

E-mobility sales readiness model and assessment for car manufacturers

Duisburg, 7. Juni 2018





- The situation and market context
- Summary of the approach

Methodology

- Input selection and analysis method
- Model construction results

Findings

- Opinion differences between OEMs and customers
- Recommendations from the interviews

- Potential next steps for OEMs
- Our service portfolio in automotive



The situation and market context

Summary of the approach



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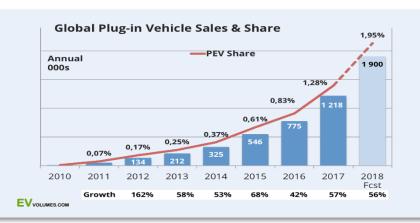
Recommendations from the interviews

Outlook

Potential next steps for OEMs

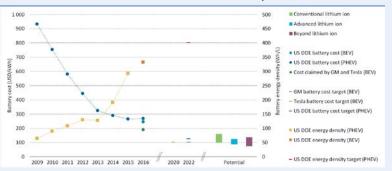
Our service portfolio in automotive

The EV market grows exponentially and the major focus is on production, but who is selling those cars?





Batteries become denser and cheaper (IEA 2017)



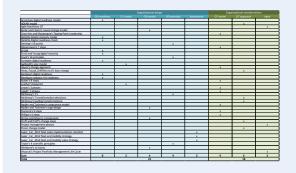
- The incumbent automotive manufacturers need to rethink and adapt their business model due to:
 - Changed customer behaviour,
 - Different service requirements and
- The requirement is to shift from a product-driven to a customer-centric approach due to:
 - Faster product and service replacement rates
 - Higher expectations for service and response times

No sales organisational readiness model exists yet, therefore it is time to build one!

Scientific models often lack industry specifics and practical models often lack scientific depth, therefore the approach is to integrate both worlds to build a more comprehensive organisational readiness model!

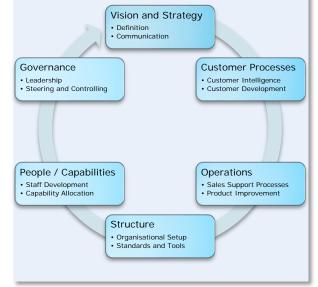
Model input

- 39 organisational design models from <u>industry and science</u> have been analysed and dissected.
 - Customer centric design
 - Organisational design
 - Digital readiness
 - Automotive sales
 - Project management
 - Organisational transformation
 - Agile management



Model construction

 6 domains and 12 building blocks could be identified as key success elements (with 29 activities and 111 success factors)



Model data enrichment

- 3 OEMs with global sales of 9m cars.
- 71 face to face interviews with HQ, NSC and fleet customers in 7 countries.
- 23 customers with 11.200 electric vehicles (BEV + PHEV).





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The selection of input models and approaches ensured the best both worlds (some models cannot be attributed clearly to either world)

	Academic	Mix of both	Practice
Advantages	Proven in theory, analysed and interpreted, solid theoretical foundation	Referenced in theory and practice	Proven in practice, industry focus, contemporary availability and applicability
Inconveniences	No contemporary sources, lack of practical applicability, lack of industry focus	Sometimes too generic	Lack of theoretical foundation, lack of research and construction rigour
Categories of used models	Organisational design principles and models, customer centric design models	Organisational transformation models and approaches, agile and project management	Digital readiness models, automotive sales strategy models

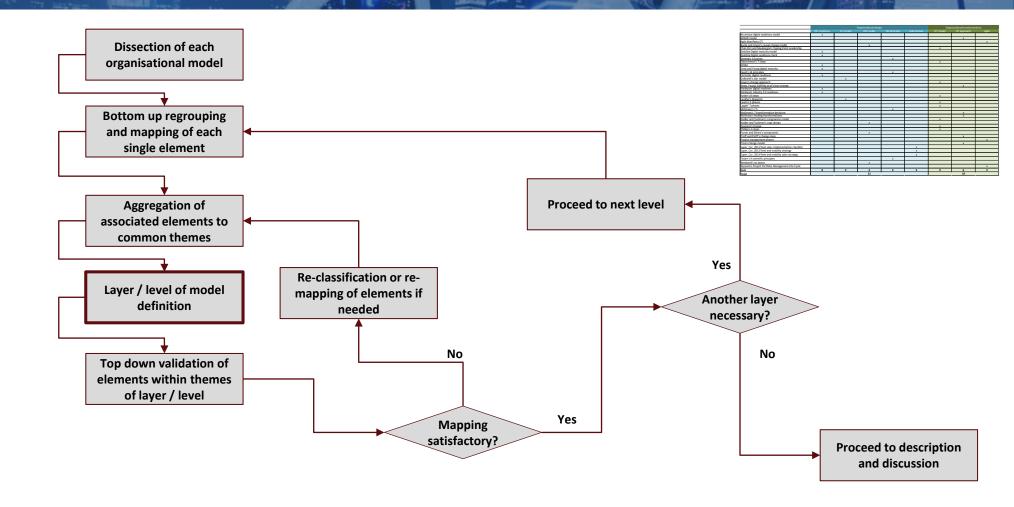
Wide selection of input models (39) in order to construct a substantiated, well researched and at the same time specific and usable model.

