

Logistics Highlights¹

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Part of
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Blinds and Shutters on Tour

ROMA Logistik GmbH has been digitizing and optimizing its processes with Wanko's logistics software suite for twelve years. Now a returns and loading equipment management system has also been integrated into the solution.

Countless variants, goods that cannot be palletized, a wide range of dimensions and demanding customers: Shipping individually manufactured roller shutters, external venetian blinds and textile screens places the highest demands on logistics. The range of packages extends from small hand-held transmitters, fly screens and guide rails to roller shutters, blinds and five-meter-wide textile screens.

No wonder that ROMA KG - the leading manufacturer of sun protection systems - has set up its own subsidiary to supply the more than 20,000 customer addresses it stores. ROMA Logistik GmbH, based in Jettin-gen-Scheppach, dispatches 45 to 60 swap bodies with up to 500 packages each every day. Three dispatchers and a team leader manage 90 of their own trucks and around 20 to 50 additional vehicles from subcontractors.

Seeking an end-to-end solution

It's hard to believe that this work was carried out without digital support until 2012. „Back then, the routes were marked with pins on a large map and the warehouse employees picked using paper lists," recalls fleet manager Simon Kinzel. However, it was foreseeable that future growth and a further increase in customer service would not be feasible without a high-performance IT solution. The core requirement for the potential software supplier was clear: „We wanted an integrated system for interim storage, transport planning and telematics that communicates with our ERP system via a single interface," says Kinzel, adding:

“Only Wanko was able to offer us this in this form at the time.”

Wanko implemented a solution that accompanies and controls each individual package from the time it is received from the production facility in neighboring Burgau, Ludwigshafen, Oschatz or Rostock until it is delivered to the customer. The warehouse employees and drivers were equipped with mobile computers for this purpose. Every customer order is transferred directly from ERP-System to Wanko's logistics software suite. On this basis, the three dispatchers can roughly plan the routes to the respective destinations. They are also supported graphically by the Wanko route planning system PraCar. This planning is constantly supplemented by incoming orders and optimized. "We remain flexible in route planning right up to the end in order to offer our customers the shortest possible delivery times," says Kinzel.

No more search times

As soon as the truck with the announced packages arrives in Jettin-gen, each part is unloaded and recorded with a ring scanner. During unloading, up to 40 warehouse employees sort the goods by destination into the corresponding goods issue areas. Each storage location is also scanned and "married" to the package number. This means that when the swap bodies are subsequently loaded - usually on the same day - the posi-

tion of all packages can be called up on the mobile computer. Long search times are therefore a thing of the past.

Another advantage of this solution is that new employees can be trained quickly. "Colleagues are guided through the process step by step via the mobile computer display. No prior knowledge is required," emphasizes Kinzel.

Reminder against forgetting

When loading into the swap bodies, the packages are scanned once again. If a package is overlooked, the employee receives a message on the display of their handheld device. The same applies to the subsequent unloading processes, as the drivers are also accompanied by mobile computers. These are equipped with the PraBord telematics app, which controls mobile order management. The respective tour data is transferred from PraCar to PraBord and shown to the driver on the display. Navigation can be started directly from the order.

The multiple scanning of all packages on their way from goods receipt via the interim storage area and the loading area of the truck to the customer plays a key role at ROMA Logistik. On this basis, all ongoing and completed processes can be tracked at any time and errors minimized. The improved

quality and transparency are also increasing customer satisfaction.

Pictures of the storage location

The software also offered further potential for improvement. One new feature, for example, is that drivers can take a picture of the drop-off location using the photo function integrated into PraBord. "It sometimes happens that our customers can't find the goods dropped off by the driver. The photo of the drop-off location linked to the order provides quick clarification in these cases," says Kinzel.

Another new feature is the loading monitor, which informs drivers about the current loading status of their swap bodies. One monitor has been installed in the dispatch area and one in the drivers' break room. This means that colleagues can now spend their waiting times more relaxed, helping themselves from the coffee machine and keeping an eye on the screen. The loading progress for all swap bodies can be read off there as a percentage.

"The loading monitor has significantly improved our processes because the drivers no longer have to ask the warehouse staff when the tour is expected to start. In the past, this has repeatedly led to interruptions in loading activities," recalls Kinzel.

