

# Holden wins 2007 TPM<sup>3</sup> Aussie Cup

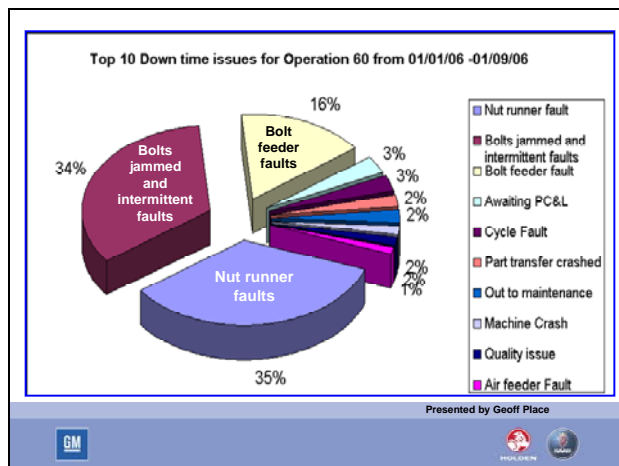
## Block Busters are ‘Ready to Go’

“Block Busters”, a Micro Focused Equipment & Process Improvement Team from Holden’s HFV6 Engine Plant at Port Melbourne, recently presented at CTPM’s TPM<sup>3</sup> – Australasian Lean Forum 2007, Case Study & Networking Conference. The team took out 1<sup>st</sup> place in CTPM’s 2007 TPM<sup>3</sup> Aussie Cup.

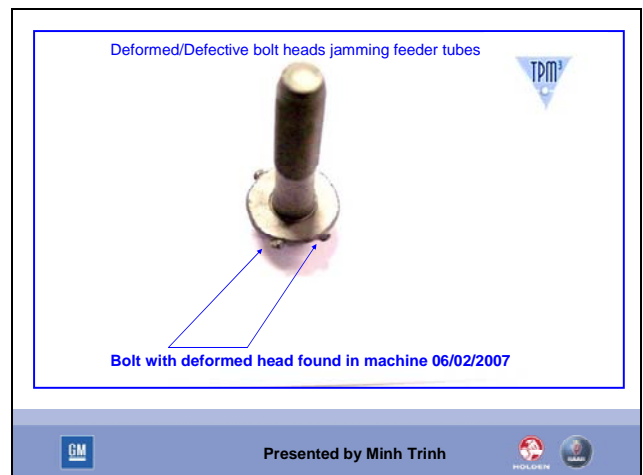


Operation 60 a crank bearing assembly unit and part of the new block line at Holden’s HFV6 plant in Port Melbourne was chosen for improvement because of poor OEE, the amount of downtime and operator frustration. Excessive downtime on this stand alone line, where no redundancy existed was an issue that need addressing. Maintenance resources were also required to “rescue” the equipment safely.

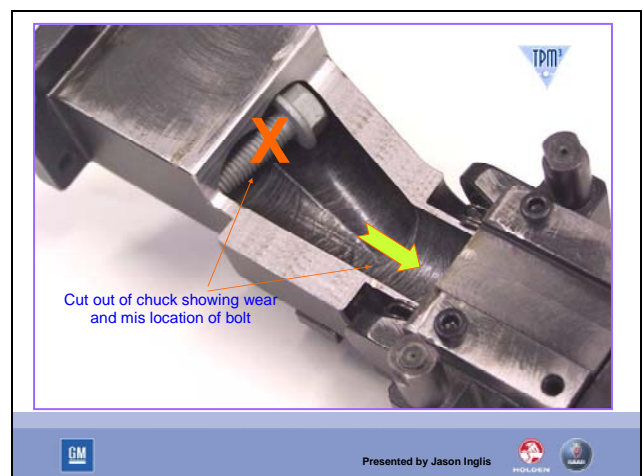
The team gathered data relating to issues on the line and the frequency with which they occurred. Most of the trouble seemed to emanate from one station, Station 8.



