



**LCB**  
logistics community brabant



# MANAGING THE RAMP-UP AT KMWE

*Lessons learned from the  
Tilburg University simulations*

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# AGENDA

- 15 min. Project & model introduction
- 20 min. Recommendations by winning student team
- 15 min. Testing additional scenarios



# THE CASE

## Main question

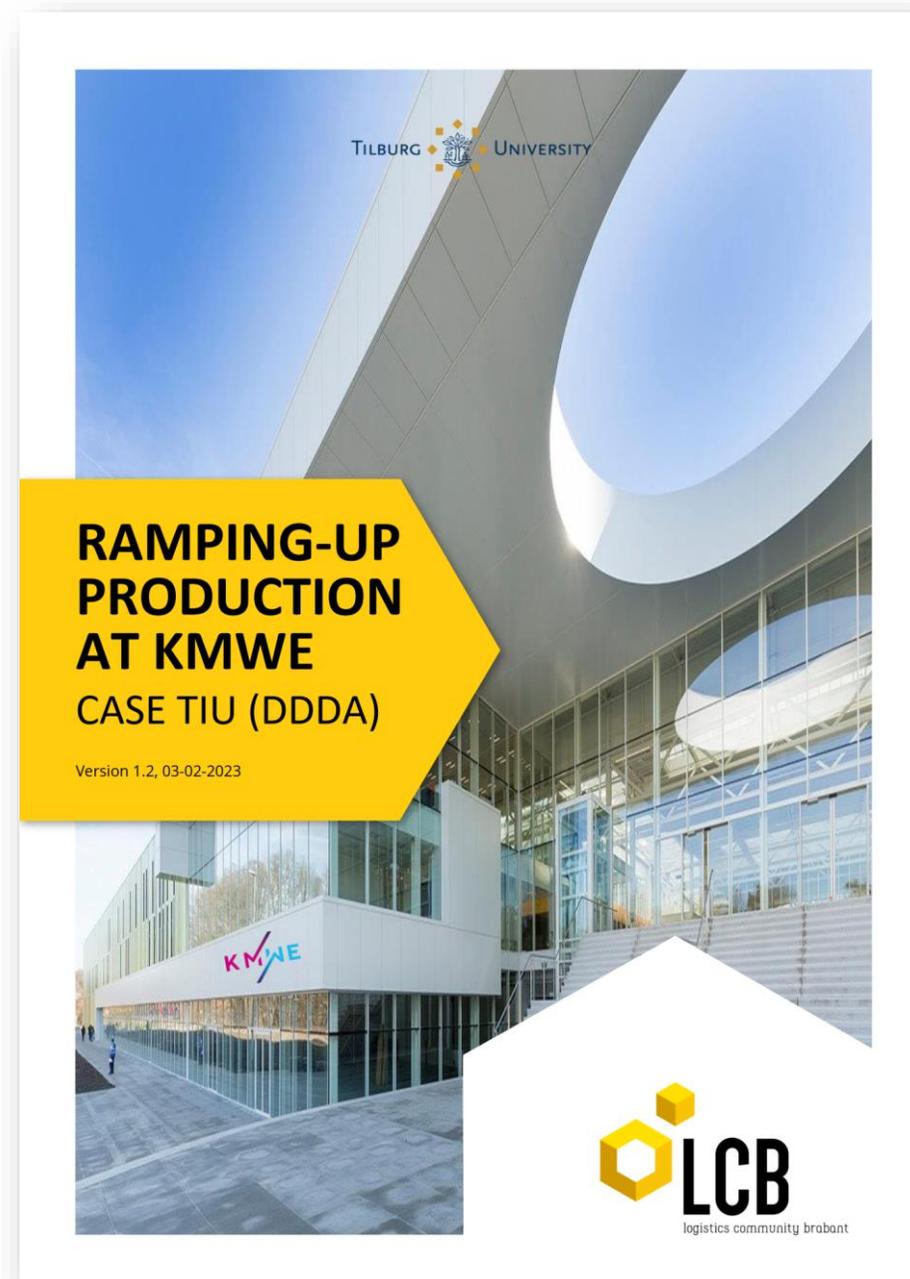
How can KMWE manage the production ramp-up of the **Unicom**, while keeping **inventories** low and managing the worsening **delivery performance** of its suppliers?

