

## Making the System Work At Non-revenue Division 4

By ALISHA GOMEZ

(Aug. 6, 2002) Maintaining all 1,600 of MTA's non-revenue vehicles and equipment is not an easy job. But, non-revenue Division 4 gladly takes the challenge.

With equipment ranging from trucks, vans and four-door sedans to shop mules and forklifts, the 48 technicians, 10 service attendants and six other staff at Division 4 have their hands full.

Everything from oil changes and windshield-wiper replacements to minor bodywork is done at the division, located in Downey. Division 4 personnel also perform similar work at the RRC, South Park, Rail Division 20 and Metro Bus divisions 2, 3, 8, 9, 10, and 15.

And now, with the Fleet Management System, keeping tabs on maintenance and repairs has become much more efficient.

Specifically designed for non-revenue equipment record keeping, the computer program is a common tool used by Pepsi Cola, New York Transit, Chicago Transit, Chicago USA and others.

In the "Stone Age" days, before the computer-based system was installed, the division used a paper system, in which everything was filled out on forms and then hand-filed, a cause for frequent delays.

Now, the division is more in tune with "Jetson" technology – mechanics open their own work orders, process and finish them. A supervisor then closes out the work order, verifying that the mechanic has done the work.

"This process eliminates a lot of paper work for us," says Pat Astredo, Division 4 Equipment Maintenance supervisor. "We've cut down considerably on the time we spend on record-keeping."

Since using the new system, Division 4 has been able to access a lot more



Mechanic John Spata works on a non-revenue MTA truck at Division 4.

PHOTO: PAT ASTREDO



MTA employee Bob Twardowski brings in a non-revenue vehicle to Division 4 for maintenance.

PHOTO: ALISHA GOMEZ

### The Future of the System

Every Monday, Division 4 sends out 120 e-mails to the various supervisors and non-revenue vehicle coordinators of 28 cost centers at the different divisions, shops, terminals and facilities to update the vehicle mileage of all non-revenue vehicles and equipment.

But, Equipment Maintenance Supervisor Pat Astredo says the division just bought a new web application for the Fleet Management System program that should be up and running by November.

Once the web site goes live, the 120 supervisors and non-revenue vehicle coordinators will be able to directly input updated data into the Fleet Management System, eliminating the margin of error.

"The more transposing of that data, the more opportunity for mistakes," says Astredo. "This network will keep the process simpler." --Alisha Gomez

information about the non-revenue equipment.

"I can go into the system right now and pull up information on work that was done on any fleet car," says Astredo. "Before, we weren't able to do that."

Astredo takes his hat off to the team of mechanics who took on the project of changing systems and learning the new program from scratch.

"They really took the new system under their wing and made it work," says Astredo. "They came in for two days, trained on it and started using it the next day."

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