

TMMC NAPJM: INNOVATION THROUGH TM ENGAGEMENT AND DEVELOPMENT

SHOP:

STRATEGY

PRODUCTIVITY

TOPIC:

West Assembly SPS Optimization

TEAM:

Tanveer,Mudford,MacMillan

DATE:

2/12/15

BPAKS #:

ORIG

TMMC

Safety

☒

SQA

☒

Cost

☒

OA/Cost

☒

1) BEFORE KAIZEN:

TAKAOKA BENCHMARKING

OCTOBER 2014 -1TS Line

Cost Comparison

Process Comparison

REFLECTION

WHY ARE WE DOING SPS?

- Multi Model?
- Lineside Space?
- Simple Process?

3) AFTER KAIZEN:

Phase	1	2	3
Strategy	Area by Area	North Zone - Trim, Door and IP	South Zone - Chassis and Final
Challenges	A Reading Manifest and Handling Returns M Delivery Process Rebalancing	Platforms, Equipment and Effective Use of Lineside Space Redesign of Internal Logistics from Dock Door to Assembly Process	Delivery of Large Plastic Parts Integration of DTL with High AGV Density
Status	Completed -4	In Process -13	Start 09/15

2) KEY CHANGE POINTS:

- Setting The Correct Levels of SPS/DTL (Direct to Line)
- No Manpower Increase
 - In Conveyance
 - In Assembly

DELIVERY SELECTION MATRIX

	ONE ALL	EITHER/OR	VARIETY
DIRECT TO LINE	ý	ý	
ORDERLY PICK\SPS			ý

4) RESULTS:

1- SPS Process Reduction

2- Gap to TAKAOKA