## Simulation objective

Identify supply chain management strategies that enable KMWE:

- To increase production from 5 to 10 Unicoms per week
- To reduce the Cash Conversion Cycle (CCC) and increase the Inventory TurnOver (ITO)
- To retain a strong delivery reliability

Check the robustness of your recommendations. What if the speed of ramp-up changes, what if the forecast is biased, what if the lead time of suppliers worsen gradually/instantaneously, ...  
Are your recommendations still optimal?



# THE PROJECT

## Setup

- Part of the course Data-Driven Design Approaches in Supply Chain Management
- 37 teams of 5 students
- Weekly coaching session with lecturer

## Four phases

The project took 8 weeks in total and consisted of 4 phases:

1. Problem understanding (2 weeks)
2. Model development (3 weeks)
3. Data analysis (1 week)
4. Scenario testing (2 weeks)

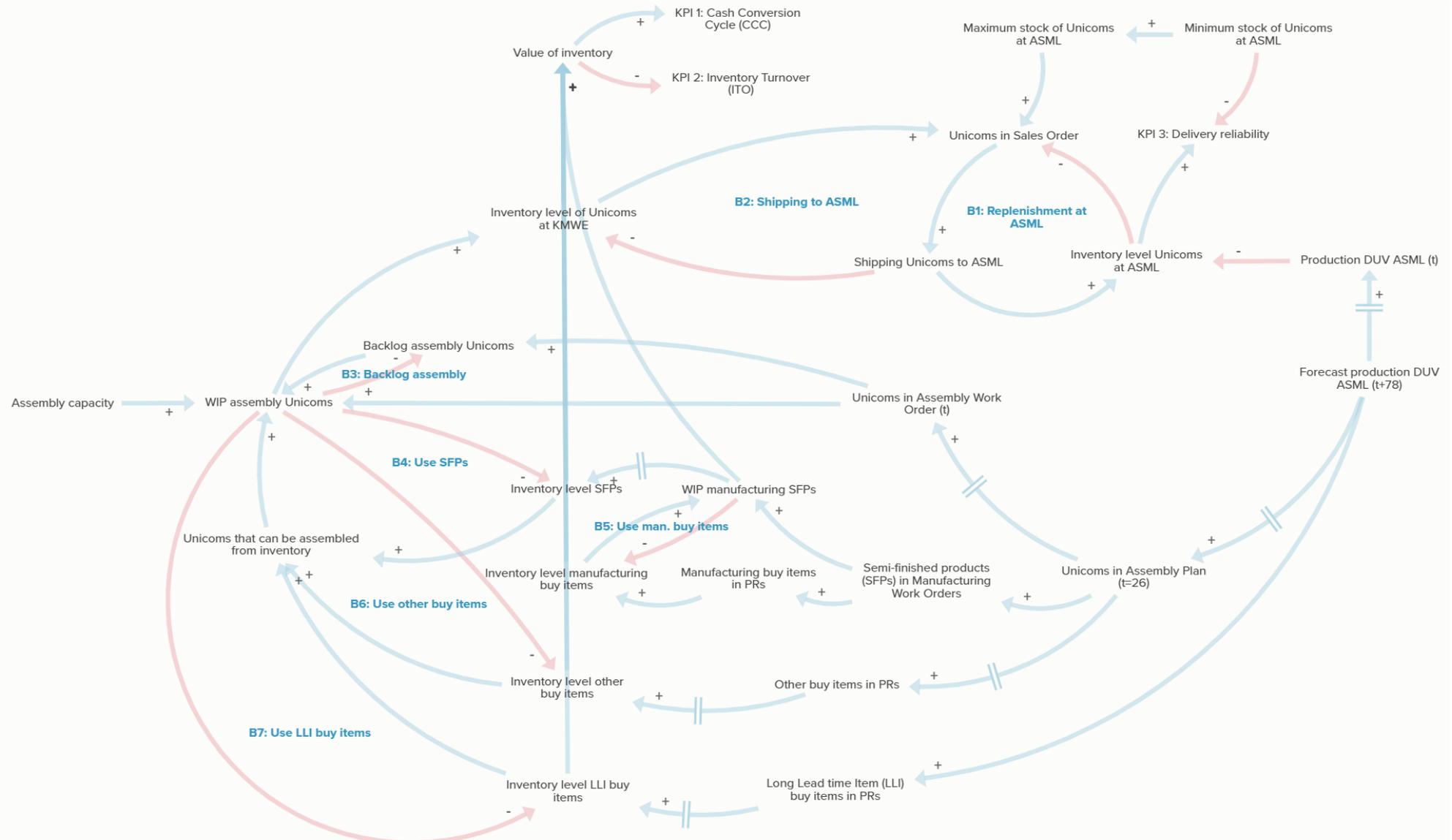
To keep all teams up to speed, teams received our version of the model after each phase.

