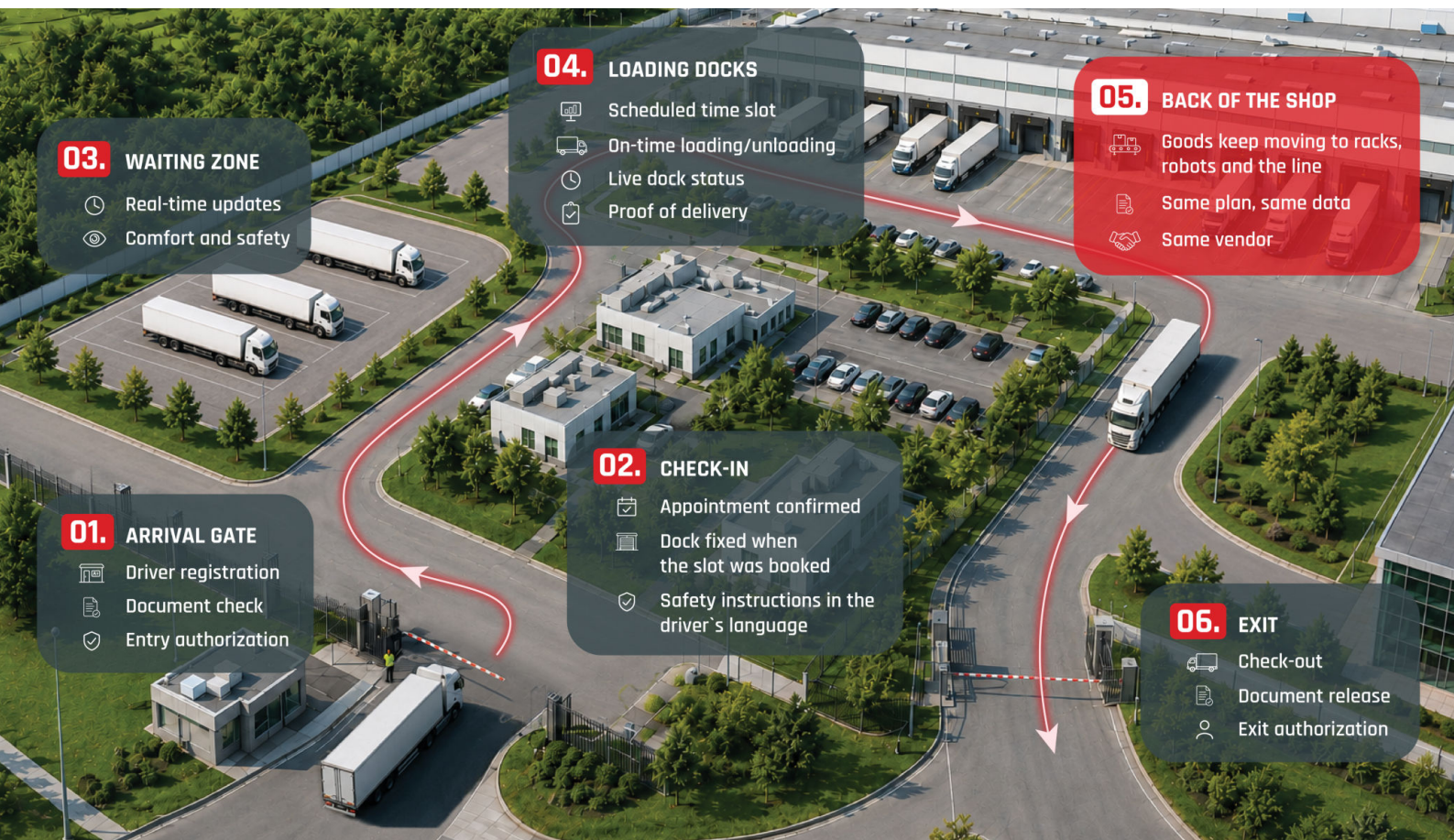


THE ORCHESTRATED SITE • PLANT

One plant, one flow: from the gate to the line.