Overview and categorization of the selected and used organisational models and approaches

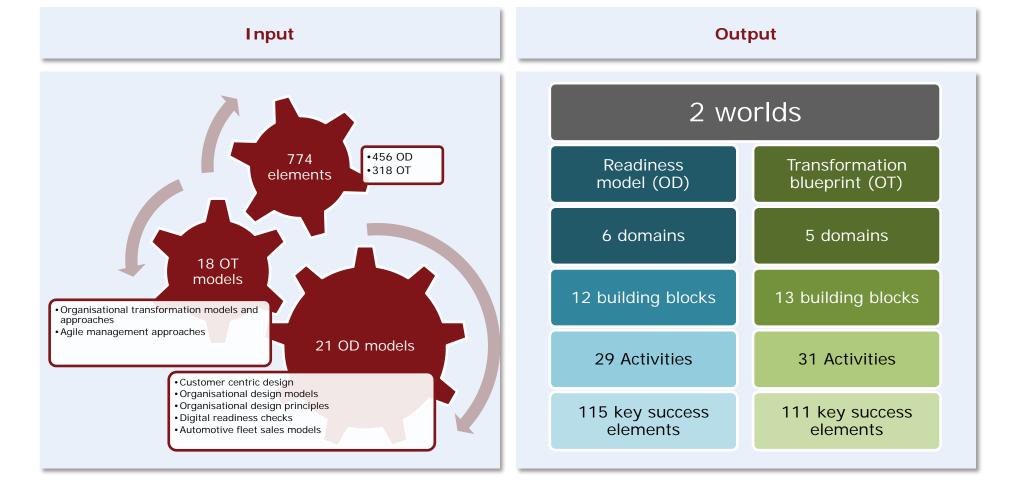
			Organisational desig	n		Orga	nisational transform	ation
	OD readiness	CC model	OD model	OD principle	Automotive	OT model	OT approach	Agile
Accenture digital readiness model	Х							·
ADKAR model							x	
Agile Manifesto OT								x
Burke and Litwin's causal change model			X					
Chan Kim and Mauborgne's Tipping Point Leadership						X		
Deloitte Digital maturity model	Х							
Deloitte Digital readiness check	X							
Deming's 14 points				X				
Edosomwan's 7 steps						X		
EFQM	Х							
Ernst and Young digital maturity	Х							
Fayol's 14 principles				X				
Forrester digital readiness	Х							
Galbraith's star model		X						
Hayes's change approach						X		
Hines, Found, Griffiths et al's lean change							X	
Kienbaum digital readiness	Х							
Kienbaum industry 4.0 readiness	Х							
Kotter's 8 steps						X		
Leather's blueprint		X						
Lewin's 3 phases						X		
Lippitt' 7 phases						X		
McKinsey's 7 S				X				
McKinsey's 7 transformation decisions							X	
McKinsey's leading transformations							X	
Nadler and Tushman's congruence model						X		
Nadler and Tushman's orga design			X					
Pasmore's 9 steps						X		
Phillips's 4 steps						X		
Porras and Silvers's components			X					
Proff and Proff's change steps							X	
Project management phases								X
Prosci change model							x	
Super_Car_2011 fleet sales implementation checklist					x			
Super_Car_2012 fleet and mobility strategy					x			
Super_Car_2014 fleet and mobility sales strategy					x			
Taylor's 4 scientific principles				х				
Weisbord's six boxes			x					
Wysocki's Project Portfolio Management Life Cycle								x
Sum	8	2	4	4	3	9	6	3