## Preparation

Many thanks go to Stijn Smulders, Anne Schoenmakers and Benny Carels for the preparation of the case.



# Causal Loop Diagram (assignment 1)



# Potential problems (assignment 1)

## **KMWE's current delivery reliability (60-70%)**

- Structural bias in ASML's forecast (deviation between forecast and production)
- Demand smoothing (stable move rate) is based on nearest integer (instead of round-up)
- Delivery unreliability of suppliers
- Unreliability of manufacturing throughput time
- JIT backward planning of 115 items might result in frequently waiting for the last item to arrive
- Changing lead times of suppliers: if the lead time of a supplier increases from 10 to 20 weeks, for example, a 10-week gap arises
- Insufficient assembly capacity to recover (deplete the backlog)

## **Ramp-up in upcoming years**

- Assembly (and manufacturing) capacity has to be increased
- Supplier capacity has to be increased, supplier lead times are expected to increase
- Stepwise increase of demand might lead to bullwhip

# Potential solutions (assignment 1)

## Potential solutions

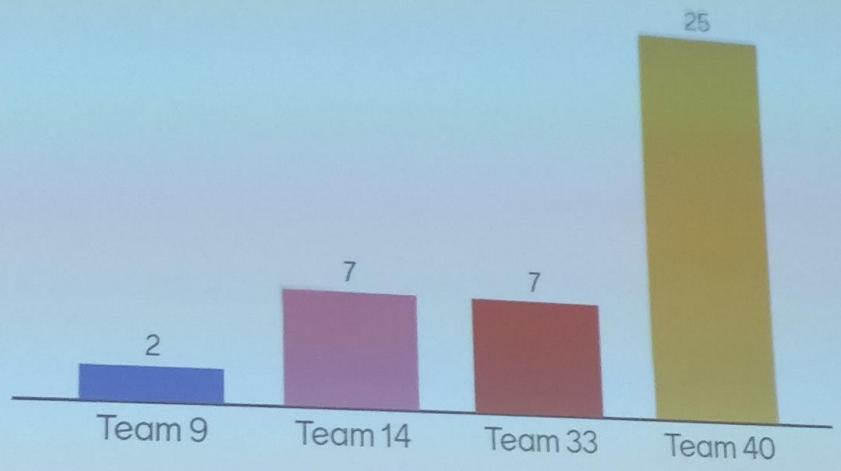
- Higher maximum level at ASML (safety stock at ASML)
- Safety stock of Unicomms at KMWE
- Differentiate safety lead times based on reliability of suppliers (safety stock for items with unreliable suppliers)
- Reduce variability in supplier lead time
- Update supplier lead times frequently in master data
- Reduce MOQ (reduces average stock)
- Reduce variability in manufacturing throughput time
- Increase assembly capacity (to increase recovery capability)



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# What group has the best recommendation for KMWE?

Mentimeter



41



# Insights and recommendations (assignment 4)

## **A note before: the base run & assumptions**

In the base run of the simulation, we test what happens if ASML is ramping up the production of DUVs (and therefore the demand of Unicoms) from 4.6 on average to 10 in the upcoming 3 years. In the base run, we assume that the lead times of suppliers are constant, that the delivery reliability of suppliers is constant, that the MOQs are constant, that the forecast of ASML is not structurally biased, that the prices are constant, and that the assembly capacity is constant at 6 Unicoms/week.

