

Charger Locomotive Deployment

“The California Experience”

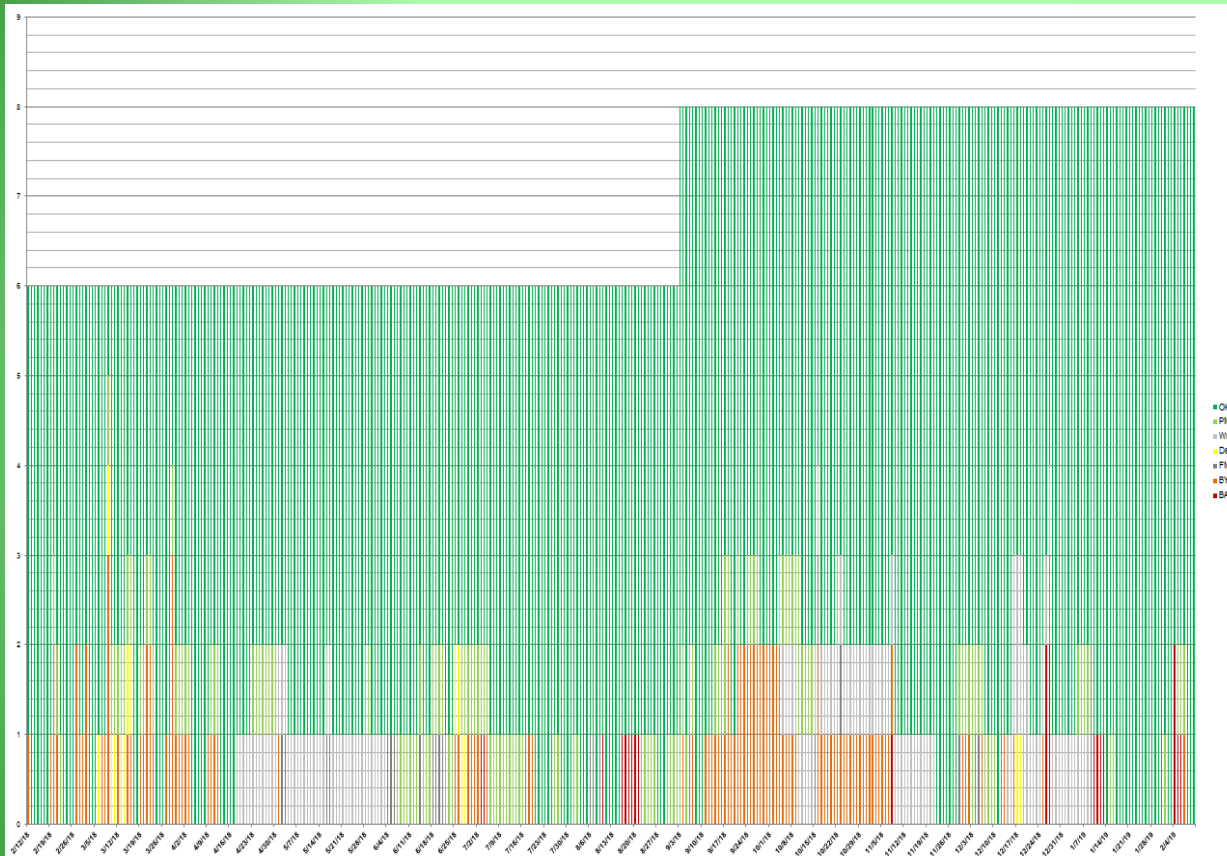


The NGEC will provide national leadership in standardization, acquisition, financing and management of passenger rail equipment.



Fleet Performance - Oakland

Oakland – 8 Charger locomotives



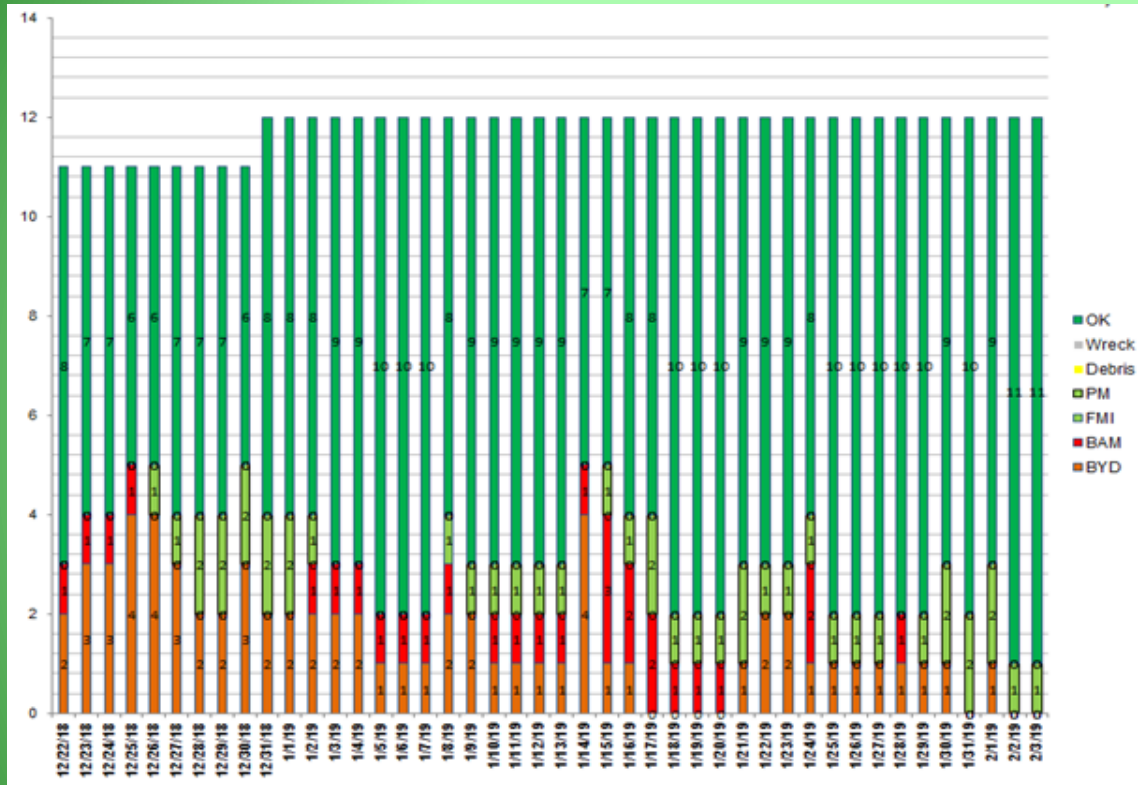
- Close collaboration with Amtrak on-site team.
- Consistent performance since record keeping started.



