



MATERIAL AVAILABILITY MANAGEMENT

Boosting fault clearance by optimising - spare parts availability

In order to preserve the infrastructure of today's complex and busy rail networks and keep them in a stable and safe condition, (preventive) maintenance and renewal activities are required on a daily basis. The replacement of railway components plays a very important role in this process.

Another reason why the availability and supply of spare parts is becoming increasingly important is because of the stricter legislative requirements with respect to the condition and lifespan of railway components and the growing differentiation of customer prerequisites. Fact is that the timely replacement of critical spare parts can considerably extend the lifespan of an entire system and lower the total LLC.

Although infrastructure managers try to minimise the downtime of their networks by performing (regular/preventive) maintenance, unpredictable defects and malfunctions remain unpreventable.

To both scenarios applies, however, that efficient fault-clearing services can only be carried out effectively with the use of proper spare parts.

- » Uniform and comparable systems
- » Lower costs and synergy gains by offering a total package
- » Logistic advantages
- » Continuous supply of quality components
- » Continuous improvement of LCC and network performance
- » Improved response time
- » Less downtime, better passenger experience and satisfaction
- » Minimum risk of obsolescence



Since we always have the best quality spare parts available for our customers, we are able to offer the shortest lead time possible. This means that any type of malfunction can be repaired immediately and reliably.

High quality spare parts (with long guarantees) are crucial in keeping the network stable and safe. In contrast, low-cost alternatives are by definition risky, given their inferior quality and unreliability, causing more potential risks for the network.

One of the problems encountered by customers is that they have too many of a particular item in stock whereas they lack other components. In addition, lots of spare parts are prone to becoming obsolete prematurely due to expiry dates or poor storage conditions. Finally, some products may only be available temporarily and therefore more difficult to come by when the replacement of materials is actually required.



One-Stop-Shop solution

The One-Stop-Shop provider supplies all products and (additional) maintenance services that a customer needs. The customer is offered ample choice and quality, and can spare valuable time by purchasing all railway system parts at one contact point. Buying from a single expert supplier ensures that all stock components are compatible, which increases the reliability and safety of the railway network.

FORWARD STOCKING

Bringing spare parts closer to our customers

A forward stocking location is usually a (small) warehouse in a decentralised distribution network which is situated close to the place where the materials and components are used. The inventory is dispatched from a central warehouse to this location. Since this process is controlled and the transportation of the stock items well organised, a clear efficiency gain is achieved. Moreover, customers in more distant geographic areas have easier access to the material that they need.

For meeting their response time targets, maintenance engineers require fast and easy access to materials and tools to be able carry out their maintenance services quickly and effectively. The forward stocking locations help them in living up to their service level requirements and in reducing the network downtime.

Continuous registration of all product specifications

All products required are specified and monitored in a central SAP-database, enabling fast and efficient re-supply. In addition, historical data is gathered to obtain an insight into the performance and use of the individual components.

Smart warehouse systems

All warehouses employ advanced logistic systems. For example, through the use of smart barcoding and electronic ordering processes, the maintenance staff is able to retrieve the required spare parts without any delay because all specifics of the order have already been registered.

Tracking & tracing with barcodes and/or RFID chips

By attaching RFIDs to the spare parts, it becomes possible to track & trace them at any location. By linking the component's RFID to the customer's asset register, the information about the product's life and maintenance history also becomes available.

Reverse logistics and end-of-life management

Each maintenance session usually generates leftover items, which can be unused new components and/or old exchanged material. These are brought back from the work site by the maintenance staff, and are labelled uncontrolled stock. This uncontrolled stock is eliminated by assessing which items can be reused and which can be recycled.