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Dear reader,  
please take 15' of your time. It is worth ...

## IRIS goes

We already announced in our last issue (august 2015), that in course with the next upgrade UNIFE will lead across IRIS Chapter 3 (IRIS requirements) into an ISO standard. So far, everything went according to plan. The content of the new standard is already very well prepared. A 5-person core team composed of various nationalities: France (Alstom), Italy (Bombardier), Germany (Siemens), Bolivia (UNIFE) and Switzerland (CC-Rail) has delivered in just 6 weeks the first draft. It stood to the fore, that the new IRIS requirements have to be aligned to the structure of ISO 9001:2015 and shall be directed more closely on improving product quality and safety. Afterwards about 15 representatives from the railway manufacturers and selected railway operators (in addition to the above mentioned nationalities also from UK and Spain) gave multiple comments and introduced their own ideas. This placed the draft on a broader basis.

The final draft was just passed to the respective Technical Committee of the ISO organization (TC 269) and it's Working Group. In the coming months, representatives of all countries have the opportunity to discuss and vote for the best standard. If it continues according to plan, we will have a new ISO/IRIS standard not later than in 20 months (01/12/2017). **But please note** that while it seems still very long, it can end up being closely! Since the transition phase of ISO 9001:2015 expires already on 01/10/2018, IRIS certified companies **remain 10 months to comply only!** Therefore we advise all to start the preparation for the new higher IRIS requirements already in this year, because in a hurry these can be introduced only with enormous resources and for sure not hassle free.

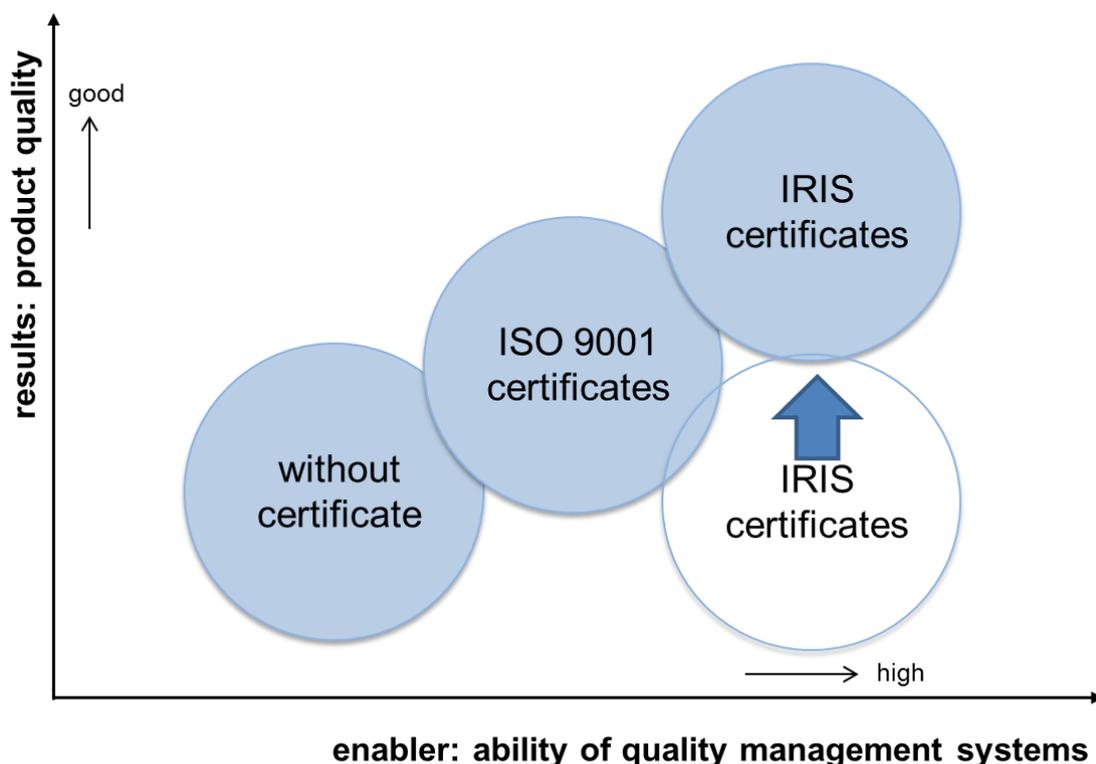
## ... and how does it continue?