Sources (alphabetical order) (accenture, 2016) (Prosci, 2013) (Fowler & Highsmith, 2001) (Burke & Litwin, 1992) (Chan Kim & Mauborgne, 2003) (Deloitte Digital Europe, 2015) (Deloitte Consulting GmbH, 2015) (Deming, 2000) (Edosomwan, 2009) (EFQM, 2012) (Ernst and Young, 2016) (Fayol, 1916) (Gill & VanBoskirk, 2016) (Galbraith, 2005) (Hayes, 2014) (Hines et al., 2011) (Jochmann, 2016b) (Jochmann, 2016a) (Kotter, 2012) (Leather, 2013) (Lewin, 1947) (Lippit, 1958) (McKinsey, 2008) (Dahlstroem, Desmet & Singer, 2017) (Dichter, Gagnon & Alexander, 1993) (Nadler & Tushman, 1997) (Nadler & Tushman, 1997) (Pasmore, 1988) (Phillips, 1983) (Porras & Silvers, 1991) (Wysocki, 2014) (Proff & Proff, 2013) (Prosci, 2017) (Super_Cars_2011, 2011) (Super_Cars_2012, 2012) (Super_Cars_2014, 2014) (Taylor, 1911) (Weisbord, 1976) (Wysocki, 2014)

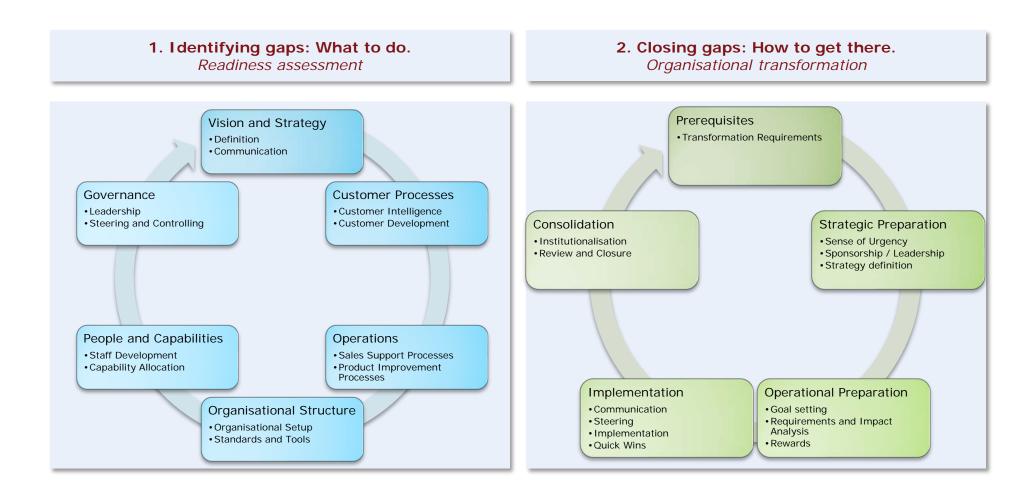
The model construction process was an iterative top-down and bottom-up approach



Findings reveal a clear split into organisational design /readiness and organisational transformation models



The result shows two different worlds and before starting a transformation the gaps need to be identified



This overview shows the contributions and gaps of each model.

