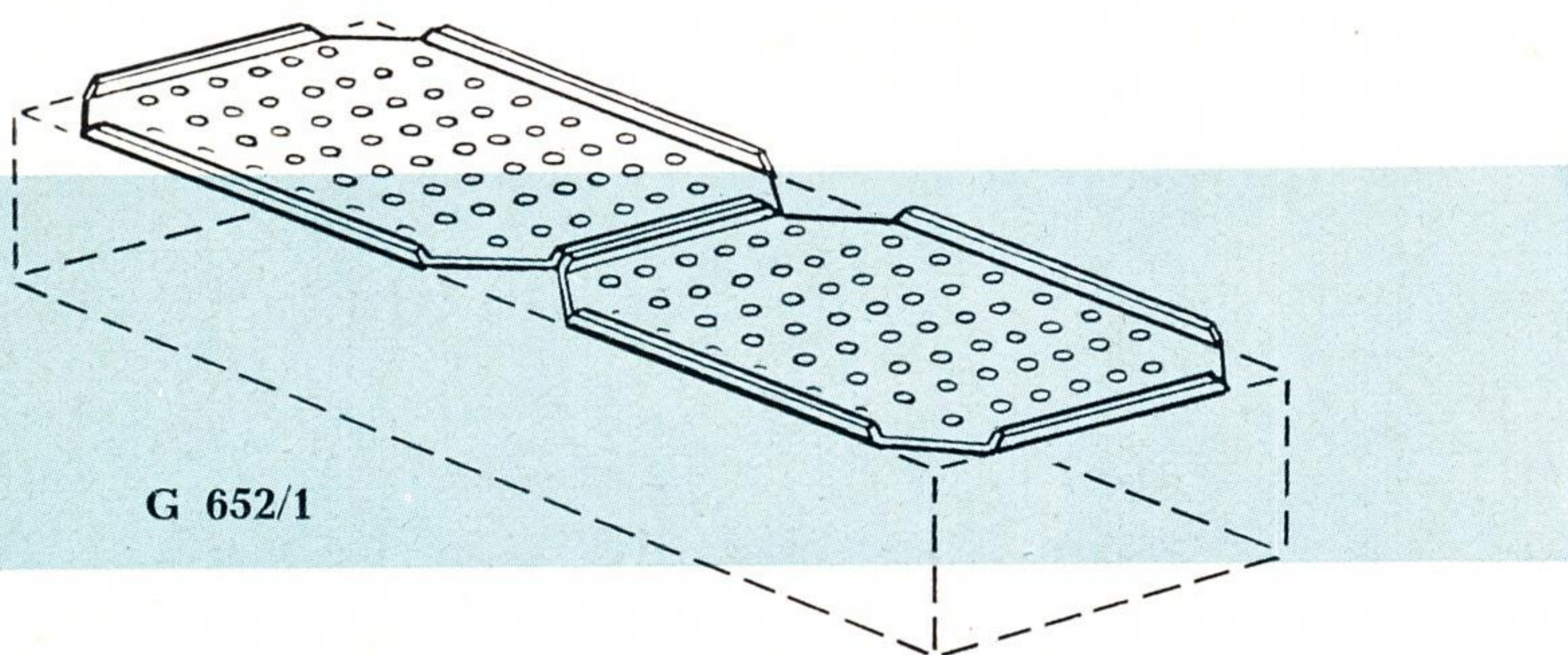
G 654

Length: 770 mm
Width: 325 mm
Height: 325 mm
Weight: 9.2 kg



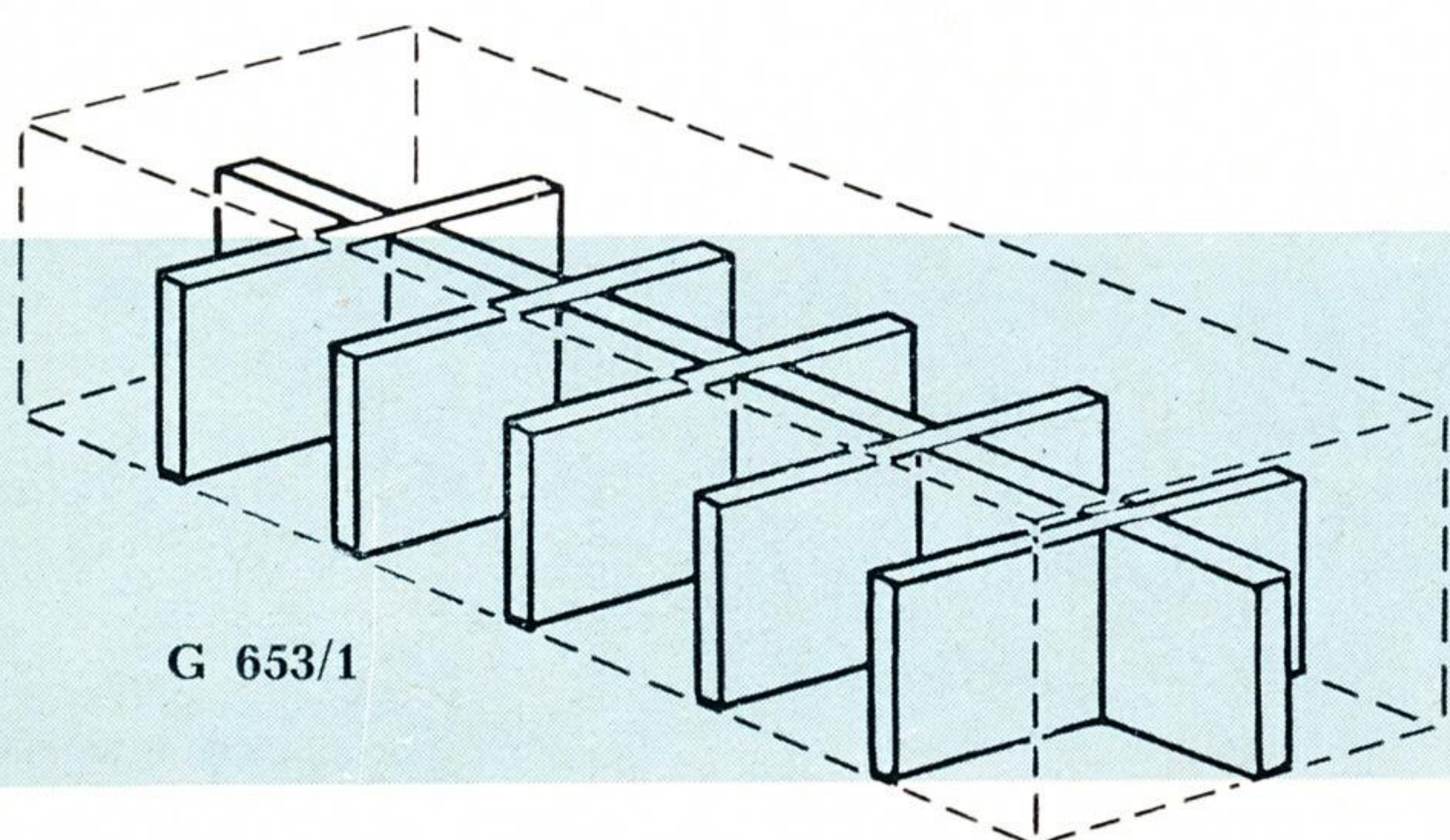
G 654 holds the following batches of parts:

- 25 Clutches
- 8 Brake drums type 1, front
- 7 " " type 2, front
- 13 " " type 1, rear
- 11 " " type 2, rear
- ca. 500 Brake shoe linings
- ca. 18—34 Brake back plates



