



SOB fleet-status analysis/ maintenance strategy

Data and facts

By the creation of a maintenance strategy for SOB (Schweizerische Südostbahn) passenger-carriage fleet project entitled "Future SOB", the SOB management has brought about a corporate redevelopment in terms of the company's process management and organisational structures. The "Support" division (consisting of the supply chain and operational and large-scale maintenance) has been completely restructured as part of this project.

Challenges

SOB is in the midst of changing the fleet mix, which is characterised by a relatively long-term stock of older-model locomotives/power cars/passenger carriages, as well as new multiple units.

In 2013, SOB launched project SOB-IH to clarify the need for additional extensions to systems or alternatives to them. The aim of the project was a comprehensive derivation and evaluation of the medium- and long-term strategy for large-scale maintenance (revisions, major damage repair and refits) for the period of 2013 to 2025 in a concept study taking into consideration the system and fleet strategy.

Requirements

The concept study aimed to provide the SOB decision-makers with binding statements on the following over a long-term horizon:

- An optimal large-scale maintenance strategy
- The evaluation of strategic alternatives with partners
- The long-term development of current sites for large-scale maintenance
- Cost effectiveness and the impacts of the different fleet parts on train-kilometre costs
- Comparisons with the maintenance costs of other rail operators
- Implementation planning for the strategy

Implementation

In line with the implementation of the "Future SOB" project, the consultant team at CE cideon engineering Schweiz AG has focussed on the development of the procedural structure in the roles of idea generator, pacesetter, moderator and detailed planner in the processing of the individual topics involved in meeting the defined targets, and as the body responsible for presenting the results. This made it possible to ensure that the experience, findings and ideas of the directors and executives regarding vehicle technology, system-specific issues, organisation and process technology could make a substantial contribution within the relevant topic areas.

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