Reliable returns management

Another optimization concerns the returns process, which is now also mapped with PraCar. Repair or claim orders must first be registered with the scheduling department, which are then collected during deliveries. Customers are given a collection date and a barcode label that must be attached to the goods in question. Upon collection, the driver scans the barcode so that the goods can be tracked seamlessly from this point onwards. The announced goods are received and processed in Jettingen.

This process also works if the originally agreed collection date cannot be met. "In practice, it can happen that a defec-

tive awning has not yet been removed on the agreed day,” explains Kinzel. In these cases, the system registers that the collection has not been carried out and a new appointment must be made.

Conversely, the driver can also pick up the goods earlier than agreed. After all, many customers are served several times a week. If the goods are ready on Wednesday instead of Friday, the driver can add the unexpected return to his route independently. To do this, he must open the corresponding dialog in PraBord and scan the returns label.

Seamless loading equipment booking

The most recent improvement concerns the 30,000 or so pieces of loading equipment that are not always exchanged at the customer’s premises step by step. These are frames up to 5 meters long, which are designed and built by ROMA in different variants. Each of the valuable carriers has a serial number that will be scanned each time it is loaded and unloaded in future. The route planning software has

been adapted for this purpose. “Thanks to the expansion, we now also have seamless loading equipment booking with maximum transparency,” says Kinzel happily.

Conclusion

The digitalization and optimization of processes at ROMA Logistik is an ongoing process that significantly improves delivery quality, working atmosphere and efficiency. By working together as equals, Wanko will continue to adapt its software solution to ROMA’s ideas in the future.



Lean Tours with Good Taste

Transgourmet Germany and its subsidiary FrischeParadies have thoroughly modernized their own IT landscape. This process is still being implemented at the Selgros Cash&Carry stores, which also belong to the Group. An essential part of the innovations is the tour planning and telematics software from Wanko. The focus is on optimized tours, reduced driving distances and fleet capacities, maximum transparency, simple return processes and a low error rate.

Hotels and restaurants, company canteens or schools and retirement homes: food from Transgourmet Germany is used in many places where food is served in a variety of facets. Every day, up to 800 trucks leave 13 distribution centers to deliver fresh fruit, vegetables, frozen foods and other products just-in-time. As a full-line supplier, Transgourmet trades in a total of 35,000 different items, 15,000 of which are permanently in stock. For customers in the catering and mass catering industries, the most important thing is 100% delivery reliability. Because what do the guests say when the announced Chicken Biryani is missing the chicken?

Better customer service

In 2016, the professional in pick-up and delivery wholesale launched an extensive project to modernize its own IT structure. The aim was to make consistent use of the new technological possibilities to improve the company's own services. In the course of this, the merchandise management system was also further developed with automated processes for warehouse management and route planning. Transgourmet wanted to be able to serve its clientele even better and more individually.

The new IT structure consists of three interlocking programs: the enterprise resource planning system from



SAP, the solution from Wanko with the PraCar (route planning) and PraBord (telematics) modules, and the WAMAS warehouse management system from SSI Schäfer.

"This was a real challenge. Because all systems had to be replaced step by step"

, emphasizes Peter Grille, logistics planner at Transgourmet. But that's not all. The IT landscape was also to be converted from the decentralized stand-alone terminals at the individual sites to a central client-server solution.

Positive experience makes Wanko the first choice

The decision in favor of Wanko was influenced by the very good experience that the Swiss parent company Coop has had for many years with the route planning and telematics software of the medium-sized IT specialists. The Confederates were completely convinced by the functionality, quality and benefits.

"Through Coop.ch's experience, we knew that Wanko's solutions could be easily implemented in existing or new systems such as SAP. This convinced us of Wanko in the long term", says Grille.

Pilot project starts in Allgäu

The Kempten site was awarded the contract for the pilot project in March 2019. Two weeks before the software changeover, the training teams were already on site to provide support. Dispatchers planned demo tours, truck drivers rehearsed using the new hand-helds, customer service representatives entered test orders into the SAP system, and order pickers familiarized themselves with the new warehouse management system. Last but not least, customers were also informed about the changeover, as they were faced with changes to workflows for order confirmations and returns processes.

Teamwork at every position

The switchover went smoothly thanks to very good cooperation.

"We flipped the switch on Friday evening," recalls Janik Lüders, Team Leader IT Fleet Logistics at Transgourmet. All new orders could now be entered with the freshly implemented solutions. The master data and standard orders – for example, recurring deliveries at weekly intervals – were also stored in the new system.



