

The only providers of dedicated on-site production and reverse logistics for the automotive sector in the UK

Are your manufacturing logistics costs being hidden in a fog of overlapped services?

You could be letting profits slip between the gaps if you do not have transparent and distinct cost centres.

Rudolph and Hellmann's 'Central Operational Support Team' (COST) are centrally based and combine a mixture of highly focused skills and expertise, enabling them to accurately identify, measure and evaluate real-time KPI's.

These highly experienced professionals, with specialist automotive logistics knowledge, understand every aspect of the manufacturing process. Their mission is simple and it doesn't matter whether a contract is new, old or a shared responsibility. Rudolph and Hellmann's COST team are constantly seeking out and removing waste whilst continually improving effectiveness.

Think 'mystery shopper' and you are somewhere close. On smaller projects they continually observe, advise and implement small improvements. On larger and more complex projects they start with experts in process and operations discretely auditing your operations. Conducted under a non disclosure agreement, they then review your plant, process and supplier obligations, whilst HR and Finance analyse your employee 'profiles', liabilities and supplier contract, IT assess your communications platform and KPI reporting capabilities.

The process is ongoing and enables the Rudolph and Hellmann Automotive COST team to continually seek out and remove waste whilst improving effectiveness.

For the full case study visit www.rh-automotive.co.uk/news-and-case-studies/manufacturing_logistics

The 'Central Operational Support Team' have developed a 5 step approach:



Central Operational Support Team (COST)



- 1 Exploration & audit
- 2 Reporting on improvements against expectations
- 3 Change management programme
- 4 Launch to stabilisation period
- 5 Quarterly trend analysis & review of KPI's against SLA

€20 million project to increase efficiency and reduce cost

When a client decides to redesign its logistics infrastructure and incorporate a state of the art 'Automated Storage and Retrieval System' the production line doesn't stop.

The pressure to maintain service levels and achieve KPI's whilst effectively operating 'double the working estate' during the transition could prove difficult if you don't have the right suppliers. When one of the UK's leading manufacturers of luxury motor cars decided to develop an integrated logistics centre, they had no hesitation or concerns with their current on site logistic partners. In fact they used the opportunity to draw down on the specialist logistics knowledge from the only 3PL provider dedicated to automotive manufacturing within the UK.

"With the support, expertise and additional manpower from the 'Central Operational Support Team' (COST), the programme was successfully delivered. Working within the client's project management team, the collaboration resulted in a reduction of two thirds of the offsite facilities. This in turn meant interim storage steps and transport loops were removed. These changes have provided the inbound logistics process with the ability to react to the unique requirements of the client's low volume / high complexity build requirements."

Mark Cranidge, Operations Director.



For the full case study visit www.rh-automotive.co.uk/news-and-case-studies/increase_efficiency

Long term vision and excellent DNA, but does this benefit you and your company?



Well, in these uncertain times we have strong financial backing, we aren't shareholder driven and we have global resources on tap. This means we can react quicker to opportunities, take the longer term views for any opportunity which may arise and we have an incredible network to access.

Our parent companies are two of the largest and oldest privately owned logistics companies in the world. Hellmann Worldwide Logistics, operates in 157 countries, employs over 8000 people and was founded in 1871 by Carl Heinrich Hellmann, it is now run by Carl's great grandchildren, Jost and Klaus.

The Rudolph Logistics Group founded in 1946 is a globally active logistics provider with more than 1,700 employees at 27 locations in Germany, Europe and the Arabian Peninsula. The Group is headquartered in Baunatal near the geographical centre of Germany.

"Like individuals, every company has its own DNA in the form of a unique culture and way of doing business, it inspires the way we think. Most importantly, it highlights the qualities which ensure we are, and always will be, different from other on-site logistic providers within the automotive sector."

Martin Rollings, Managing Director.

For the full case study visit www.rh-automotive.co.uk/news-and-case-studies/long_term_vision

Smart Picking saves time, people and cost



If you've ever shopped at a supermarket you will have recognised the practice of strategically placing items around the store to ensure you need to pass the majority of stock held in order to reach the essential items and likely cause of your visit. This idea of strategically placing items so you have to walk the furthest distance is obviously designed to encourage you to browse items you may not have thought of but could be tempted into buying.

In warehousing for automotive manufacturing, the exact opposite is true and bin allocation is designed for smart picking. So the person picking has to travel the shortest possible distance to get what they need in the shortest possible time.

This may sound a simple process but the COST team at Rudolph and Hellmann Automotive have developed a sophisticated and dynamic approach to guaranteeing maximum efficiency and pick accuracy. It involves grouping high frequency items and low frequency items in dedicated areas designed in line with sequencing requirements. This innovation has dramatically reduced time, cost and errors from the picking process.

For the full case study visit www.rh-automotive.co.uk/news-and-case-studies/smart_picking

Line side sequencing of airbags reduces costs, TAKT time and minimises risks

In the pressured environment of a fast moving automotive assembly line every second counts. Rudolph and Hellmann Automotive was able to reduce TAKT time and the pace of the manufacturing line through sequencing the separate components required for airbags.



This wasn't as simple as it may sound as the airbag components include small explosive charges used to fire the system into action. Which meant there needed to be a full risk assessment including a COSHH health and safety audit.

The key benefits to the manufacturer were that the line operation could be focused on assembly, not picking, as the time taken to collate the right components was minimised because they were now pre collated line side. This also meant the risk of breakages was passed to Rudolph and Hellmann Automotive, so exposure to cost was reduced further. Finally, the manufacturer had transferred a fixed cost to a dynamic cost which can be instantly 'turned off.'

