



AUTOMAIN

Innovation Information

Innovation Title	Modular switches combined with standard work, defined by using lean tools, during replacement
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Opportunity / Need	<p><i>Today only the most urgent and critical details are taken care of in S&C. This leads to high costs, insecure availability and safety. Since only some of the worn parts are replaced a negative degradation trend has started. The reached technical level at each repair/ maintenance event the technical level will be come lower. This leads to shorter times between the need of going out in track and do the next intervention. By replacing larger parts of the S&C the higher the technical level will become after the intervention.</i></p> <div data-bbox="1077 757 1444 965" data-label="Figure"> </div>
Proposed Innovation	<p><i>The innovation is to create a modular S & C defined as turnout with:</i></p> <ul style="list-style-type: none"> <i>• Distinct parts (modules).</i> <i>• Clear specification of WHAT is to be done in terms of repair and maintenance.</i> <i>• Clear specification of HOW repair and maintenance is to be done (standard work).</i> <p><i>A study of the maintenance process at Trafikverket found no fixed rules or standards on how to manage or carry out maintenance.</i></p> <div data-bbox="413 1207 995 1621" data-label="Image"> </div>
Next Steps	<ul style="list-style-type: none"> <i>- Define a modular S&C with IM and entrepreneur</i> <i>- Define in a high level perspective how maintenance shall be done (replacement of modules/panels etc.)</i> <i>- Define how the different actions shall be done in detail by using lean-tools like value-stream-mapping etc.</i>
Opportunity for Involvement	<p><i>A very strong support from the Infra Structure Manager is required since they are the one's responsible for the contracts towards entrepreneurs and the Railway Authorities.</i></p>