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Domain_ID	Domain_Description	Building_Block_ID	Building_Block_Description	Activity_ID	Activity_ Description	According	Forrester	Kienbaum industry 4.0	Kienbaum digital	EY	Deloitte Austria	Deloitte Digital	EFQM	Galbraith	Leather	Porras and Silvers	N & D Design	Weisbord	Burke and Litwin	7.5	Taylor	Fayol	Deming	Super_Car_2011	Super_Car_2012
4																									
1	Vision and Strategy	1	Definition	1	Vision Definition					х			х				х		х				×		
					Strategy Definition)	×		x		х	х	х	х		х			х	х			x		
				3	Goal Setting		Х		х			_	х		х	х		х	х	х		х	х	х	х
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	Vision and Strategy						H																		
	Customer Processes	1	Customer Intelliger		Market Intelligence)		-		х	_		х	4	_	_		_	_	_	_	_		х	х
					Customer Understanding		х				_		х	_	_	_		_	_	_	_	_		х	_
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		-	Sales Support Prod				Х	X	×	х		X	X			X		х					х		
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	Operations		r roudet improven	ieiit																					
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	Organisational Structure																								
5	People and Capabilities	1	Staff Development	1	Skill Development		х	х				х	x	х	х	х			х	х	х		х	х	х
					Staff Recruitment		I	х				х									х				х
				3	Motivation and Rewards				х				x	х		х		х	х			х	х	х	х
			Staff Developmen																						
		2	Capability Allocation		Human Resource Allocation		х	х		х						х	х		х	х	х		х		х
					Other Resource Allocation		х					х						х							х
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	People and Capabilities																								
6	Leadership and Governance	1	Leadership		Top Management Involvement		х						х					х]	х				
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21	Prerequisites	1	Transformation Re		Elaborate future requirements		Х	х	х	х				Х		Х			х	х		х		L
					Assess current organisational capability		х	Х		Х			х		Х	х		Х	Х					
				3	Define priorities					Х							х							L
			Transformation Re	qui	ements																			
	Prerequisites																							
22	Strategic preparation	1	Sense of Urgency		Create sense of urgency		х	х	х		х	х				I	х		х					
					Display sense of urgency						х					х		х		х				
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		2	Sponsorship / Lead	1	Form transformation leadership		х			х	х	П	\neg	\neg	\neg	х	х			х				Г
			.,,	2	Ensure committment			х	х	х		х		х				х	х	х				
				3	Define leadership roles					х				х	х	х		х	х		х			
					Define leadership style						х							х		х		х		r
			Sponsorship / Lead								-									ï		ï		i
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					Break down goals and objectives					х			х			х	х		х					
			Goal setting									-												H
			Requirements and		Define transformation requirements	_	Н	_	_	х				х	-	_	-	х		-	_	-	-	H
					Assess impact and change forces		Х	х		х		х	х		х									
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			Rewards																					
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					Select channels and frequency		х			Х	х													L
				3	Establish two way dialogue		х				х										х	х		L
			Communication																					
		2	Steering	1	Formalise governance					х		х			х	х		х		х	х		х	
				2	Build momentum			х	х	х	х	х				х						х	х	
			Steering																					
		3	Implementation	1	Empower people		х	х								х		х	х			х		
				2	Enable people			х		х	х	х			х	х		х	х		х			
				3	Remove obstacles					х	х				х		х				х			
			Implementation																					
		4	Quick Wins	1	Plan quick wins			х			х	\neg	\neg	\neg	\neg				х					
					Ensure quick wins		х				х	\neg	\neg	\neg										t
			Quick Wins	Ē			Ü																	ì
	Transformation																							
	Consolidation	1	Institutionalisation	1	Operationalise activities		x	х	х		х				х	x			х		х			f
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		-			Review and amend approach					х						х								f
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			Review and Closur	2	Celebrate success		х			х					х								х	ļ



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The task of the field research was a readiness assessment, therefore the organisational readiness model was the foundation.

Model input

- 39 Organisational design models from industry and science have been analysed and dissected.
 - Customer centric design
 - Organisational design
 - Digital readiness
 - Automotive sales
 - Project management
 - Organisational transformation
 - Agile management

	OD readness							
Accenture digital readiness model	X							
ADKAR model							×	
Agile Manifesto OT								×
Burke and Litwin's causal change model			×					
Chan Kim and Mauborgne's Tipping Point Leadership						X		
Delpitte Dieltal maturity model	x							
Deloitte Digital readiness check	x							
Deming's 14 points				×				
Edosomwan's 7 steps						×		
SFOM	x							
Errst and Young digital maturity	x							
Fayol's 14 principles				×				
Forrester digital readness	x							
Galbraith's star model		x						
Hayes's change approach						×		
Hines, Found, Griffiths et al's lean change							×	
Kenbaum digital readiness	x							
Kenbaum industry 4.0 readiness	x							
Kotter's 8 steps						×		
Leather's blueprint		×						
Lewin's 2 phases						×		
Uppitt' 7 phases						×		
McGnsey's 75				×				
McGnsey's 7 transformation decisions							×	
McGnsey's leading transformations							×	
Nadler and Tushman's congruence model						×		
Nadler and Tushman's orga design			x					
Pasmore's 9 steps						×		
Phillips's 4 steps						×		
Porras and Silvers's components			x					
Proff and Proff's change steps							×	
Project management phases								×
Prosci change model							×	
Super_Car_2011 fleet sales implementation checklist					×			
Super_Car_2012 fleet and mobility strategy					×			
Super_Car_2014 fleet and mobility sales strategy					×			
Taylor's 4 scientific principles				x				
Weisbord's six boses	1		x					
Wyspcki's Project Portfolio Management Life Cycle								×
Sum		2	4	4	2	9	6	- 2
Tetal			21				10	