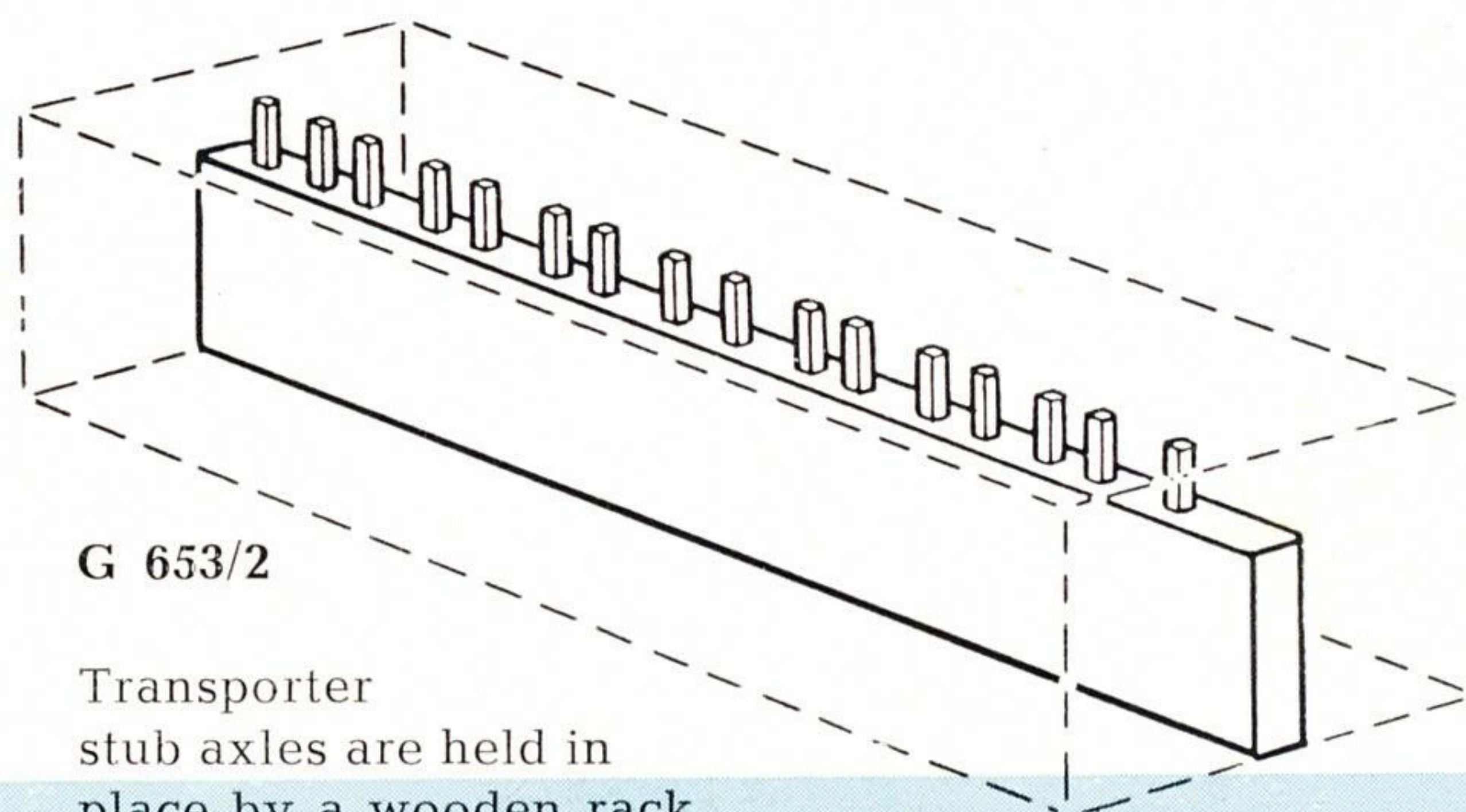
G 652/1

The perforated sheet G 652/1 holds 60 torsion arm link pins. Two of these plates can be placed on G 652.



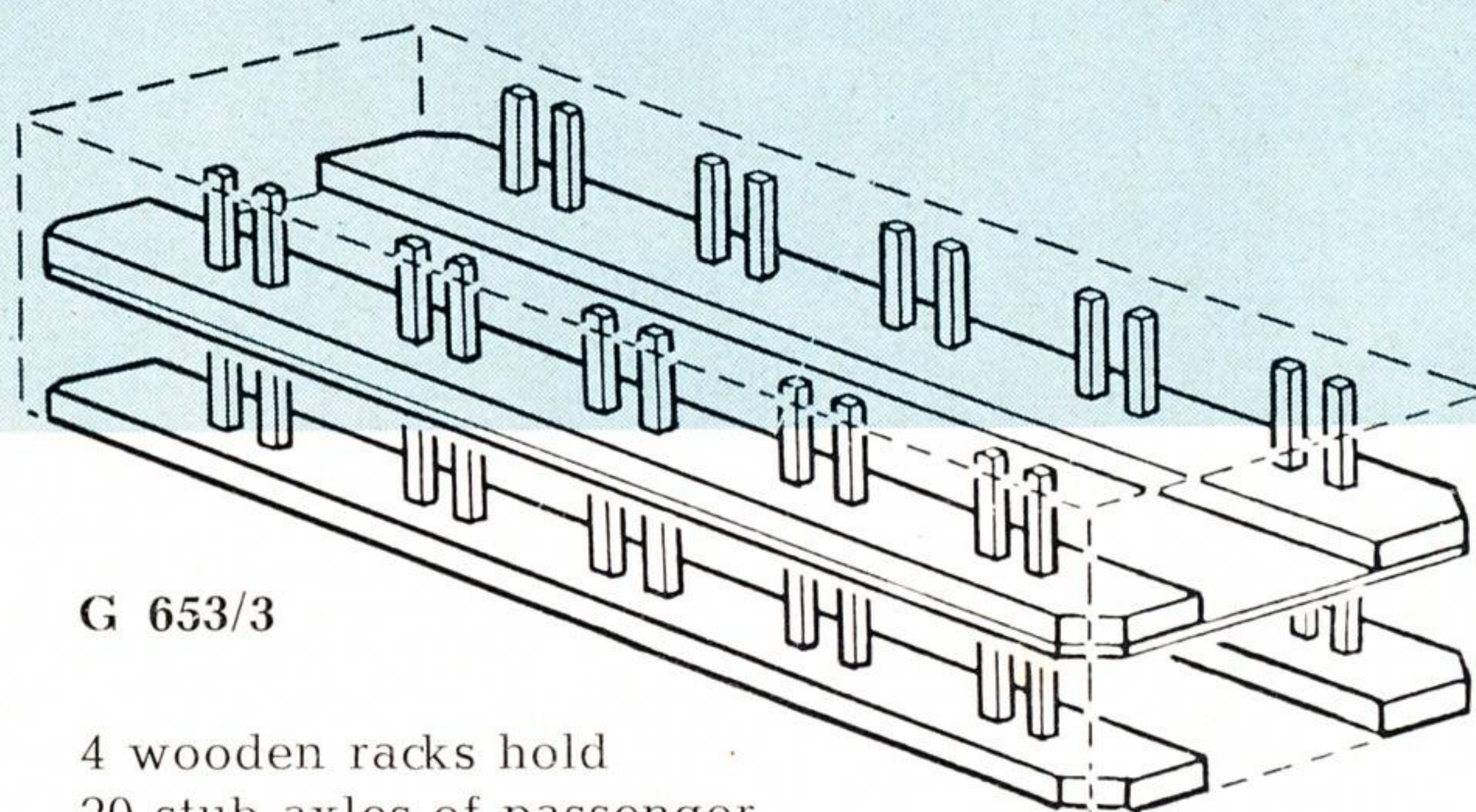
G 653/1

Partitions protect cylinders from damage.