During the first week of practice, the focus was on close-meshed support and rapid intervention in the event of any errors. "At each workstation, one or two additional team members from the project were on hand to answer questions and solve problems," reports Lüders. But the intensive support continued in the following weeks and the support was adapted to the growing level of knowledge of the employees. "After the success in Kempten, we followed through with our tight rollout plan. At the end of 2020, the Hamburg site, as the last German Transgourmet distribution center, was converted", says Grille.

Digital processes save work

In fleet management, the Wanko solution is well received. "With the new technology, we are more punctual in many areas, can optimize routes and reduce vehicles, and can also provide information more quickly. This saves us a lot of work, for example in the case of missing proofs of delivery. Before the changeover, we had to manually pick out the information from the folders here. Manual entry of empty vouchers and returns slips is also no longer necessary: a time expenditure that should not be underestimated, with up to 800 customers at our site alone".explains

Dominik Drzastwa, Transgourmet's fleet manager at the Riedstadt site.

Low error rates due to scanning of the roller containers

In the logistics halls in Riedstadt, dozens of rolling containers filled with various goods are lined up in long queues. With the help of Wanko, these are assigned to the correct vehicles in each case. "The new software offers us the possibility to scan our roll containers when loading and unloading the vehicles. Only if the right container is booked onto the right truck do the vehicle drivers receive the OK sign for departure after "checking in" the up to 36 roll containers. We have thus once again significantly reduced our error rates", Drzastwa tells us.

Fast information through live data

Drivers appreciate the specific information they can access on the go on the handheld – for example, who should be notified of the delivery on site and how to unload? But customers also benefit from the Wanko solution.

The data is transmitted in real time via handheld. This allows information to be exchanged directly in the event of delays or shortly after delivery.

Service level agreements in the green

One of the requirements for the Wanko solutions was even more reliable compliance with the agreed delivery windows. "By constantly monitoring the tours, we were able to optimize the planning parameters, which resulted in a significant increase in the punctuality rate. This is because the handhelds also report actual data back to us: How long does unloading actually take? How much time elapses between the customer's arrival and signature? This allows us to plan realistic tours" Grille describes a very essential topic for customer satisfaction. New Wanko services such as the digital cash process, which is mainly used by smaller customers such as kiosks, also provide positive feedback. Here, the driver is shown on the display of his handheld exactly how much he has to charge the customer. "Here, PraCar directly accesses the order data stored in SAP and also takes into account current cancellations and empties returns," explains Lüders.

Further changes in the Group

All 13 distribution centers of Transgourmet Germany now work with Wanko solutions and the Polish distribution center in Ozarów also uses PraCar and PraBord. The same applies to the subsidiary FrischeParadies with its 10 locations in Germany since March 2023. The conversion of the Selgros Cash&Carry stores, which also belong to the Group, has also already begun. Since December 2022, the first of 38 stores has been working with Wanko. Janik Lüders is involved in all project steps, and the Logistics & IT project manager views the future challenges with composure: "The cooperation with Wanko is simply fun, which is mainly due to Johannes Neuhaus, who has been in charge of the project on Wanko's part from day one. The communication is perfect and the cooperation runs extremely flexible and very customer-oriented."



Optimized Cable Cars

Saviva AG has been managing its vehicle fleet with the PraCar route planning system and the PraBord telematics system from Wanko since 2022 and has thus significantly advanced in its digitalization. The automatic route optimization relieves the dispatchers and increases delivery quality.

Investing in software requires trust. It often turns out during implementation that there were misunderstandings about the scope of services beforehand. Sometimes the company's own processes can only be mapped with the new IT solution at great additional expense. With this in mind, the Swiss company Saviva AG played it safe when changing its route planning software. Saviva is one of three large nationwide distributors that specialize in the needs of restaurants and hotels, among others. Around 10,000 customers are supplied by the company's own 190 commercial vehicles.

First a workshop, then the contract

After the fundamental decision in favor of Wanko Informationslogistik as an IT partner, both companies agreed on an intensive workshop, with the initiative coming from Wanko. "The aim of

the joint workshop was for Wanko's IT experts to record the actual and target processes. The multi-stage approach also helped us to strengthen the necessary trust in Wanko," explains Robert Antal, who works at Saviva AG as Project Manager of Transportation.

