

Amtrak MUST SC-44 Experience



PRIIA Section 305 Next Generation Corridor Equipment Pool Committee (NGEC) 12th Annual Meeting

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February 25, 2022

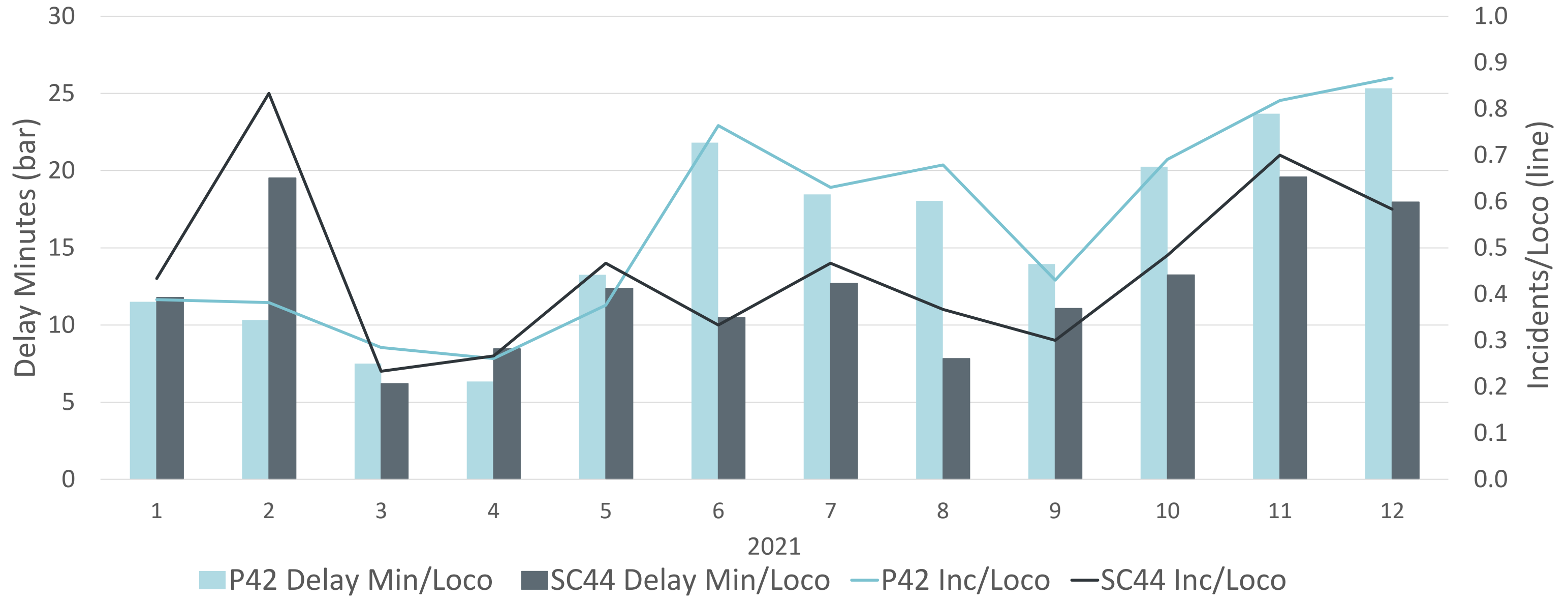
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OWNER	MAINTENANCE BASE	QUANTITY IN SERVICE
Midwest DOTs (IDTX)	CHI	33
Caltrans (CDTX) 2 Leased by CALTRANS	OAK	10
Caltrans (CDTX)	LAX	14
Wash DOT (WDTX)	SEA	8