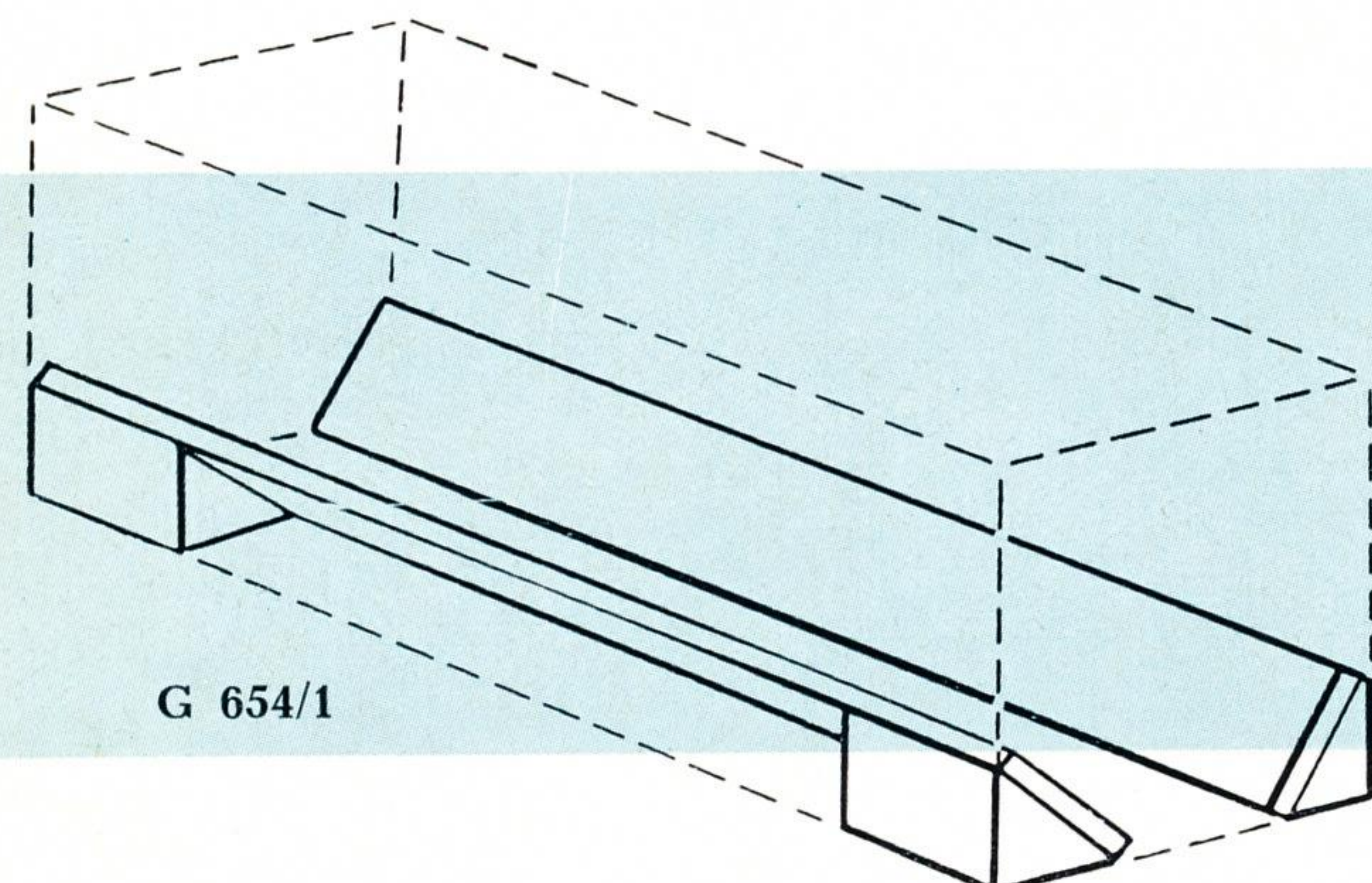
G 653/2

Transporter stub axles are held in place by a wooden rack.