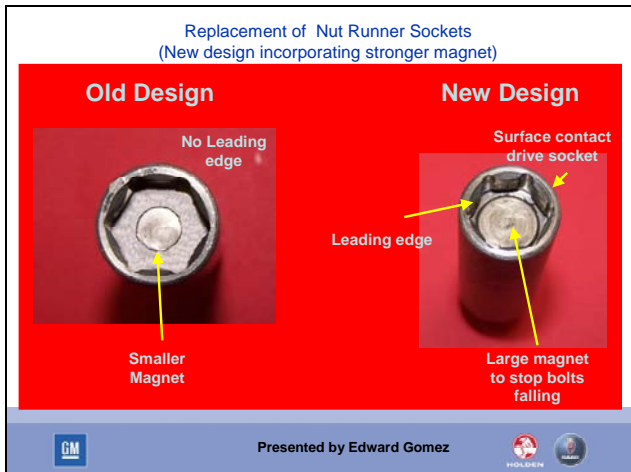
Whilst compiling the data the team also noted that there were numerous problems with parts. Some of the deformed and defective bolts were blocking the feeder tubes and others were rotating completely on presentation at the chuck head. This led to downtime as the nut runners that automatically drive home the bolts couldn’t complete their function.



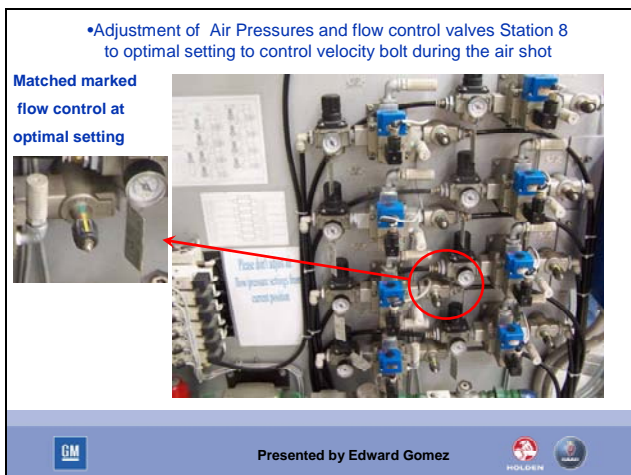
The team were able to demonstrate by cutting away a chuck head that wear and other factors could lead to misalignment of the bolt prior to them being inserted.



The team collected more information and studied all aspects of the operation. This included creating new fault sheets, checklists and improving the diagnostic capability of the equipment. They set about reprogramming the sequencing of the bolt insertion and also added a minor reversing motion prior to final insertion.



Larger magnets on the nut runner sockets were installed and new bolt feeder tubes were “economically” sourced. Visual controls were established for the air pressure and control valve settings for the station.



The team set about improving the surrounding area with designated storage for parts, tools and consumable items. They instituted a cleaning and inspection regime and identified critical sliding surfaces that needed cleaning. Simple One Point Lessons (OPL’s) were also developed.

### Customer Satisfaction TPM

- New rework process for operation 60 has improved right first time quality delivery to the assembly line (Zero rejects)
- Increased production rate to support Vehicle Assembly Plant requirements
- Decreased production costs
- Improved profit margin per unit
- Overall improved plant OEE
- Operator frustration eliminated
- Safety improvements for operators

Presented by Geoff Place

**The result...?** Improvement in OEE from 55% to 98% and increased production worth approx. \$500k per month. Congratulations once again to the Block Busters team on winning the 2007 TPM<sup>3</sup> Aussie Cup.

“It is important to share all TPM journeys together to ensure that we develop a culture that wants to better itself, not only for the benefit of today’s requirements, but for the future of a Business to survive” – **Jim Arzanov, Production / Maintenance Area Manager, HFV6 Fabrication, Holden Engine Operations**

Presented By Ben Hookway



For further information about TPM<sup>3</sup> – Australasian Lean contact Robert Heslop – TPM<sup>3</sup> Managing Navigator VIC / TAS, CTPM Australasia who is based in Melbourne, Victoria on 0437

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