Section 305 Technical Subcommittee

Boston, MA: June 14, 2014

Next Generation Equipment Committee NGEC 305

Introduction

Mario Bergeron - Chairman

Purpose of the Meeting

- The Draft Specification has been created for DMU
- This specification has involved more Technical Working Groups than before
- Lessons learned from previous specification writing efforts have been incorporated
- By the end of this meeting, we expect to vote to approve the specification

The PRIIA Specification Family

- Bi-Level (Initial Approval)—August 2010
  - Rev A: September 2011
  - Rev B: January 2012 (in support of RFI)
  - Rev C: April 2012 (in support of RFP)
- Single Level—February 2011
- Diesel Electric Locomotive—March 2011
- Trainset—August 2011
- DMU—*planned August 2012*
- Dual-Mode Locomotive—anticipated Q3-2013

Specification Development

- Requirements Document
  - Approved by Executive Committee
  - Provides Basis for Specification Details
- Develop First Draft Chapters
- Open Comment Period
- Technical Subcommittee Approval
- Review Panel Review
- Executive Committee Approval
- Subsequent Changes/Configuration Mgmt.

Industry Role for DMU

- At the outset of the DMU specification process there was much discussion over the demand for equipment
  - Many previous participants in specification development were less able to justify investing the time to support the DMU process
- A core group of people undertook to produce the necessary inputs to allow the specification to be completed
- The smaller group of contributors has several effects
  - The time for generation of the document was extended
  - Greater participation during the specification development period was strongly encouraged to minimize change proposals.
  - This contributed to only receiving **13** change proposals
- Today is the culmination of the review process and we shall see what it will take to approve the specification as was the case for the previous specifications

PRIIA 305 Tech. Subcommittee Organizational Structure

- The same subgroup structure has been used as was the case for the previous specifications
- Specification Director – Dave Warner
- Technical Working Groups
  - Electrical – Tammy Krause
  - Interior – Andrew Wood
  - Mechanical – Jeff Gordon
  - Propulsion – Jack Madden
  - Structures – Anand Prabhakaran
  - VTI – Brian Marquis
- Many thanks to the subgroup leaders and those members of their groups that have worked on this specification

What Makes the DMU Specification Different?

- Previous specifications have been more definitive about the product that is required.
- Based on the single-level car specification, but includes propulsion.
- Wide variety of propulsion modes and configurations need to be accommodated.
- The goal is to have a specification that:
  - does not unduly favor any manufacturer over any other
  - does not favor any technological approach over any other
  - provides compatibility with PRIIA single-level equipment

What Happens Next to the Specification?

- The Executive Board will need to review for acceptance the recommended specification of the technical subcommittee
  - A requirements document was approved by the Executive Board
  - A Review Panel has been established to assess the specification against those requirements and recommend acceptance or further work
  - The Executive Board will then vote on acceptance of the specification on/about August 7th, 2012

Other Technical Subcommittee Activities

- Future specification work will include dual mode locomotive
- Current ongoing work includes
  - Standardization working group activities on implementing the standardization policy adopted by the Executive Board
  - Procurement support of Bi-Level specification
  - Revision to Diesel-Electric Locomotive specification
  - Support of imminent D-E Locomotive procurement
  - Revisions to other specifications
  - Accessibility Working Group developing recommendations

Thank You!