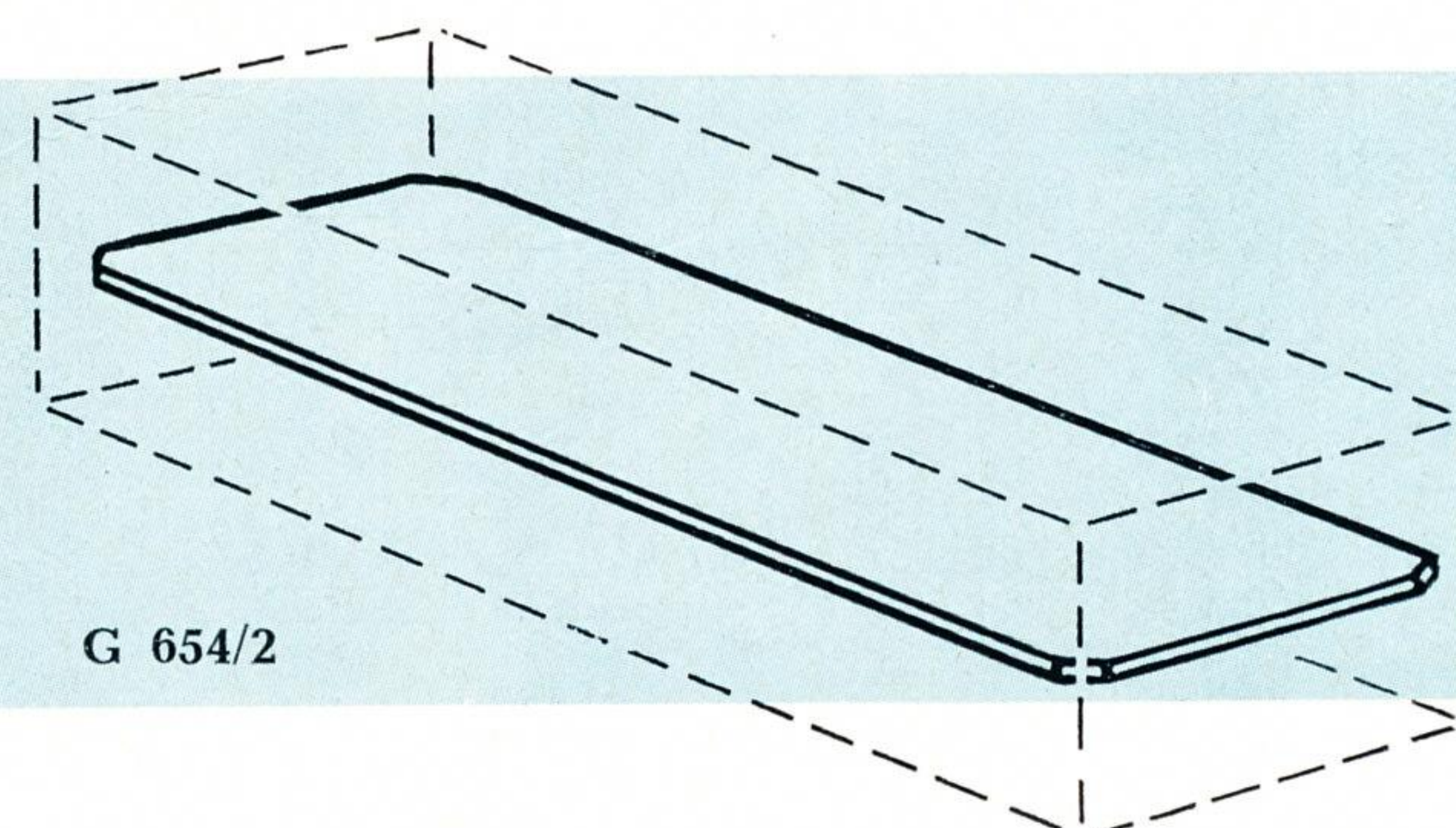
G 653/3

4 wooden racks hold 20 stub axles of passenger cars in place.



G 654/1

Brake drums rest firmly between two wooden prisms.

