wielemaker

FACTS AND FIGURES

SECTOR
Waste collection and transport

NUMBER OF EMPLOYEES
110

LOCATIONS
1 (Middelburg)

SOLUTION
Ultimo Fleet Management

CHALLENGES
- Making the total cost of ownership transparent per object.
- Linking platforms such as ERP, transport planning and on-board computers.
- A package that supports the professionalisation goals of the organisation.

RESULTS
- Significantly increased use of the fleet.
- Manage on the basis of costs instead of gut feeling.
- Using automation to working faster and better.

WORKING WITH HARD FIGURES.

TOTAL COST OF OWNERSHIP CLEAR FOR ALL COMPONENTS.

Wielemaker in Middelburg has been active in waste collection and transport for more than a hundred years. Up to about five years ago, their fleet management was done manually. However, with 160 rolling stock units and over 3000 containers, this was no longer manageable according to Jasper Wielemaker. "A fleet management system was too narrow for us, because that is only used to manage vehicle-related matters such as repairs, maintenance and refuelling registration. I wanted something broader; registering all activities per objects and show the total cost of ownership (TCO). And that takes you to the world of the asset management systems."

A friend who works with Ultimo at the UMC Amsterdam told Wielemaker about their positive experience with the Ultimo EAM suite. "My initial thought was that you can't compare a hospital to what we do. But they explained that it doesn't matter what objects you want to manage."

"We used to do a lot on the basis of our gut feeling, but we now work with hard figures."

JASPER WIELEMAKER, CEO / OWNER

ULTIMO
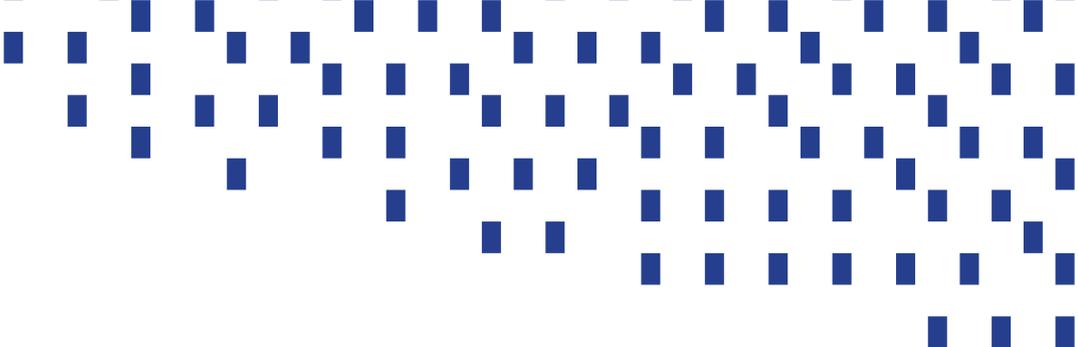
> "I wanted something broader than a fleet management system: registering all activities per object and showing the total cost of ownership."

Hard figures

To get a good idea of the TCO, Wielemaker did not want to consider the vehicle as a whole but instead look at the separate objects such as the undercarriage, bodywork and tachograph. "So you can where something goes wrong: what damages occur where, what repairs happen frequently? You want to be able to see what every separate component does. It happens that we replace the bodywork because we know the vehicle below it is still in good condition. Previously we based this on our gut feeling, but now we have hard figures."

We also manage the equipment of the vehicles in Ultimo Fleet. A crane vehicle, for example, is equipped with hoists and portable climbing equipment, and ADR vehicles are equipped with extinguishing agents. All those pieces of equipment are linked to that vehicle. If maintenance or an MOT test is required, a work order to check the equipment is automatically created. This automatically sends an e-mail to the supplier of the tool.

Supplier links

Wielemaker has several larger suppliers that they order parts from frequently. "The Mercedes web portal to order parts has been integrated in Ultimo using an OCI link. This makes booking and ordering a lot quicker and easier." Parts supplier Wijlhuizen has now also been integrated in Ultimo and a third supplier will follow soon.

In addition to the links with the suppliers, Wielemaker also has a link with the on-board computers of the cars. "A vehicle gives a sign when it requires maintenance on the basis of its use. For example, a message that the brake lining on the front axle has to be replaced in thirteen days. These types of message are automatically sent to Ultimo." The maintenance department of Wielemaker also works for third parties. That work is also invoiced directly from Ultimo. The registration lines are automatically sent to the ERP package.

"In terms of fleet and asset management, we have now reached our limit. Anything we would add in that field now would have little added value. We are now investigating whether it is useful to add the management of our three ISO certifications for quality, safety and environment."

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