The change has enabled the operator to access the right components for the specific vehicle in a single action and has reduced assembly time.

For the full case study visit www.rh-automotive.co.uk/news-and-case-studies/line_side_sequencing

How much lost time and space is your warehouse configuration costing you?



Flexibility is the key to an effective warehouse configuration in automotive manufacturing. Because wide aisle racking in warehousing provides several very practical advantages when supporting the on site logistics of the automotive manufacturing process:

- 1) Speed of access – more people can access more bin locations at times of high demand.
- 2) Reduces or even removes double handling – because the vehicle unloading components can directly access the location bin from where they are to be stored.
- 3) Increases capacity – because the 'decanting' storage area required for narrow aisles (for reach trucks to unload and VNA trucks to take and store) is no longer necessary. So wider aisles actually create more available space.
- 4) Faster training – narrow aisles need specialist VNA trucks, which need trained operatives. With wider aisles normal reach truck can be used, so 'one truck driver fits all' and less training is required.
- 5) More flexible – so long as the footprint for a wide aisle is set up correctly it means the space in the racking system is more adaptable and bin locations can change to reflect picking activity.

For the full case study visit www.rh-automotive.co.uk/news-and-case-studies/warehouse_configuration

Making your line side space more effective can reduce TAKT time

With every car having multiple different configuration options the number of items required line side has steadily increased, resulting in reduced line side space and increased opportunity for error.

Working with the manufacturer to design process improvement and reduce TAKT time, Rudolph and Hellmann Automotive were able to identify several ways to increase the effectiveness of the line operative and reduce TAKT time.



Because each car in the line is slightly different, Kit Bags were created which contain the specified components for the next vehicle in production. This made the line side pick less pressured and saved valuable operative time since they no longer needed to leave the line to pick several components unique to the new owners specification.

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Aftermarket V Manufacturing Which is the most challenging automotive logistics?

Whether you are in aftermarket or manufacturing logistics there is no environment more demanding than the automotive sector.

Automotive manufacturing is pressured but everything is typically on a single site, unboxed and requested in a predictable flow in relation to the production line. The greatest challenges of aftermarket logistics are the different stakeholders within the supply chain coupled with a largely unpredictable demand.

With every product boxed and the liability for goods received passed from supplier to Rudolph and Hellmann upon delivery (and with unit costs varying in price from pence to thousands of pounds), our processes need to be slick and accurate.

With over 2,000 lines, and items being delivered and despatched the same day, pressure of picking automotive components for main dealers is equally as demanding as automotive manufacturing.

www.rh-automotive.co.uk/news-and-case-studies/aftermarket_v_manufacturing

Cross Docking to consolidate loads and reduce 'on site' traffic

As a socially responsible manufacturer, one of our clients and a manufacture of luxury limousines, wanted to reduce the number of vehicles accessing its manufacturing plant by 75%. As many of the LGV vehicles were not fully laden a consolidation of their loads off site was the obvious answer.

Operating from a remote offsite location which had good road links and was already taking deliveries from the manufacturers suppliers, a

cross docking operation was set up. Transport experts from Rudolph and Hellmann Automotive created a load plan and delivery schedule that enabled the loads to be cross docked without incurring any additional road miles. The selection of more appropriate vehicles and better load planning successfully reduced the number of LGV's accessing the plant by 75%.



www.rh-automotive.co.uk/news-and-case-studies/cross_docking

Spot Light On...



James Biddulph

Sales and Business Development Manager

After leaving University with a logistics related degree in 2002, I started my career as a graduate trainee with a well known global logistics service provider. During my first year I worked as a project co-ordinator and assisted with the implementation of one of the UK's largest aftermarket distribution centres. This project, and the experience of working with a major German based manufacturer, was vital in providing me with an understanding of the values and skills required to be successful within the automotive sector.

Automotive manufacturing is an extremely challenging environment to work within, with rigid plant costs and erratic volume fluctuations. This is why I chose to specialise in this sector and accepted a position with Rudolph and Hellmann in 2008.

I couldn't imagine working anywhere else where I would get this level of diversity, investment in training and career reward.

As a manager of a small development team, I now spend my time working with current customers to develop new opportunities whilst targeting potential new customers. This involves developing the company's marketing strategy as well as creating opportunities for new business relationships and responding to logistics tenders.

For the full case study visit www.rh-automotive.co.uk/news-and-case-studies/james_biddulph



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Family 'culture challenges and rewards' loyal employees

When you have some of the highest staff retention rates in the industry, you must be doing something right. The proof is people with a passion for what they do, and Rudolph and Hellmann have more than their share of these rare individuals.

Their philosophy is simple, it invests heavily in the development of its people, nothing is out of the question. This investment in every individual's skills enhancement and personal career development helps improve the growth and competitiveness of the business.

Whether you work in administration, management or driving a forklift, the opportunities for development are equal. As an AAT accredited employer, the commitment to the professional development in its staff increases the value and recognises the importance of a highly skilled workforce to deliver its business objectives.

"You do not learn this industry overnight. It takes a long time to become a specialist, which is why we are committed to keeping and developing our people. Our 'home-grown timber' must be nurtured and allowed to grow with us.



Rudolph & Hellmann employees receiving their 10 year service awards from the directors

We are nothing without our people, and our people give our customers an unbeatable level of service and professionalism".

Jeff Hyde, Finance Director and Company Secretary.

For the full case study visit www.rh-automotive.co.uk/news-and-case-studies/culture_challenges

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