It was only on this solid knowledge base that Saviva and Wanko started the introduction of the route planning software PraCar and the telematics system PraBord. Despite the coronavirus pandemic at the time and a change of ownership, the project was completed on time and within budget. Saviva AG has been part of Heba Food Holding AG since November 2021.

Special solution for mountain inns

As part of the workshop, all critical processes in daily delivery were identified. This includes, for example,



supplying mountain inns, which can only be reached by cable car. Due to a lack of personal contact, the recipient cannot acknowledge their receipt in these cases. This constellation was taken into account when PraCar and PraBord were introduced in 2022. "If the recipient cannot be found in person, the driver can select the "Delivery on behalf" button in the PraBord app," reports Antal, who has been working with scheduling software since 2006.

Back then, he had already investigated various solutions and discovered PraCar as "the optimal route planning system for Saviva". However, the company initially used an add-on integrated into

the merchandise management system (SAP) to manage its own vehicles. Later, they switched to a tool from the then parent company Migros. "However, we lacked mathematical route optimization at all times," emphasizes Antal. This could only be realized through independence from Migros. "Without Migros, we suddenly needed our own transport management system. Against this background, we came back to Wanko because we were able to obtain an integrated and proven solution for route optimization and telematics from a single source in addition to scheduling and order management," Antal recalls.

Good experience from previous projects

In addition to the costs and the end-to-end functionality, the main reasons for choosing Wanko were the positive experiences that Walter Künzler, Head of Supply Chain and Logistic Services at Saviva, had already had in previous projects with other employers. The 25 or so dispatchers employed at the 12 Saviva locations were also involved in the decision and were quickly convinced by the ergonomics and performance of the solution.

Just like the Wamas warehouse management system used at Saviva, the PraCar route planning system is connected directly to SAP. The orders received there by 12:00 noon are first selected by Wamas into large and small orders and then transferred to PraCar via SAP - the core business involves around 2,000 to 2,200 orders per day. By 2 p.m., the dispatchers create and optimize around 200 routes to deliver to customers, with PraCar taking a noticeable load off their shoulders. They can now see the status of all consignments at a glance, with the "Logistics Services" division also being taken into account. In addition to its own transports, Saviva also handles orders for third-party customers. Added to this are the daily shuttle tours for the supply of goods to the 11 nation-

„By reducing the workload, we have achieved one of the main objectives of the software introduction. Our dispatchers now have much more time for our drivers and the special cases that arise in everyday life.“

wide locations from the central warehouse. Wanko programmed a so-called pool loading system for this step.

“By reducing the workload, we have achieved one of the main objectives of the software introduction. Now our dispatchers have much more time for our drivers and the special cases that arise in everyday life,” emphasizes Antal. In the next step, the tours created in PraCar are forwarded to SAP and from there back to Wamas to start picking the roll containers.

Tours at the touch of a button

At the same time, the tours from PraCar are made available in PraBord. PraBord is the telematics system integrated into PraCar, which enables end-to-end mobile order management all the way to digital delivery receipts. The PraBord app is installed on smartphones at Saviva, with which every driver has been equipped. As soon as the drivers

log on to their smartphones early in the morning at around four o'clock, they can download their routes at the touch of a button. The entire loading process is handled by PraBord and any progress is reported back to PraCar. Drivers currently also receive a paper loading list, but this is to be abolished in the next digitalization step. After loading, the driver completes the departure check with PraBord and his smartphone and sets off. PraBord navigates them safely to their destination. In the event of route closures, the driver can adjust the tour sequence manually by moving the individual destinations. Of course, every change is immediately transmitted to PraCar so that the dispatchers always have an overview of the routes actually taken. At the destination, the customer confirms on the smartphone display - unless it is one of the aforementioned mountain inns.

Collective further development

The Wanko solution has already been proving its worth at Saviva for around a year. "It only took five months from setting up the test environment to the rollout," confirms Robert Antal. However, the project manager has no intention of resting on his laurels. Together with Wanko, he is planning further improvements and digitalization steps



for the future. In the next step, Saviva wants to evaluate the data collected by PraCar and PraBord on the tours actually driven and use it as a basis for management decisions. This includes, for example, utilization rates, standing times and punctuality. A photo function for documenting deliveries and transport damage is also to be implemented in the near future. In view of the experience gained so far, Robert Antal is confident about the next steps in the project. "We are pleased that Wanko is continuing to develop together with us."

