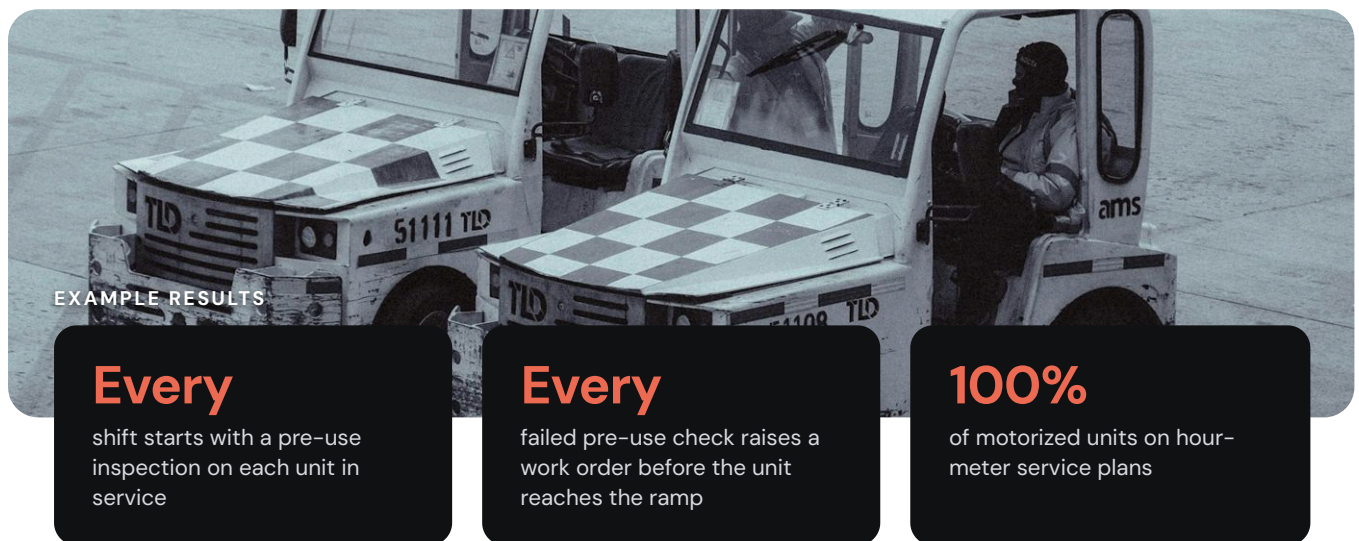


Aviation

Example scenario

How an airport keeps ground support equipment safe and serviced with Asset Infinity

An airport's ground support equipment team services tugs, belt loaders and ground power units by hour meter, runs a pre-use inspection on every shift and keeps parts stocked in its workshop.



AT A GLANCE

EXAMPLE TYPE

Airport ground support equipment workshop

EXAMPLE FLEET

350 units: tugs, belt loaders, GPUs, stairs, dollies

EXAMPLE OPERATION

Three shifts, two terminals

PREVIOUSLY

Paper pre-use cards, workshop whiteboard

FEATURES USED

Maintenance

Stores

Insight

01 The organization

A mid-sized airport runs its own ground support equipment workshop serving two terminals: baggage tugs, belt loaders, ground power units, passenger stairs and baggage dollies, used around the clock.

Operators move between units every shift, and an aircraft turn depends on the right unit being ready on the stand. A unit with a brake or hydraulic fault cannot be allowed near an aircraft.

02 The challenge

Pre-use checks are paper cards that are rarely read, and service intervals are tracked on a whiteboard that no one updates at night.

- Defects written on a pre-use card do not reach the workshop until the card is collected.
- Hour meters are read irregularly, so services run late.
- Units under repair are sent to the ramp by mistake.
- Brake pads, hoses and belts are out of stock when a unit comes in.
- Managers cannot see how many units of each type are serviceable right now.

03 How it is set up in Asset Infinity

The workshop registers every unit in Asset Infinity, moves pre-use checks to the mobile app and runs service plans on the hour meter.

Maintenance

Pre-use inspections

Operators scan the unit's label and complete a short checklist with required fields: brakes, lights, tires, hydraulics, hour reading. A failed item raises a work order.

Maintenance

Hour-meter service plans

Each unit type has meter-based plans. The hour reading from the pre-use check, or from a GPS tracker on motorized units, moves the plan.

Stores

Workshop parts

Brake pads, filters, hoses and tires are stocked with reorder points and issued to each work order.