Suppliers and carriers, one stop in and out, on a plan your dock crew can prepare for.



45% less

time loading and unloading.

30% less

staff time on transport handling.

20% lower

shipping cost.

Crew ready

when the truck lands: the dock was fixed with the slot.

A plant is not a depot: the trucks belong to suppliers and carriers, each visit is one stop in and out, and someone on your side has to have the material at the dock or the space to take it. So the plan is made in advance and the day is run against it. We have built plants like this around the world for fifteen years, in factories, 3PL warehouses and distribution centres from Europe to China, India and Brazil, and now from our Australian branch in Brisbane.

TLS drives the hardware, whoever makes it.

Barriers, plate-reading cameras, self-service terminals, lights and panels: specified, supplied and driven as one system.



Scan for the full picture,
or to book a chat with us.

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M2MS Australia Pty Ltd, Brisbane
M2M Solutions, s.r.o. Žilina, Slovakia

The plant, step by step

HOW IT WORKS

- 01. Arrival gate.** The driver registers at the terminal, in the app or with the gatekeeper; documents are checked and entry is authorised for a vehicle that is expected.
- 02. Check-in.** The appointment is confirmed and the dock is the one fixed when the slot was booked, so the crew knew what arrives, where and when. The driver gets safety instructions in their own language.
- 03. Loading docks.** Lights and panels guide the truck to its dock; loading happens on time, dock status is live, proof of delivery is captured.
- 04. Waiting zone.** A carrier who is early waits off the gate with live updates until the dock and the crew are ready; the yard never becomes the queue.
- 05. Exit.** Check out, documents released, exit authorised; the movement is closed in the log.
- 06. Back of the shop.** The same plan hands the goods on to racks, robots and the line, with no rekeying between transport and production.

WHAT TLS BRINGS

- 01. Time slot planning:** suppliers and carriers book slots against dock capacity, so the crew and the material are ready when the truck lands.
- 02. Automated registration and gate entry:** app, self-service terminal or gatehouse, plate-reading cameras and barriers on the same plan.
- 03. Yard and dock navigation:** information panels, traffic lights and sensors guide the truck and watch occupancy.
- 04. Digital checklist with photos:** deficiencies recorded at the dock, the responsible person notified, the evidence kept.
- 05. Integration with WMS and ERP:** transport linked to warehouse, shipping and production planning, nothing keyed twice.
- 06. TLS as a service:** monthly payment, quick deployment, scaled to your transport volume, no upfront investment.

When the plan breaks

A carrier is late, a dock is blocked, a shipment is pulled forward. Because someone has to physically move the goods, TLS proposes the new sequence and the dock officer confirms it before the driver is called; the log records who decided what.

ONE COMPANY, THE WHOLE SITE

TLS

TRANSPORT LOGISTICS SYSTEM

Start here. Vehicles from arrival to departure: slots, gate, yard, position, exit.

RTLS

REAL-TIME LOCATION SYSTEM

Where every vehicle and asset is, indoors, without GPS.

WMS

WAREHOUSE MANAGEMENT SYSTEM

Inventory and warehouse operations in real time.

M2L

ADVANCED PICK TO LIGHT SYSTEM

Picking guided by light, fast and error free.

ILS

INTERNAL LOGISTICS SYSTEM

Material flow between warehouse, production and shipping.

AMR

AUTONOMOUS MOBILE ROBOTS

Material moved without adding people.

Veasy

VISITOR MANAGEMENT

Contractors and visitors registered, expected, let in.

Start with TLS, then see what else works for you. One data model, one supplier, from the gate to the back of the shop.

BUILT IN

Lower emissions

Less idling at the gate, fewer wasted movements in the yard, the same freight on fewer trips: fuel not burned.

ESG reportable

Every movement logged, so the yard has a number when the report asks for one.

People in control

Routine cleared automatically; anything with consequences goes to a person.

Let's orchestrate your piece of the world.

When a carrier turns up early at your plant, who tells the dock crew?

Rudolf Koraus

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