JGRC Consulting has been tasked with analyzing and optimizing the current Trailer Traffic Control System as used by Orenda Marine Engines. Our goal is to fully replace the current TTCS with a system designed from the ground up. As our first step we have analyzed the current system through research and interviews, and what follows is an explanation of our findings.

The current system consists of three major components: Arrivals, Departures, and internal Movements. We have analyzed and discussed in detail the findings, and the issues with the current system and processes.

The Arrivals process focuses on trailers arriving at Orendas’ lot, the process involved in being approved for intake, and the storage of newly arrived trailers in the lot. This process is further split into arrivals during operational hours, and those outside the operation hours. Also touched on is the rejection of trailers, though this is somewhat outside the scope of the system.

The Movements is the largest and most complex process involved, covering requests for components, empty trailers, trailer removals, drivers, and finished products, all to be shuffled between the storage yard and the warehouse, and the storage yard and the manufacturing plant.

The Departures process involves the release of empty trailers back to their respective shipping companies, as well as the delivery of finished products to the end customer. The removal of the trailers from the system is also included in the Departures process.