As a next step new IRIS workgroups will modify IRIS Chapter 1: Certification Process and Chapter 2: Assessment Guidelines based on industry recommendations and rail operator requirements. The results shall be present simultaneously with the new ISO/IRIS, not later than 01/12/2017.

Here I expect significant improvements. I doubt that the current assessment methodology will stay as it is today. Certainly, the concept of the IRIS Assessment sheet will not be entirely eliminated, however it will change. But unfortunately currently nobody knows yet, how the future solution will look like.

While the revision of IRIS requirements is rather an evolution, the next generation of Assessment Guidelines could become a revolution. In discussion is mainly one question: How can we raise IRIS to a premium certificate? Indeed, today you can have an excellent quality management system, but whether everyone adheres to the processes and thus the product or service quality fits to customer expectations, unfortunately, this isn't guaranteed even with an IRIS certificate.

The new objectives can be best illustrated in a picture:



In future, IRIS certificates shall even more express that IRIS certified companies have a suitable QMS and actually deliver good rail products. This is the only way to ensure that IRIS certificates will get more weight in purchasing decisions. The idea behind: the better a QMS works and ensures good product quality, the lower the risk and so the expected additional expenses for the customer. In other words, the results of the delivered products and services (product quality, punctuality, customer satisfaction ...) must be evaluated quantitatively in the new assessment scheme as well. At the end, whether it will be called "gold", "silver" or "bronze" ... instead of the current scoring points, who knows? It will remain exciting in any case and I will continue to keep you up to date!

*Andreas Heinzmann*

# TRAINING OFFERS 2016

CC-Rail is best known for its challenging courses with numerous practical examples and realistic exercises. Visit our IRIS Academy and get ideas for your own company as well as motivation to master new challenges. Globally more than 1000 experts from all functional areas and different positions have already benefited from our knowledge. The consistently high valuations of our customers inspire us to keep the quality and in some respects even qualitatively expand our training standards.

Course titles	Dates	City / Country	Location	Booking deadline	Fees [EUR]
<b>Basic course for IRIS auditors (&amp; IRIS implementer)</b>	May 31-June 03	Berlin	Berlin Mark Hotel	April, 29th	2'200.00
	September 26-29 <sup>1)</sup>	Berlin	Berlin Mark Hotel	August, 26th	2'200.00
	November, 01-04	Dubai	<i>to be allocated by OMNEX in the next few weeks</i>		
	November, 07-10	India			
	December, 06-09	China			
	December, 12-15	Singapore			
<b>Advanced course for IRIS auditors (1<sup>st</sup> refresher / revalidation)</b>	November 28-30	Berlin	art'otel berlin-mitte, by park plaza	October, 28th	1'700.00
<b>Reliability, availability, maintainability and lifecycle cost (RAM/LCC) course</b>	September 26-29 <sup>1)</sup>	Berlin	Park Inn by Radisson Hotel Berlin City West	August, 26th	2'200.00
<b>IRIS project management for the rail industry (preparation for iapm certification)</b>	October 10-13 <sup>2)</sup>	Berlin	art'otel berlin-mitte, by park plaza	Sepember, 9th	2'200.00

<sup>1)</sup> This course is scheduled one week after the Innotrans (Sept, 20-23 <http://www.innotrans.de/>). Therefore some of you could consider to come some days earlier and spend a wonderful weekend in Berlin.

<sup>2)</sup> In this period is the Berlin Festival of Lights, a major attraction, please see <http://festival-of-lights.de/en/>.

The training catalogue with the respective detailed information, please see: <http://www.cc-rail.com/assets/5-services-of-CC-Rail.pdf>

**Prospective clients can register here [www.cc-rail.com/academy](http://www.cc-rail.com/academy) or contact us via e-mail [info@cc-rail.com](mailto:info@cc-rail.com)**

For all readers who are interested in more details of our training services, we published our order process in form (and how could it be otherwise ...) of a flowchart ([Link: http://www.cc-rail.com/assets/Uploads/ordering-process-for-training.pdf](http://www.cc-rail.com/assets/Uploads/ordering-process-for-training.pdf)).

