Supply Chain Internship

Materials Camry Division

Subaru S.I.A.

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BSIM' 14

Concentration in

Operations and Supply Chain Management

Current System

- All Box Parts Are Picked From Stores
- Store Comprised of 6 Bays & 4 Empties Tables
- 6 Cycles Based On Units Built
- Route 1 and Route 2
- Team Members Break Down Box Part Pallets and Sort Them Into Individual Store Location

New Direct Delivery System

- Minimum Box Parts in Store (Down 87%)
- Store Reduced To 1 Bay & 2 Empties Tables (Down 92%)
- 12 Cycles Based On Time Intervals
- 141 Pallets Per Day
- Maintain Current Routes 1 and 2
- Increase Line Side Storage (Up 20%)
- Less Sorting For Team Members
- Emphasis Placed On Pallet Not Individual Kanbans
- Adding Cycle Lane Area
- Adding P-Line Lane Area

Direct Delivery Process

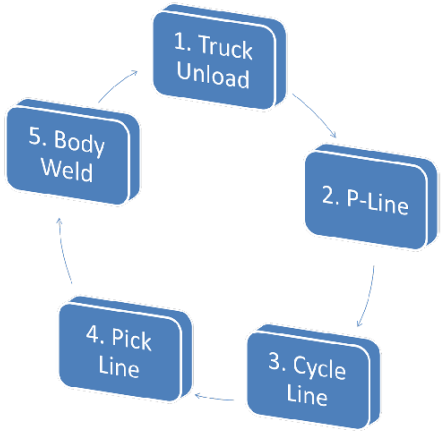
[1-2] Pallets Unloaded In Full By Supplier

[2-3] Pallets Moved Into 12 Cycle Lanes. All of Them Contain the Entire Inventory Needed For That Cycle

[3-4] Stop Here and Access Pick Sheets For Additional Totes To Take On Their Train

[4-5] Delivery to LSA. Replace Full Totes of Parts with Empties from That Same Supplier One-For-One

[5-1] Return Empties in Pallets To Truck Loading Zone



Key Benefits for Production

- ✓ **Decrease** Amount of Times Team Members Are Forced To Pick Up Kanban Bins
- ✓ **Reduce** Store Area
- ✓ Smoother Flow of Parts from Truck to Body Weld and Vice Versa
- ✓ Create a Uniform Parts Delivery System Throughout Toyota Camry in Both Body Weld and Trim & Final

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GSCMI Poster Competition - Fall 2013

Krannert School of Management