Taking Off with Wanko

Austrian Post's transport logistics are controlled by the PraCar route planning system and the PraBord telematics solution from Wanko, from scheduling to route feedback and billing. Even in times of crisis and boom, the solution proved to be absolutely fail-safe in around 10 years.



The dimensions are impressive: with more than 1,500 truck tours and a daily mileage of over 280,000 kilometers, Österreichische Post AG is by far the largest carrier in the Alpine Republic. All 379 retail outlets and each of the 1,350 Post Partners, every delivery base and, in addition, some corporate customers are served daily within fixed time windows. To cope with this task, 10 parcel and 6 mail logistics centers have been established in Austria.

Extraordinarily stable

The entire dispatching here has been based on Wanko's PraCar route planning system since 2014. A system failure would have serious consequences. As far as the stability of the software solution is concerned, however, Austrian Post is very relaxed. "Even in 2020, when we were working at the limits

of our capacity due to the enormous increase in parcel volumes, our PraCar transport software ran like Swiss clockwork," recalls Andreas Schulreich, who has been in charge of the system on behalf of Austrian Post since 2019 – back then, the number of daily tours was still around 1,100. "I have yet to experience a failure that was Wanko's fault. I attribute this extraordinary stability to Wanko's many years of experience with major customers," Schulreich continues.

The system administrator for the transport logistics area is responsible for the smooth functioning of the software used in the logistics centers – including Allhaming.

There, Austrian Post put a 50,000 sqm, 80 million euro expansion into operation in October 2022. Since then, the maximum sorting capacity has been 30,500 packages per hour. Allhaming is



thus the largest parcel logistics center in Austria. From here alone, an average of 260 tours start every day, formed on the basis of framework tours the day before by just four dispatchers. In addition, there are 2 to 15 special tours for corporate customers, which only arise on the day of delivery.

Individual work

"PraCar is very user-friendly and easy to understand for any employee with knowledge of Outlook and Excel. In addition, colleagues can work very individually without fixed workflows and can set their screen masks according to their needs, depending on the task area," explains Werner Kreimer, who is responsible for the "Central" region – consisting of Upper Austria and Styria – as head of transport logistics. While the dispatchers need detailed information for each order, simplified input masks for recording quantities and loading meters are sufficient for the employees in the logistics center in loading.

The planning processes running in the background, on the other hand, are very complex and took up a lot of space during the software rollout in 2014. "Wanko has done a lot of development work for us," confirms Thomas Fellner (below), who manages transport logistics throughout Austria. Finally, a large part of the tours is completed by articulated trains, whose trailers are parked



in strategic locations in between. Such stops can be easily mapped in PraCar. As another example, Fellner cites various constellations of encounter traffic, in which sometimes the entire truck is exchanged, but in other cases only individual swap bodies with letter mail or parcels.

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Digital at Full Power

The Kraft Baustoffe GmbH has optimized its logistics processes to a large extent and uses all modules of the Wanko-Suite for warehouse, transport and fleet management.. The close cooperation between Wanko and Kraft leads to permanent improvements.

When it comes to digitizing delivery processes, the building materials industry is not exactly considered a pioneer. All the more fall Companies like the Munich-based Kraft Baustoffe GmbH which recognized the signs of the times as early as 2007 have "We wanted to take advantage of the great potential of IT for more customer service and transparency, and set out to find for a suitable logistics software", explains logistics manager Michael Herzner.

Short learning times

The long-established building materials dealer and service provider installed the PraMag warehouse management system from Wanko back in 2008. The software guides employees

step by step through the storage and picking processes. PraMag calculates the route optimized for each delivery bill, which is processed using the dialog on the display of the mobile scanners. „PraMag has minimized sources of error and drastically reduced the training time for new employees. Today, it is no longer necessary to know our 12,000 items and be able to tell them apart when retrieving them. New colleagues are very productive after just a few days," reports Deputy Logistics Manager Georg Hempel.

At Kraft, PraMag is directly connected to the Unitrade merchandise management system. „At the time, Wanko was the only provider that could digitally map not only our delivery processes, but also our 500 to 700 daily self-collectors," says Herzner. Another argument in favor of Wanko was its great flexibility and willingness to continuously develop the solution and adapt it to the needs of its customers. „This is where it becomes clear that Wanko, like us, is a medium-sized company that we treat as equals," emphasizes the logistics manager.