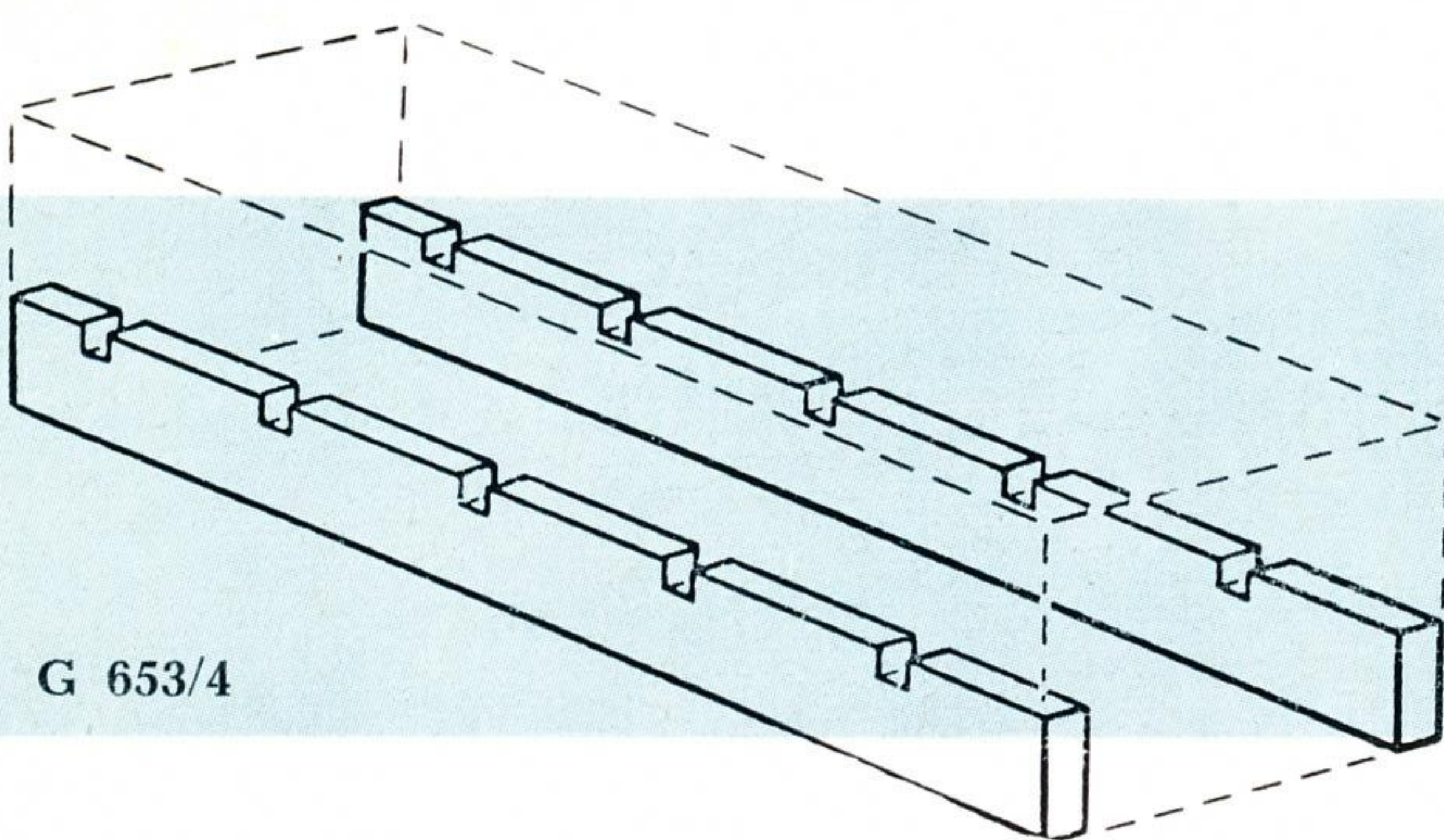


G 654/2

1 pressed fiber partition for clutch and stub axle of passenger car.

