

Joseph Dresselhaus Fastening Systems: Trip planning with the “Merc”

Dresselhaus plans its trips with PTV Intertour/Dispatch

Striving to increase the quality of products and services for their customers, Joseph Dresselhaus Befestigungstechnik GmbH & Co. KG wanted to improve the distribution of goods and carry out detailed transport performance controlling. “To us this means an overview of all orders in a single system and the possibility to compare our transport costs with those of forwarding companies. We wanted to buy the best software available on the market for our purposes and have chosen PTV Intertour/Dispatch – for us clearly the “Merc” of trip planning programs,” says the vehicle fleet manager, responsible for planning all trips at Herford, Germany. Trips go to building supplies and specialist stores, five depots, four branches, as well as to refiners and suppliers.

Customer: **Joseph Dresselhaus Befestigungstechnik GmbH & Co. KG**, 700 employees, with a product range including Dresselhaus screws and fittings used by manufacturing companies in the whole of Germany.

Challenge: daily planning of approx. 30 trips, using own trucks, outsourcing sources and detailed transport performance controlling

Solution: Dresselhaus plans its trips with PTV Intertour/Dispatch.

Plan flexibly

In the whole of Germany customers in the automobile and furniture sectors deploy Dresselhaus screws and fittings. Since mid-2004, Dresselhaus has been planning its trips with PTV Intertour/Dispatch. The aim is to carry out delivery of all orders that arrive up to an hour before the trips start. There are about 600 incoming orders per planning day.

Trip planning checks the loading and unloading sites of the orders in the ERP system. Customer restrictions as opening hours are entered into the integrated order management system. Orders can be entered or modified manually, in parallel to data import.

PTV Intertour/Dispatch then creates a so-called precombined trip plan that Dresselhaus can modify should any order particularities have to be taken into account. Orders that are selected manually are used to form trips and assign vehicles. These trips can, however, be changed or cancelled any time.

Automatic planning functions suggest alternatives in

order to fill in a trip with orders, or assign new orders or free vehicles to a trip. During planning the software considers all important temporal and capacity restrictions, aiming at achieving optimum vehicle utilisation rates.



Herford loading point

Outsourcing versus own operation

By a cost comparison (own costs versus outsourcing) you can tell for which orders outsourcing is more profitable. Cost calculation is always trip-related, i.e. data such as mileage, time, number of stops and many more are considered. When the fleet park manager assigns a trip to a forwarder, the software calculates the freight price based on the terms and prices that have been saved for the same forwarder. A detailed vehicle deployment graph allows you to always keep an overview of your vehicle deployment planning.

Gain transparency for controlling

“If I release a trip today, the planning results are automatically transferred to our ERP system. Our controlling of course appreciates the early information,” says the vehicle fleet manager. “We are very pleased. Our PTV software is running smoothly and this pays off for all our logistics processes. And our customers benefit, as well.”