KRAFT Baustoffe

Consistent solution

In addition, Wanko was able to offer an end-to-end solution for all goods movements between goods receipt and delivery. An option that is consistently used by Kraft Baustoffe: Since 2012, the approximately 300 daily delivery orders have also been distributed among the 30 vehicles with the help of the PraCar route planning and transport management system and delivered within 24 hours of receipt of the order. Kraft delivers within a radius of around 60 kilometers around Munich – for smaller loads weighing up to 300 kg in the immediate vicinity, Kraft uses two cargo e-bikes.

Freight e-bikes and trucks are dispatched centrally by four dispatchers for all Munich locations. Central scheduling only became possible thanks to PraCar, which brought an enormous savings effect. After all, the construction sites are not always in the delivery area of the commissioned branch and

are sometimes approached more efficiently from another location. In addition, not every location has the entire assortment, so that for some tours two locations have to be approached for loading.

Orders can be changed at any time

In this context, another advantage of the Wanko Suite comes into play: „Delivery orders can also be changed or split up during route planning. This is important if, for example, an item is no longer available at the intended location and needs to be loaded elsewhere,“ says Patrick Bouassida, Head of Scheduling. Thanks to the proximity between PraMag warehouse management and PraCar route planning, the dispatcher can see at a glance which goods can be loaded at which location. The actual route planning is then carried out clearly on three large screens using „drag & drop“.

„Even new colleagues without an affinity for IT can quickly learn how to use the Wanko Suite. Once you've seen it, you quickly get to grips with it.“

The user interfaces of PraCar follow the same logic as the screen views of PraMag, which creates another major advantage: „Due to the similarity of the software applications, our employees can easily switch between the warehouse management and scheduling work areas,” says Hempel. But it's not just switching between departments that is easy with Wanko, it's also a completely new start in the Kraft team. „Even new colleagues without an affinity for IT can quickly learn how to use the Wanko Suite. Once you've seen it, you quickly get to grips with it,” Herzner has observed.

Life made much easier

Since 2014, dispatchers have also been supported by the PraBord telematics solution, also from Wanko. „Telematics and its tracking function have made life much easier for dispatchers and drivers,” says Bouassida. Almost all communication now takes place via the on-board computers, allowing the drivers to concentrate better on their work. Especially during unloading pro-

cesses, which are often supported by loading cranes or truck-mounted forklifts, every phone call is a disruption. Irrespective of this, the drivers no longer want to do without telematics and the associated mobile on-board computer. The display not only shows them the current orders, but also the day's upcoming routes. This allows each driver to be well prepared for what lies ahead.

Growth

The simplification of work for the dispatchers has also made it possible to compensate for the growth of the vehicle fleet, which grew by 50 percent from 20 to 30 vehicles between 2015 and 2022. „Without the Wanko suite, the work would no longer be manageable by four dispatchers,” says Bouassida. However, Kraft Baustoffe's IT project was far from complete with the introduction of the third module of the Wanko suite. „We are in constant contact with Wanko and are working together on further improvements,” says Herzner, who mentions another significant advantage of the integrated software solution in this regard: „The Wanko suite eliminates interfaces between the individual modules, which always pose a risk - this is especially true for changes.” With several providers, eve-

Accelerated collection process

Herzner and his team don't have to worry about such things when they are working with Wanko on improvements and optimized processes: The current focus is on an accelerated collection process, which is currently being tested in Höhenkirchen. „The salesperson sends the retrieval order directly to the forklift driver's mobile scanner. However, the driver can change the order at any time if the customer in the warehouse thinks of another requirement,” explains Hempel. The customer then signs the order on the display of the Honeywell CT60XP mobile computer, which triggers the printing of the receipt. Another planned improvement to the software concerns cost allocation. A new function will soon make it possible for sales staff to see the logistics costs of the relevant order on the monitor during the sales call. „This will warn our sales staff specifically about orders with a negative contribution margin,” says Hempel, who expects the new function to generate considerable savings.

ko: „The collaboration with Wanko is working very well, especially as several Wanko employees are now familiar with our specific requirements and are deeply involved in the matter,” Herzner emphasizes. This concentrated know-



how will also simplify the planned introduction of the electronic delivery bill in 2023.

Bundled know-how

Kraft Baustoffe is relaxed about the upcoming coordination talks with Wan-

Individual Solutions for Individual Requirements.

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