

The 3-Minute Guide to Delivery Tickets

READING THE SLIPS YOU ARE
ALREADY BEING HANDED
BEFORE THE TRUCKS ARE COLD





The Slips

ONE TRUCK, ONE PIECE OF PAPER

What is on it: Every ready-mix truck hands the foreman a paper slip at the gate. It is the only record of what actually turned up, and it is written before anyone knows whether it mattered:

1

WHAT WAS LOADED

The mix that was batched, against the mix the job specified. These are not always the same, and the slip is where the difference first appears.

2

THE CLOCK

The time it was batched and the time it reached the site. Concrete starts hardening the minute it is mixed, so the gap between those two stamps is a fact about the concrete, not paperwork.

3

THE AMOUNT

How much was on board, and whether water was added on the way. What went in the ground and what gets billed are two different numbers.

The Big Fix difference: The slip already exists and is already in your hand. Nothing new gets written down — it gets read as a set instead of one at a time.

1





The Drift

WHERE THE DAY GOES

Drift breakdown: Nobody thinks the slips are worthless. They just never get read together, because reading them together is an evening of work and the evening is already spoken for:

1

THE TRUCK CAB

Slips ride in a cab for a week before they reach an office. By then nobody can say which one came when.

2

THE FOLDER

They end up in a folder that is opened when there is an argument, which is the one moment it is too late to change the answer.

3

FOUR WEEKS LATER

The strength test comes back long after the pour. At that point the only record of a particular Tuesday is four people's memory of it.

What it costs: An argument you cannot win with paper you already had, and concrete you placed but never billed for.

2





The Gate

ONE PAGE, THE SAME EVENING

Workflow breakdown: The ledger does not file anything for you and it does not call the plant. It changes what you can see while the day can still be fixed:

1

IT READS

A photo or a scan of the slip. Your order sheet. Your billing sheet. It organises paper you already have.

2

IT FLAGS

Trucks that waited too long, concrete that was not what was ordered, and the gap between what went in the ground and what was invoiced.

3

IT STOPS

A slip too smudged to read prints UNREAD with the photo attached. It never guesses a number for a ticket it could not see.

The outcome: The concrete that went in the ground has a record before the trucks are cold.

3





The Gate

THE SEQUENCE, IN FULL

Gate breakdown: Every step is named, and the last one is a person. This is the whole chain, in order — there is no step after the signature and no way to skip to it:

1

THE SLIPS COME IN

Every truck hands the foreman a paper slip at the gate. Those slips go through the office scanner, or a photo goes to a saved address — nothing is typed

2

IT READS THEM AS ROWS

Every slip becomes one row: ticket number, the concrete that arrived, the time it was mixed, the time it reached the site, the

3

ORDERED AGAINST ARRIVED

Each row is checked against the order sheet from the job file. The clock arithmetic — mixed to on site — is done in plain

4

THE FLAGS PRINT

Then the totals and three flags: trucks that waited too long, trucks that brought the wrong concrete, and the gap between what

5

A PERSON MAKES THE CALL

The foreman initials the page, finds the truck, and calls the plant himself. Nothing is sent, filed or transmitted by

The rule: Nothing sends, files or closes itself. The workflow prepares the decision; a named person makes it.

4



much, and any water added.

was billed. One page per delivery

MRWILSON.TECH



When It Is Wrong

BECAUSE SOMETIMES IT WILL BE

Failure breakdown: Every workflow is wrong sometimes. What matters is whether it tells you, and whether it can act on its own while it is wrong. Ours is built so the answer to the second is no:

1

IF A SLIP IS TOO SMUDGED

It prints UNREAD and attaches the photo of the slip. It never guesses a number for a ticket it could not read.

2

IF A SLIP STAYS IN THE CAB

That truck is not on the page. The ledger reports the slips it was handed, and it cannot count a delivery it never saw.

3

IF YOU WANT IT TO CLEAR THE CONCRETE

It will not. The page reports every truck against the order sheet — the concrete, the times, the water added — and it never clears a truck or names one as

4

IF THE PAGE AND THE BILLING SHEET DISAGREE

It prints what went in the ground, what was billed, and the gap between them. Which side is wrong is a question for the plant, and that call belongs to a person.

Why this page exists: We could not find a competitor in this trade publishing a failure path. We would rather print ours than have you discover it.

5

Thanks for reading.

THE WORKFLOW FILM, THE SPEC SHEET AND THIS GUIDE ALL PRINT FROM ONE BRIEF.

PRODUCED BY

mrwilson

FOR

NEW ENGLAND COMMERCIAL CONCRETE CONTRACTORS

The audit is free, and it produces this guide again for your shop — your records, your obligations, and the one thing worth fixing first.

MRWILSON.TECH