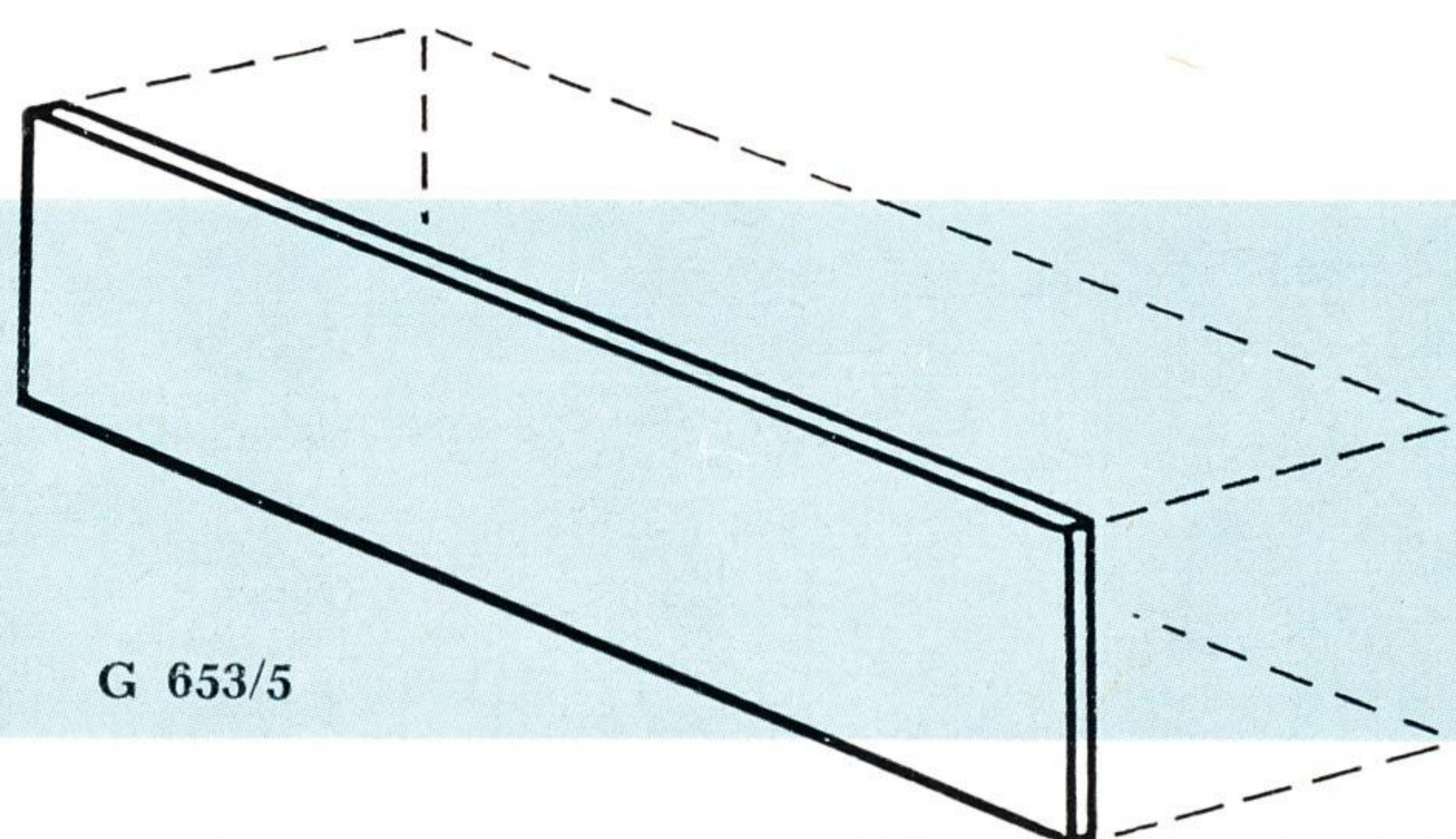
The illustration to the right shows a further supplement to the standard storage fixtures.