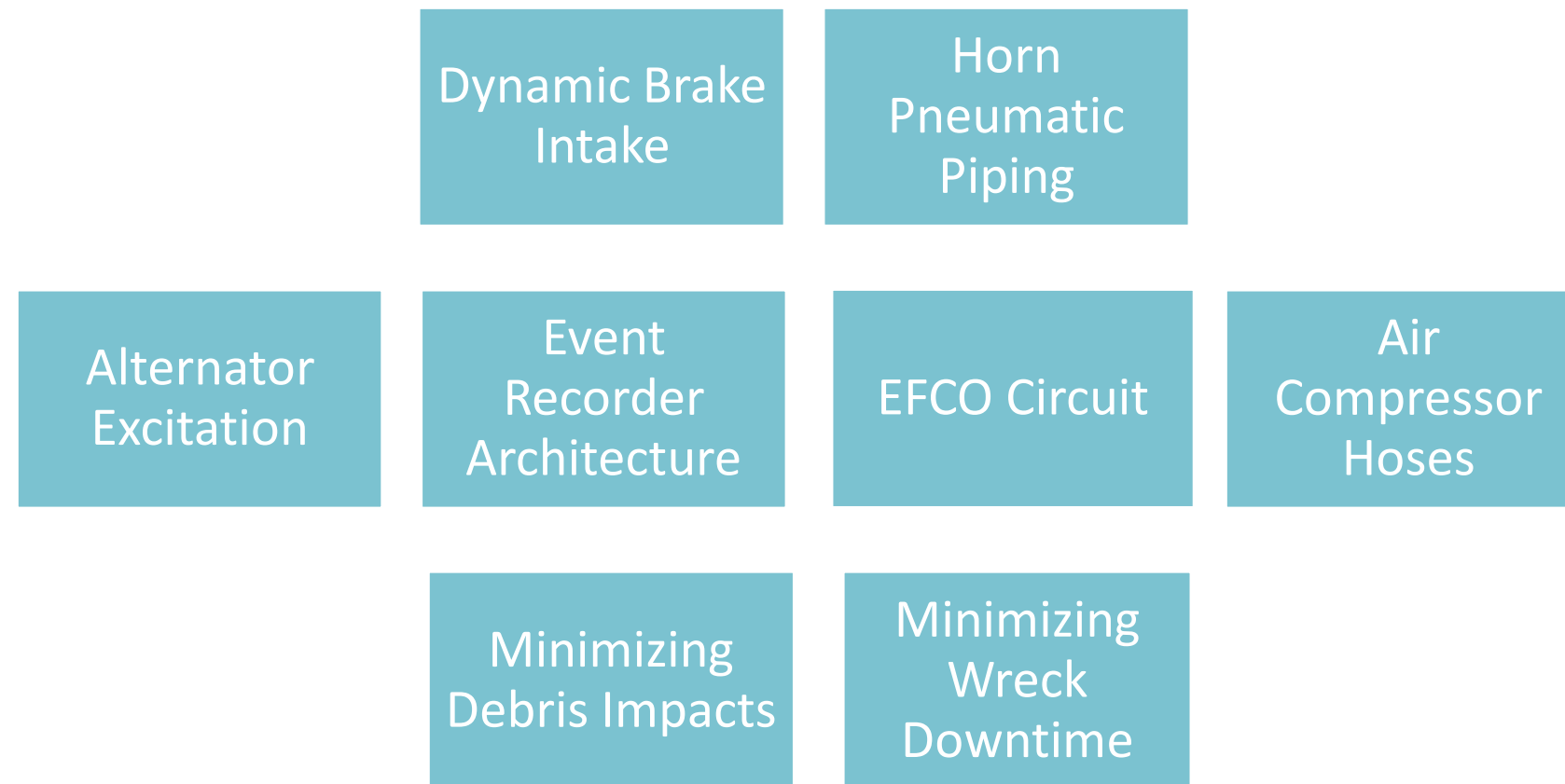
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Primary Diesel Revenue Fleet OTP Reliability



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The SC-44 Locomotives have been proven in service. Amtrak continues to collaborate with Siemens and the States to resolve outstanding and recent fleet issues especially regarding winter performance:



Siemens has made considerable progress with over 230+ Siemens FMIs correcting many maintenance issues including oil and turbo failures and air starter, HEP transformer pump, and gas sensor issues.

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- Significant material and procurement delays continue especially with SC44 installed-base vendors
- Challenges continue as the unit service times increase and new failure modes develop
- Multiple existing platform improvements have not yet been implemented due to sourcing and administrative process delays (i.e. New Event Recorder Architecture, Radio/MU Trainline/EFCO/DEF wiring, Front Cab Structure, etc.)



Amtrak MUST SC44 Lessons Learned ⁶

- Amtrak recommends purchasing an OEM Service Agreement (TSSSA) in conjunction with the procurement of the Locomotives that provides requirements for covered material delivery and advanced technical support that an operator or independent maintainer cannot provide
- Continue to improve processes and streamline communications among all parties regarding FMI's and equipment modification approvals