Due to the demand, IRIS academy will offer briefings and trainings about significant changes in the IRIS requirements (IRIS Chapter 3 ⇒ new ISO / IRIS) in the 2nd half year 2016. At this time indeed we cannot know the final text of the new standard as it is still under review. However the baseline is very well known to us and we expect no new additional requirements, but rather less demands. Thus, the participants are on the safe side. The interest in first-hand information is understandably great. But we still need to ask for your patience because the training materials still need to be created during ongoing business without compromising its quality. We will inform you about the new event dates in our next newsletter.

Our future training activities in Asia are planned and organized by OMNEX, a new partner. It is also an international consulting and training organization, which covers a wide range of standards such as ISO 9001, ISO 14001, ISO / TS 16949, etc. By cooperating with CC-Rail they would like to improve their offers in the rail sector and we our presence in Asia.

In order to win more clients in English speaking countries (EU and AME), now CC-Rail provides its services also via the web-platform of Railway Technology. Please visit: <http://www.railway-technology.com/contractors/professional/international-competence-centre/>.



If one takes the trouble looking at www for IRIS training courses, then you will find hair-raising things: either the deals were already in the past (2012), or the training takes 2 days only; others talk about the 10 knockout questions ... Our recommendation: If you really want to understand the IRIS system, therefor at least 4-days training sessions are reasonable. Even then some complain that, given the learning quantity, 5 days would have been probably better. Please inform yourself also on the expertise of your lecturer and tell him that there are 12 knockout-questions 😊.

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***I'm convinced that Quality Management is profoundly logical. It's basically all about getting the risks under control.***

***Andreas Heinzmann***

Please refer to our report on the following page.⇒

## ***VDB-Guideline: Quality Engineering during design phase of rail vehicles and rail vehicle systems***

We like to draw your attention to a very interesting new publication of the VDB (VDB is the Association of the German Rail Industry). In cooperation with Deutsche Bahn a guideline was published to the "Quality Engineering during design phase of rail vehicles and rail vehicle systems" ([link](#)) more recently. The process model therein describes a potentially industry-wide standard for better control and comparability in development of complex rail vehicle systems.

The basic idea is not new. Already by NASA or later by the CMMI-model you may know the terms technology maturity (technology readiness level-TRL or product readiness level) and integration maturity (integration maturity level- IML) since some time. The guideline has now applied both to railway systems and their subsystems for the first time. The procedure described therein is based on maturity models for the TRL and IML. The latter refers to a higher or subordinate technical system, such as a new compressor in a conventional air conditioner. The aim is to define criteria and scales for comparability for a newly developed product versus a reference system (for example, an already known predecessor product) in order to derive the need for quality assurance methods (APQP) and to implement them in the development process, phase- or result oriented. The assessment of comparability is done based on non-functional requirements, of functional structures (functional break down), as well as product structures (product break down).

Your investments (resources, time and cost) in introducing this methodology (training of engineers, initial build-up of functional structures, including all system elements, specifying non-functional requirements, etc.) would be very high. However, they could actually contribute once by concrete measures to the often promised improvement of customer satisfaction. If one considers that in the current vehicle projects the number of engineering changes to be implemented at the field is constantly increasing (so called "Retrofit programmes" can include often more than 2000 engineering changes which have to be incorporated in Rolling Stocks under the eyes of the customers), RAM commitments are not achieved on time and projects are delayed due to immature technical solutions, then the expenditure should be still worthwhile.

Deutsche Bahn has demanded the promise from some of their system suppliers, that this concept will be tested, refined and then applied comprehensively in the new development of rail vehicles and their systems.

***We hope that our newsletter could provide some new information and useful suggestions to you.***

***Best regards,  
Your CC-Rail Team ([info@cc-rail.com](mailto:info@cc-rail.com))***