

Forwarder Ansorge

Continuous Order Management

The forwarder Ansorge is mainly involved in full truckload and combined traffic and has managed to establish continuous order management with the telematics solution PSV3. For this purpose 120 trucks were equipped with mobile on-board computers (MBU).



WITHOUT GAPS AND PAPER

Ansorge semi-trailers have a short life. At least this is true for the current combinations of tractor, carriage, swap trailer or trailer. The versatile fleet allows more than a million combinations - which constantly change at the transport specialists for combined traffic, located in southern Germany. This makes the fleet management really challenging.

For controlling manager Christian Winkler it was one of many reasons to implement a telematics system at Ansorge, which is directly connected to the existing transport management system. "We were primarily interested in a solution that supports our dispatching and allows a reliable exchange of forwarding data with the drivers," the authorized signatory explains. In addition, the system should manage the pallets and the load securing tool and should provide a navigation function with truck restrictions.

Forwarder Ansortge

ROBUST BASIS

“We took our time to choose the right provider for us,” recalls Winkler. Before the decision was made in favor of the TIS GmbH from Bocholt, Ansortge had soundly tested a variety of other manufacturers’ solutions.

“Eventually, we decided in favor of PSV3, because of a convincing concept and a number of positive references,” says Winkler. Each month approximately 20 trucks were equipped with mobile hardware, which can read the driving and rest times over a Bluetooth connection from the digital tachograph. After a period of six months all of the planned 120 vehicles were equipped with the PSV3 devices.

“At each of our six locations, we have trained a responsible specialist, who individually prepared the assigned drivers for their work with mobile on-board computers,” explains Winkler.

“The costs for additional training after the first few tours with the “mobile on-board unit” (MBU) were moderate, which is also partly owed to the well-arranged user interface of the mobile terminals. The individual program functions and commands can be operated directly over selfexplaining pictograms. In addition, the buttons are large and therefore easy to maneuver. Also the integrated navigation function has contributed its part to the rapid acceptance of telematics in the truck.”

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SECURE INVENTORY

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Now all drivers receive their orders via GPRS directly on the display of the MBU. Transmission errors caused by transmission of pickup and delivery addresses over the phone now belong to the past.

In addition, the digital transmission saves time - most of the calls between headquarters and drivers are dispensable now. The lowering of communication costs therefore is another positive side effect.

The tours created by the dispatchers are sent from the transport management system via PSV3 servers to the related vehicle.

After acknowledgment by the driver navigation starts automatically. The MBU then demands entry of the order statuses, like “loading started” or “unloading finished”, which are transmitted back to the transport manage-

ment system immediately. Equally efficient and paperless now the management of pallets and the load securing tools can be performed.

Loss and theft have significantly decreased. The new form of drivers’ cooperation also brings another advantage: “The idle times at customer’s site are recorded to the minute and serve as a solid basis for future negotiations,” says Winkler.

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RESPONDING QUICKLY

Even during coupling of trailers or exchanging of swap trailers, drivers' cooperation is necessary. All containers and trailers are equipped with a bar code that is scanned by the driver at the beginning and end of the transport - so the current combination between towing and towed unit is documented. Once trailers or swap trailers are loaded on the train, this change and their attached location data is also captured by PSV3. For the first time the interfaces in combined transport can thus be mapped with high reliability. The freight is "married" to the relating container. Combined with the constant GPS tracking of the 120 cars this makes tracking of shipments and swap trailers possible without any gaps.

FURTHER POTENTIAL

In addition to the order statuses and position data the Ansortge dispatchers now know the current driving and rest periods of all drivers. The information from the digital tachograph are automatically transmitted via PSV3. "If a driver is really reaching a critical area of his time account, we can react in time," says Winkler. The same refers to all deviations from the originally planned tour - for example traffic jams or road closures. If the schedule of a tour is jeopardized, the dispatcher receives a signal and can intervene immediately. "Again, this enhanced the quality of our services," Winkler notes.

The project still has not reached its final destination, since PSV3 offers further potential: As the next step Ansortge wants to read the technical data of the FMS interface in the truck with the system and optimize the fuel consumption and wear of the fleet this way. The lives of the semi-trailers will thus be prolonged for a significant period.

BACKGROUND TIS GMBH

The TIS GmbH, based in Bocholt, focuses on solutions for mobile order management and currently employs a staff of around 40 people.

TIS stands for "Technische Informationssysteme" (Technical Information Systems) and was founded 28 years ago by Josef Bielefeld. Based on industry PDAs with Windows CE operating systems, TIS has developed various solutions for transport and logistics (PSV3-TL) under the brand PSV3 with a focus on groupage freight and full truckload transportation.

PSV3 is a telematics and tracing system for mobile order, vehicle and driver data management in full truckload and part-load traffic.

PSV3 accelerates and optimizes the data exchange between the truck and head office. Besides that PSV3-TL is also available in special versions for gas and fluid transports (PSV3-GFL) and waste logistics (PSV3-ESL). All maintenance and repair works are performed in the in-house TIS repair center in Bocholt. As a special service the company offers 48- or even 24-hour service.

For more information visit
www.tis-gmbh.com