

NGEC Technical Subcommittee and Specification Development

NGEC Annual Meeting
February 25, 2020

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National Railroad Passenger Corporation (Amtrak)
Vice Chair NGEC Executive Board
Chair, NGEC Technical subcommittee



The NGEC will provide national leadership in standardization,
acquisition, financing and management of passenger rail equipment.

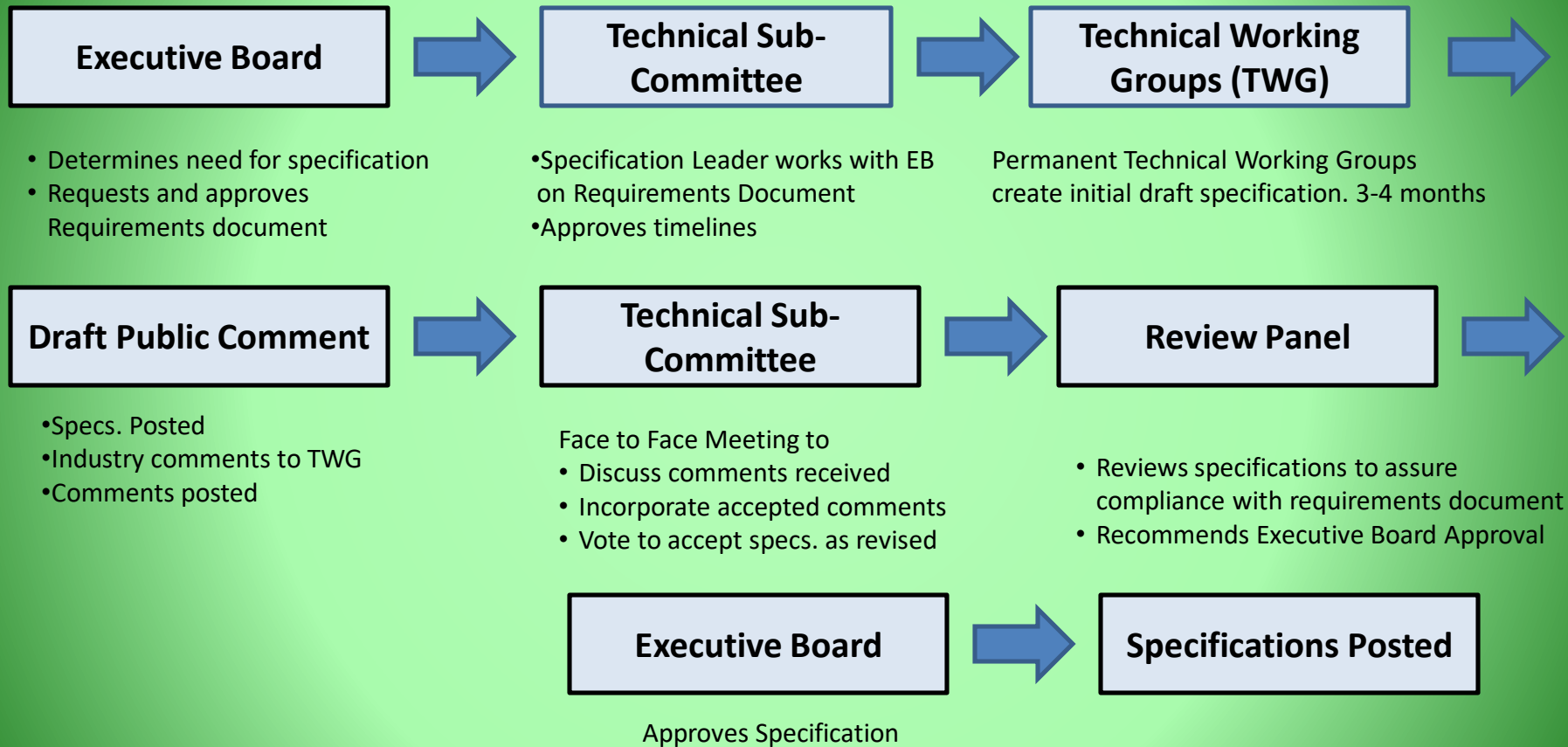
PRIIA 305 Technical Subcommittee

- Main purpose is to develop specifications as requested by the Executive Board.
- Comprised of representatives from Amtrak, FRA, States, and rail equipment manufacturers and suppliers.
- Currently we have 12 states involved; California, Connecticut, Illinois, Iowa, Maine, Missouri, New York, North Carolina, Oklahoma, Oregon, Washington and Wisconsin.
- Presently over 200 volunteer industry participants. Open to anyone from companies/consultants involved in rail.
- Majority of spec writing done by members of the 6 permanent working groups on a volunteer basis with support from a technical writer and the document control manager.
- All chapters for the car and locomotive specifications have same titles and where possible the actual chapters are the same



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Specification Creation Process



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Equipment Specifications Created and Updated To Date

- Bi-Level: D – 08/2016
- Locomotive: B – 06/2017
- Single Level: B.2 – 08/2020
- Trainset: B – 1/2022
- DMU: A – 1/2022
- Dual Mode Loco: IR – 02/2016



Current Status of Revisions

- The Bi-level specification is currently on revision D and the TWGs processed a total of 295 DCRs to date.
- The Single level and Trainset specifications were both updated in 2019 and incorporated 180 and 102 changes, respectively. The Trainset specification was re-formatted in January 2022 to be consistent with the other specifications.
- The Locomotive specification is on Revision B – completed in June 2017.
- The DMU specification Revision A was completed in January 2022.



Revising Specifications

New specifications are issued as initial release, version IR. A thorough process for managing change control and Revision approval is in place. This process can take months, typically DCR's are processed, and a specification is revised after several DCRs have been received.

- There is an Urgent DCR process to address issues that may come up during a procurement. This pushes a DCR through the system in less than two weeks.

Document Change Request Form (DCR)

- Changes can be proposed by anyone using a DCR.
- Evaluated by the TWG responsible for the section affected.
- Approved by the TWG.
- Approved by the Technical Subcommittee
- Sent to Executive Board
- Review panel reviews for compliance with requirements document.
- Executive Board approves.



Tech Sub Committee 2021 Highlights

- TSSSA - Technical Support, Services, Spares Agreement Template primer guide issued in September 2021 and renamed “Guidance for Long term Vehicle Service Agreements”.
- Vehicle Weights Working group progressed industry discussions to develop guidance document
- DMU Specification Revised
- Vehicle Acquisition and Ownership Recommended Practices Document issued



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Tech Sub Committee Active Efforts

- Active working Groups and Studies
 - Electronics on trains
 - 6 Technical Working Groups
 - Vehicle Weights Working Groups
 - University of Nebraska/FRA High Speed Wireless Study
 - Locomotive Technology Task Force – to be reactivated likely in 2022.



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Comments or Questions?



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