# Insights and recommendations (assignment 4)

## Main insights

Given these assumptions, the main insights are:

1. If the system has structural undercapacity, we observe that the system stops functioning: the backlog increases (demand is higher than capacity), the inventories rise (because the assembly plan is based on the forecast of ASML) and all KPIs become worse (by a lot). So, if ASML is ramping up capacity, KMWE needs to ramp up capacity as well (which makes sense). In the model we've tested how to link the assembly capacity to the demand/forecast of ASML. If you link it to the forecast, two elements are relevant: (a) the **timing of capacity increase** (earlier/later than the increase in demand of ASML) and (b) the **buffer capacity**. In the model we found that the delivery reliability stays close to perfect if you (a) increase the assembly capacity at the same time the production of ASML is increasing (it's not necessary to increase it months ahead) and (b) have a buffer capacity of 1 or 2 (to deal with fluctuations in the forecast and unreliability of suppliers of KMWE). If the unreliability of suppliers increases, a higher buffer capacity might be desirable.

# Insights and recommendations (assignment 4)

## Main insights (cont'd)

2. With the current way of planning (backward planning), the lead time of suppliers is not that relevant. That is, for these KPIs it doesn't matter if the lead time of a supplier is 10 weeks or 20 weeks, as long as it is constant and delivering in time. What matters for assembly is the **delivery reliability of suppliers**. If one supplier delivers late (regardless of whether it is a LLI or other buy item), all other items cannot be used for assembly, thus both the inventory and the backlog increases simultaneously, which results in a higher CCC and lower delivery reliability of KMWE. There are several ways to deal with this:
  - a. Increasing delivery reliability of suppliers, for example with (contractual) incentives, information sharing, ...
  - b. Increasing safety times for buy items (this increases the average inventory as well, since all items are ordered earlier. If this can be done in a targeted manner – only to those items with a high delivery unreliability – then it's optimal)
  - c. Increasing the accuracy of the master data, by regularly updating the lead time of each buy item in the planning system (if lead times are changing over time, updating them accordingly reduces the variability in when items arrive)
  - d. For items with a high delivery unreliability, consider manufacturing these items in-house or moving to a different supplier

# Insights and recommendations (assignment 4)

## Main insights (cont'd)

3. The same can be said for the internal manufacturing process: throughput time by itself doesn't affect the KPIs, variability in throughput time does.
4. Repeatedly, we've observed the CCC and ITO worsening when the backlog is increasing. Typically, this increase in backlog is caused by unreliability of suppliers. The main way to recover from a backlog is by having some buffer capacity.

So, what to do? It depends upon the variability in lead times of suppliers whether policy 1 is sufficient to maintain a high delivery reliability. If the variability is too high, additional measures are needed, in which we think 2b and 2c are most effective. Please note that 2b does increase the average inventory at KMWE, so negatively affects the CCC and ITO. The more this can be done in a targeted manner, the fewer the inventory will increase (it might be possible this will actually lead to a net inventory decrease, if it also decreases the backlog).

# Insights and recommendations (assignment 4)

## Additional insights

We have also tested what happens if you loosen some of the assumptions, which generated several additional insights:

- If the forecast of ASML is biased (that is, the actual production is structurally higher/lower than the forecast), then it's wise to include a safety margin when converting the forecast into the assembly plan. Trying to get the assembly plan as close to the actual desired products by ASML is good for all KPIs. If there is no structural bias, rounding the move rate to the nearest integer (which is done currently) is a better policy than always rounding it up.
- Changing the time horizon for the assembly plan (currently set at 26 weeks) – making it look further/shorter ahead – doesn't affect the KPIs.
- If the MOQ of buy items is reduced, the average inventory decreases, resulting in a better CCC and ITO. However, at the same time, we observe that a backlog might increase, since it happens more often that one of the items is delayed. If you order an item every week (instead of once every 10 weeks), there's a possibility every week that an item is delayed (instead of once every 10 weeks). Removing supplier unreliability from the model (completely) solves this problem. So, for items that have a very low delivery reliability, a high MOQ might be a blessing in disguise.
- Sudden changes in lead times (from 10 to 20 weeks, for example) can cause a large backlog and increase in overall inventory, if there is no safety stock (or stock left from the MOQ) at that time.



**THANK YOU!**  
**AND WE HOPE WE HAVE GENERATED SOME  
USEFUL INSIGHTS**

If this also raises new questions, feel free to reach out  
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# HTSC-E