The spares — except comparatively small parts — are stored in screen wire type fixtures which provide for an excellent light distribution. They consist of separate partitions and shelves, allowing an erection in any desired form.



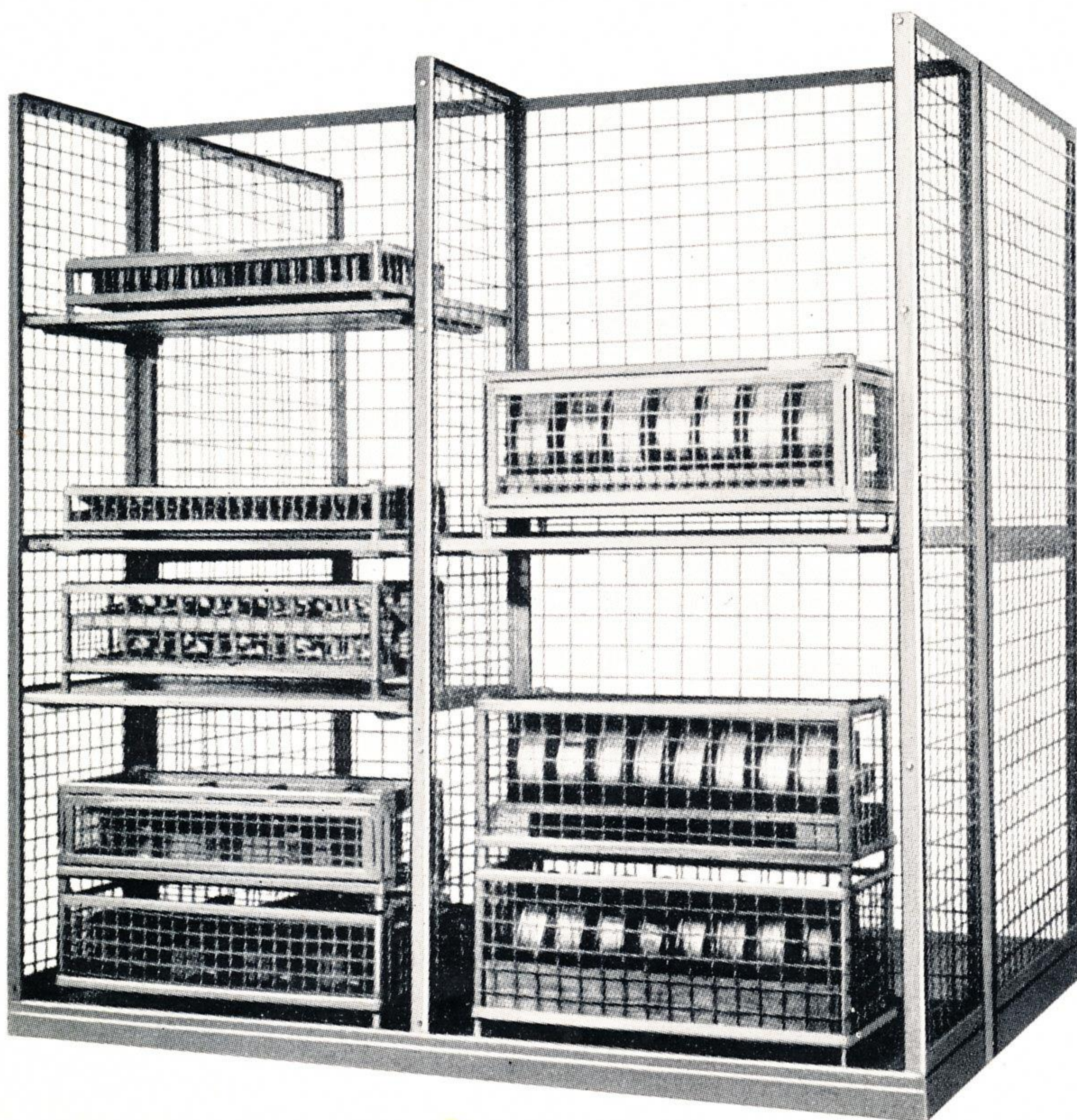
G 653/4

Two wooden racks support the cylinder heads and protect their fins from damage.



