PSI Transcom GmbH

## Digital Vehicle Depots the Quick and Easy Way

The benefits of digital depot management are great. There is a consensus on this in most transit companies.

However, there is also agreement that the complexity of IT projects often drags them out, causing the benefits to become apparent much later than planned. A basic system, including a standardised system introduction, can solve this dilemma.

Extensive requirement and specifications phases, time-consuming workshops, and expensive adjustments: because classic depot management systems (DMS) aim to maximise the digitalisation and automation of processes, their introduction is challenging and as complex as the system itself. Introducing new drive types, which generally require the parallel operation of conventional and zero-emission vehicles and thus also in the DMS, also contributes to this. Many companies need more resources and capacities to successfully introduce such an IT system alongside their day-to-day business – despite an apparent desire for digitalisation. As a result, digitalisation plans end up in the drawer and, with them, valuable potential. What is needed to move the project from the wish list to the to-do list is clear: a simple basic system with a standardised software configuration that can be used regardless of drive type and fleet size and can be expanded modularly to meet increasing requirements.

Entry into Digitalisation

The new basic **PSIeDMS start system** by software manufacturer PSI Transcom meets this call for turnkey realisations at a fixed price. Companies can implement
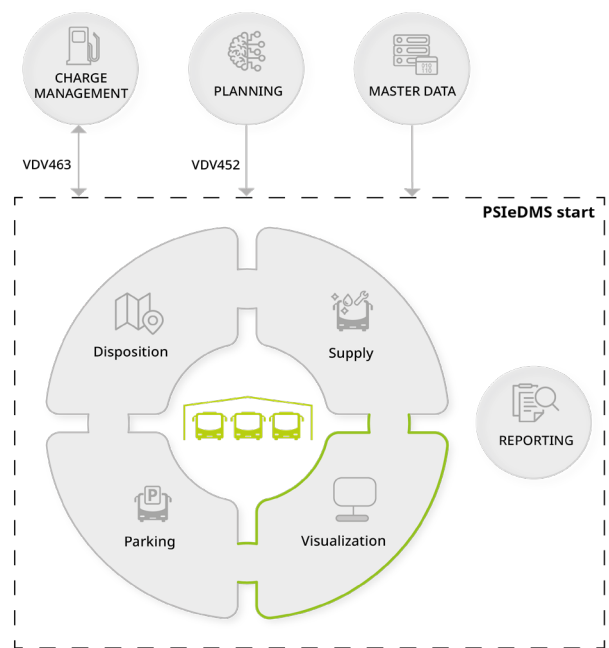
PSIeDMS start system overview

the digital depot in just a few steps and in the shortest possible time using this system. It contains all the necessary functionalities for managing vehicles of all drive types and is ready for operation in just a few steps. For this purpose, the solution is divided into the four functional areas of visualisation, supply, dispatch and parking – supported by the connection to charging management (VDV463) and the timetable (VDV452), as well as by master data import and report generation. Due to the lower complexity of the basic system, the solution can be implemented quickly. This also means that transport companies reap the benefits of the system early on.

This approach pursues the idea that companies initially focus on digitalising their core processes, which can then be expanded step by step and in

line with requirements into a more complex target system. In this way, companies can integrate further modules through upgrades, automate processes or increase the degree of automation of processes to the maximum to work completely autonomously without the intervention of a dispatcher in the final expansion stage.

Typical use cases:

- Depot digitalisation and visualisation
- Uniform digital view for all users in real-time
- Management of vehicle supply and breakdowns
- Display of vehicle conditions in real-time
- Charging process visualisation and monitoring
- Pre-conditioning of e-vehicles (VDV463)
- Scheduling of vehicle circulations (drag and drop)
- Scheduling of vehicles in parking spaces (drag and drop)
- Archiving of battery status data (VDV463)
- Independent rollout of additional depots

Standardised Introduction in Three Phases

The system introduction along a standardised process is an essential component of the DMS starter package. This approach empowers companies to be as self-sufficient as possible and ensures that the launch succeeds in just a few weeks. In the first phase, companies make the necessary preparations and ensure that all system requirements are met. They then order the software and the necessary licences and, at the end of this second phase, receive the pre-configured software, including accompanying documentation. The final phase, system introduction, is divided into three consecutive steps. Thus, the transport company first installs the software based on custom-fit training, sets up both IT and workstations, connects databases and interfaces, and models the operation of its depot using a DMS editor that comes with the software. The second step is to adjust the system: the responsible employees

set up the user administration, import the master data for operations, configure the driver departure board, and check and test the range of functions and interfaces. In the third step, the company puts the system into operation. PSI provides consulting services both during system introduction and later operation.

Little Preparation, Quick Introduction

Instead of a project setup as in the implementation of multi-layered, maximally automated complete solutions, the introduction of the basic DMS system corresponds to a simple product rollout. This is possible because the system is tailored to transport companies' basic, industry-typical requirements, and both the process and IT analysis were already carried out in advance by PSI. In addition, the standardised range of functions and the pre-configured software enable a short implementation time.
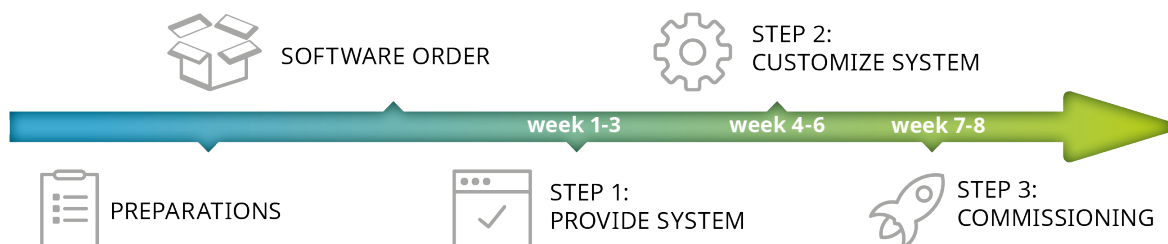
A Digital Foundation

It is not because of a lack of will that companies put off IT projects such as introducing a depot management system. Rather, it is the effort required to implement and commission the multi-layered systems that companies are unwilling or unable to afford. The basic PSIeDMS start system makes it easier for transport companies to get started with depot digitalisation and lays the foundation for needs-based expansions and custom-fit automation steps.

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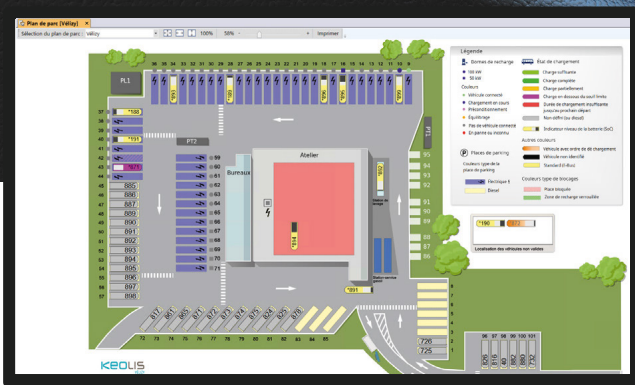
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PSI

Three steps to an operational system

SOFTWARE ORDER

STEP 2: CUSTOMIZE SYSTEM

week 1-3   week 4-6   week 7-8

PREPARATIONS

STEP 1: PROVIDE SYSTEM

STEP 3: COMMISSIONING

Let's get e-started
Three Steps To Your Digital Depot

PSIeDMS start

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