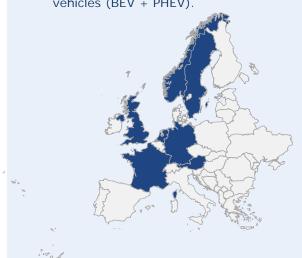
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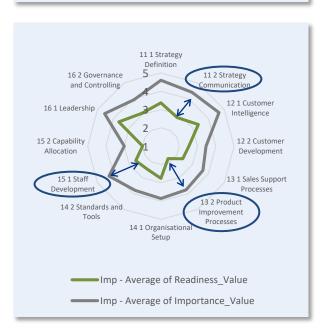
Different groups show different priorities and gaps in the organisational readiness index.



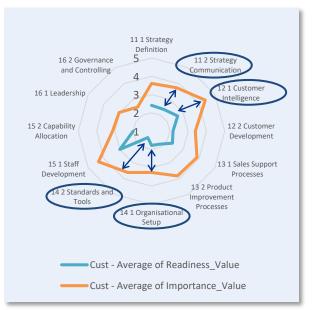
Headquarter view

11 1 Strategy Definition 16 2 Governance 11 2 Strategy and Controlling Communication 12 1 Customer 16 1 Leadership 15 2 Capability 12 2 Customer Allocation Development 13 1 Sales Support 15 1 Staff Developmen Processes 13 2 Product 14 2 Standards and Improvement Tools Processes 14 1 Organisational Setup ■HQ - Average of Readiness Value HQ - Average of Importance Value

National sales organisation view



Fleet customer view



Readiness evaluation of different factors from headquarters, national sales organisations and customers

All people were asked to rate both aspects on a scale from 1 to 5, from not existing / necessary to perfectly well developed / top priority

The interview results show a lack of sales readiness for e-mobility across all OEMs.



Strategy

- Customers require more details about the e-mobility strategy.
- The communication focuses on technical aspects and lacks passion.

Customer

- Discuss and find mobility solutions, not only cars.
- Sales people need to learn a different language and skill portfolio.
- Sales people lack own emobility experience.

Operations

- Clinics are too far down the road, customers want to get involved earlier in the product development stage.
- E-mobility needs a dedicated service hotline, especially in "petrol" countries (DE, UK)

Organisation

- A separate EV organisational setup in sales is key to develop a market such as DE or UK.
- New minds are needed and a new HR development and recruiting process to allow a cultural change.

People

- Current incentive systems do not help the development of emobility (numbers and targets).
- There is a general lack of competence in understanding customer mobility requirements.

Leadership

- Old style management has proven successful but hinders a fast decision making process in a disruptive environment.
- Speed beats perfection in a disruptive environment; imperfect solutions are needed to advance.



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The following aspects have been required and recommended repeatedly.

Headquarter

- Top management involvement and "walk the talk" is key to drive the business and to steer the implementation of concepts.
- Implement speed beats perfection in the organisation, i.e. in the business case evaluation!
- Give independence to e-mobility to allow a disruptive market approach (P&L responsibility).
- Design and implement e-mobility incentive and motivation scheme.
- Allow errors!

National sales company

- Conduct market workshops and focus on mobility solutions and not only cars.
- Ensure EV and mobility competence team for corporate sales (new heads and minds).
- Identify and implement best possible organisational setup.
- Launch local in depth readiness and market research with corporate customers.
- Design and implement e-mobility dealer development plan.

Customer

- Don't fear your customers, talk with them about mobility solutions and not only about cars.
- Organise future mobility workshops to identify strategic opportunities.
- Expand and intensify two-way expert communication with corporate customers and leasing companies.
- Involve customers earlier in the development of new products and mobility solutions (co-creation).

A disruptive approach is not doing the same things faster!

Our service portfolio in automotive

What to do

Organisational diagnostic

Readiness evaluation

Where to go

Strategy development

Operational goal setting

How to do it

Organisational transformation

Change management

What tools to use

Traditional programme management

Agile project management

Whom to start with

Headquarter

National sales organisation

Local distributor (dealer)

Customer



So what's next?

Let's talk about it

Kind Regards, André Latendorf

Latendorf
Organisational Development