G 653/5

Two pressed fiber plates protect the oil cooler studs.



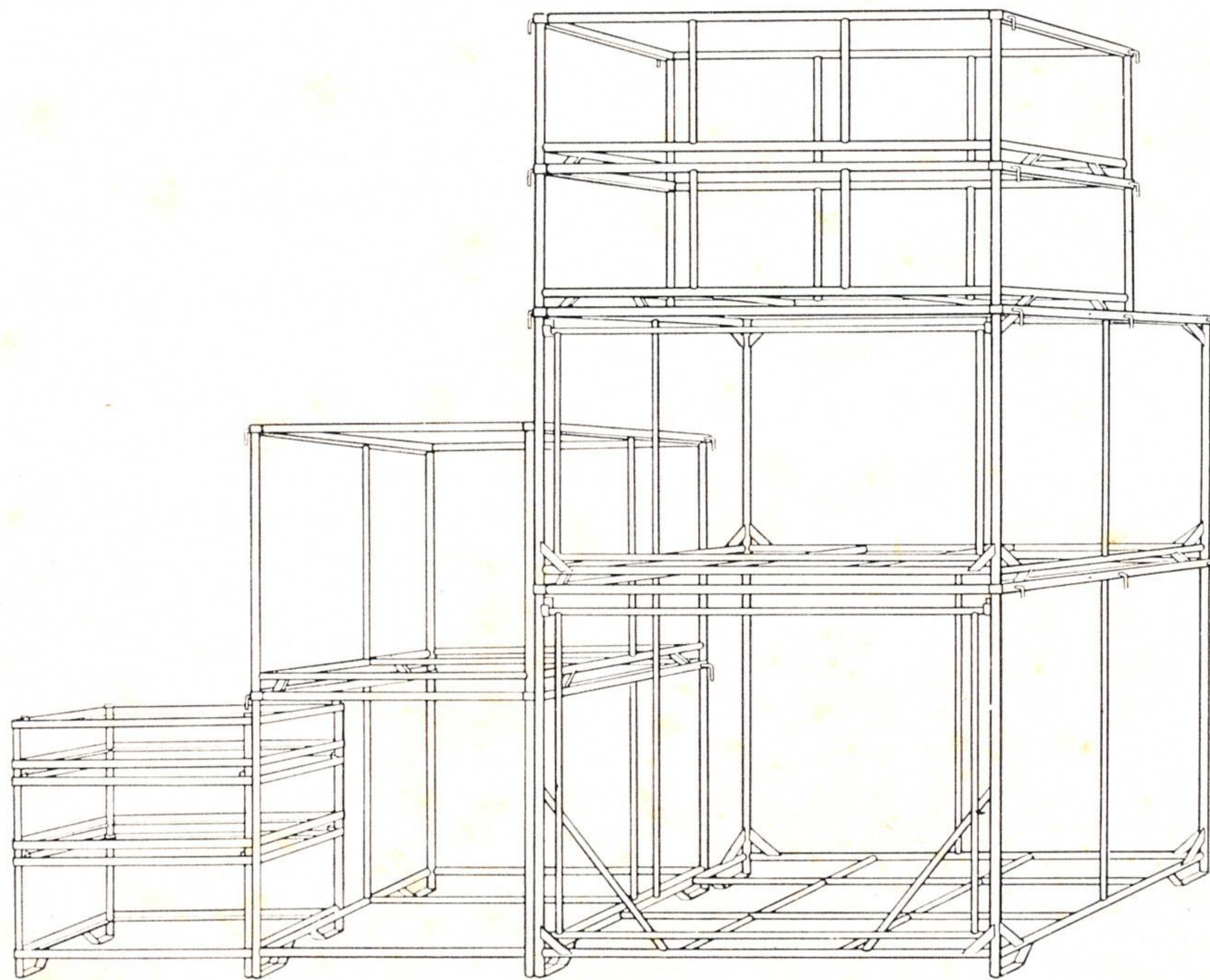
Depending on the amount of parts to be held in stock, the containers are stacked in blocks or placed in screen wire type storage fixtures.

The Volkswagenwerk changed over to the shipping-and-storing fixtures upon completion of the new Parts Building.

Full details about the number of parts shipped in the containers can be gathered from the list published in Spare Parts Advisor Nr. 9 of Sept. 1955. You are requested to enter the fixed quantities in your card index to have them ready at hand when placing orders. The fixed numbers should be multiplied according to the

demand. This will make the units to be fully utilized. The numbers stipulated for some parts will exceed the monthly requirement of smaller dealerships. Here it will be good practice to order these parts every second or third month.

The mass production of the uniform VW Parts equipment dealt with in this "Advisor" keeps the prices at a minimum. You will find the units well worth the money invested.



VOLKSWAGENWERK GMBH WOLFSBURG