Specification Development and Approval

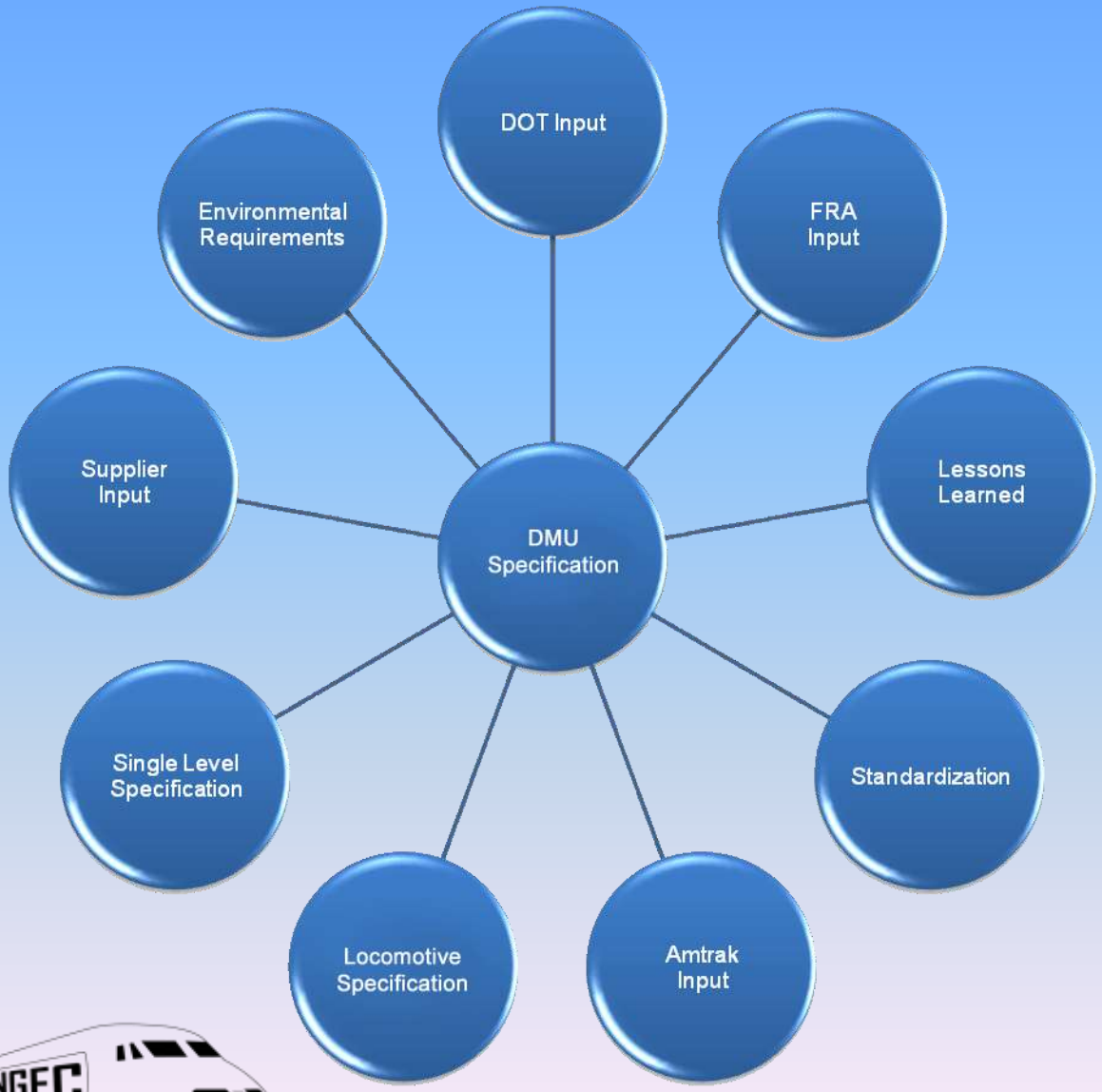
Dale Engelhardt - Vice Chairman

Next Generation Equipment Committee NGEC

What Will Happen Today?

- We have one goal before the meeting is concluded:
  - Finalize and approve the DMU specification
- How has that specification been produced?
- How are we going to review that work today?
- Who is going to take us through the process?

DMU Specification Inputs



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What Makes the DMU Specification Different?

- Several chapters on project management, testing, materials, references, etc. (Chapters 2, 3, 18 and 19) have used the common wording found in previous specifications
- The vehicle contains propulsion and passenger car attributes.
  - Other chapters were matched as closely as possible to existing chapter numbers.
  - Total of 25 chapters makes it the “largest” specification to date.

What Happens Today?

- Everyone has had the opportunity to review the draft specification, and propose changes
- The subgroups have reviewed and decided upon each of the change requests, and a summary matrix of findings is posted on the AASHTO website
- Decision on some requests has been deferred to today
- We will review all deferred urgent and as many less urgent change requests as time allows

How Will the Review Take Place?

- The same as we've done before
- Each question is allocated 15 minutes maximum
  - 5 minutes for the proposer to explain why they believe a change is necessary
  - 5 minutes for the rolling stock team and subgroup leader to respond
  - 5 minutes for discussion and conclusion
- The decision will be made by the specification director and the Technical Working Group leader based on the discussion held
- When all points are reviewed and decisions made, a vote will be taken by the voting members on the acceptability or otherwise of the specification for submission to the Executive Board

Please Be Concise!

Summary of Work on Technical Specification

PRIIA DMU

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Summary of Status of Changes Proposed for the DMU

- Initial draft of all DMU Chapters, and Change Request form posted on AASHTO website. Comment period was April 20 to May 11.
- Each submitted Change Request form was reviewed and final decision made by SubGroup, who revised Chapter wording as necessary
- All Change Request forms and their disposition are shown on the Change Request Summary Matrix on the AASHTO website
- The Change Request details are as follows

– **Accepted**	**3**
– **Amended**	**8**
– **Rejected**	**1**
– **Deferred**	**1**
– **Open**	**0**
– **TOTAL**	**13**

Upcoming Activities for NGEC Tech Subcommittee

- Standardization Working Group
  - Process currently undergoing pilot
  - Implementation through acquisition programs to come
- Document Control Process
  - Processed three Revisions to Bi-Level Specification
  - Working on Rev. A to Diesel-Electric Locomotive Specification
  - Working on Rev. A to Single Level Specification
  - Developing procedures to handle Accessibility Changes
- Support to Acquisition Programs
  - RFP in progress for apprx. 130 Bi-Level cars
  - Diesel-Electric Locomotive this summer
  - Technical support throughout the programs will be required

Thank You!