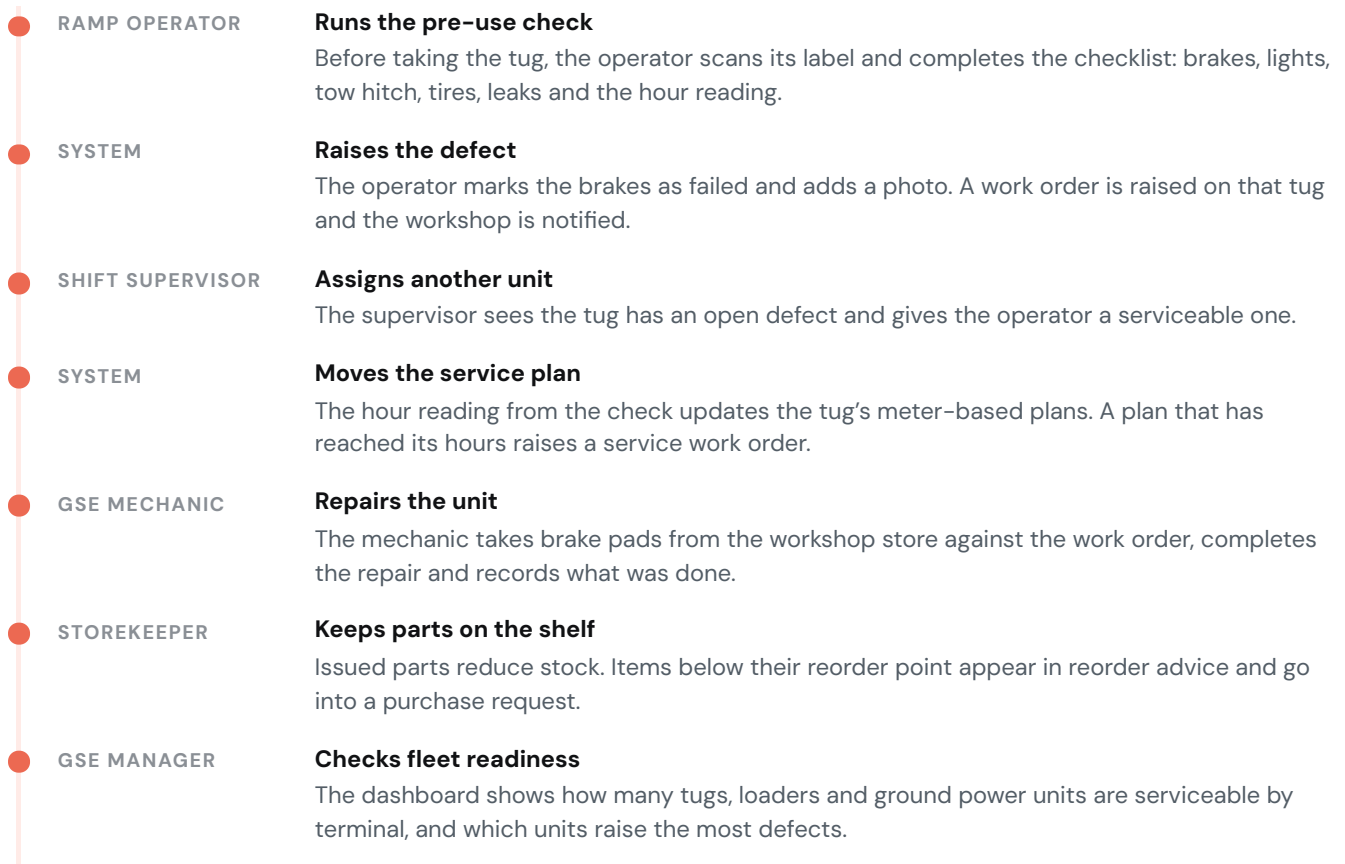
Insight

Serviceable fleet at a glance

Dashboards show units in service, waiting for repair and in the workshop, by type and terminal.

04 How it works day to day

Here is how a baggage tug goes from the start of a shift to the workshop and back.



05 Before and after

	BEFORE	WITH ASSET INFINITY
Pre-use checks	Paper cards, rarely read	Mobile checklist on every unit
Defects	Reach the workshop late	A work order at the moment of the check
Service intervals	Whiteboard, irregular hour readings	Hour-meter plans
Units under repair	Sent to the ramp by mistake	Open defects visible to supervisors
Parts	Out of stock when needed	Reorder points and advice
Fleet readiness	Counted by walking the yard	Dashboard by type and terminal

06 The first month

1

Fleet registered and labeled. Every unit was registered with type, serial and terminal, and labeled where operators would scan it.

2

Checklists and plans built. The paper pre-use card became a mobile checklist, and manufacturer intervals became hour-based plans.

3

Operators trained by shift. Supervisors trained each shift on scanning and completing the pre-use check before taking a unit.

07 Example results

- Defects reach the workshop the moment an operator records them.
- Services come due on the hours each unit has actually run.
- Units with an open defect are visible to supervisors before they assign equipment.
- Parts usage by unit type shows what to keep on the shelf.

08 Why it worked

Checks that lead somewhere
A failed item on a pre-use check becomes a work order, so a defect never stays on a card in a drawer.

Readings with a purpose
The hour reading taken at each check drives the service plans, so operators record it every time.

Readiness at a glance
Supervisors see which units are serviceable before they assign equipment to a turn.

09 Looking ahead

With pre-use checks on the phone and service driven by hour meters, the workshop knows the condition of every unit before it reaches the ramp.

The defect and repair history on each tug, loader and ground power unit also shows which units cost the most to keep, which informs the airport's replacement plan.

See it on your own assets

A 30-minute demo, set up for an airport or ground handling operator.

An example of how this kind of organization runs on Asset Infinity.

Book a demo

Start a 14-day free trial