

ABSTRAK

Dicy Seftian Avandy. 2024. Analisis Peningkatan Proses Finishing Menggunakan Metode *Stopwatch Time Study* Dan *Largest Candidate Rule* Pada Kereta *Eksekutif* Argo Lawu *New Generation* di PT. XYZ. Program Studi Teknik Industri, Fakultas Teknik, Universitas PGRI Madiun, Pembimbing (I) Aan Zainal Muttaqin., MT., IPP, (II) Halwa Annisa Khoiri , S.Si.,M.Si

PT. XYZ merupakan Sebuah badan usaha milik negara yang bergerak pada industri kereta api di Indonesia. Metode *Stopwatch Time Study* merupakan suatu metode dalam pengukuran waktu kerja menggunakan jam henti (*stopwatch*), Metode *Large Candidate Rules* Merupakan Salah satu metode untuk menyeimbang lini produksi. dari hasil pengukuran yang telah dilakukan untuk proses *finishing* kereta *Eksekutif* didapatkan waktu standar sebesar 192,29 jam. Sedangkan perbaikan proses *finishing* terjadi peningkatan, Dengan Rata-Rata *Line Efficiency* yang sebelumnya 48.60% meningkat menjadi 56.34%, Total *Idle Time* yang sebelumnya 85.54 Jam menjadi 75.60 Jam, Rata-Rata *Balance Delay* yang sebelumnya 51.40% menjadi 43.66%, Total *Smoothness Index* yang sebelumnya 10.69% meningkat menjadi 9.45%.

Kata Kunci: Kereta *Eksekutif*, *Large Candidate Rule*, Proses *Finishing*, *Stopwatch Time Study*

ABSTRACT

Dicy Seftian Avandy. 2024. Analysis of Finishing Process Improvement Using the Stopwatch Time Study Method and Largest Candidate Rule on the Argo Lawu New Generation Executive Train at PT. XYZ. Industrial Engineering Study Program, Faculty of Engineering, Universitas PGRI Madiun, Supervisor (I) Aan Zainal Muttaqin., MT., IPP, (II) Halwa Annisa Khoiri , S.Si., M.Si

PT. XYZ is a state-owned company operating in the railway industry in Indonesia. The Stopwatch Time Study Method is a method for measuring working time using a stopwatch. The Large Candidate Rules Method is a method for balancing production lines. From the results of measurements carried out for the Executive train finishing process, it was found that the standard time was 192.29 hours. Meanwhile, improvements in the finishing process have increased, with the Average Line Efficiency which was previously 48.60% increasing to 56.34%, the Total Idle Time which was previously 85.54 Hours becoming 75.60 Hours, the Average Balance Delay which was previously 51.40% becoming 43.66%, the Total Smoothness Index increasing previously 10.69% increased to 9.45%.

Keywords: Executive Train, Finishing Process, Large Candidate Rule, , Stopwatch Time Study