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Fleet Performance - LA

Los Angeles – 14 Charger locomotives



- 13 of 14 locomotives delivered
- 13 locomotives in service
- Collaboration resolving ramp up challenges of new fleet and PTC



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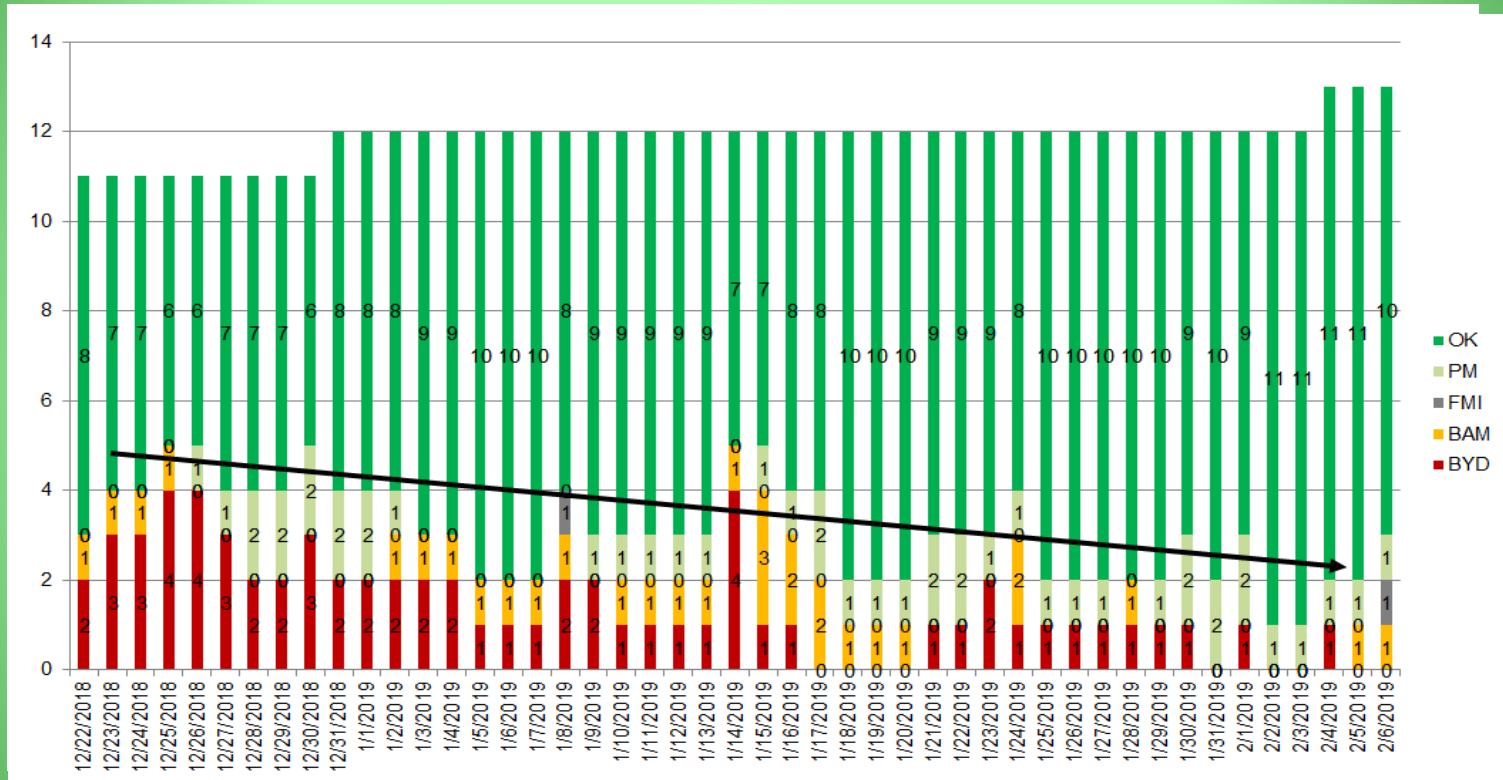
Team Effort

- Coordination between Caltrans, Siemens, Amtrak, JPAs, and JPEs (IDOT/WSDOT) through:
 - Bi-Weekly Project Management call (JPEs/Siemens)
 - Bi-Weekly Warranty call
 - Failure Review Board meetings
 - Weekly Charger Status Update (Amtrak, Caltrans, JPAs, and Siemens)
 - Weekly FMI call (Amtrak, Caltrans, JPAs, and Siemens)



Warranty Spare Parts Issues

Concerns with lack of Warranty spare parts to support Option locomotives



Siemens has been working to address concerns and trend is improving.



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New Larger Snow Plow

Current Design



New Caltrans Design



Worked with Amtrak to ensure proper clearances can be maintained.



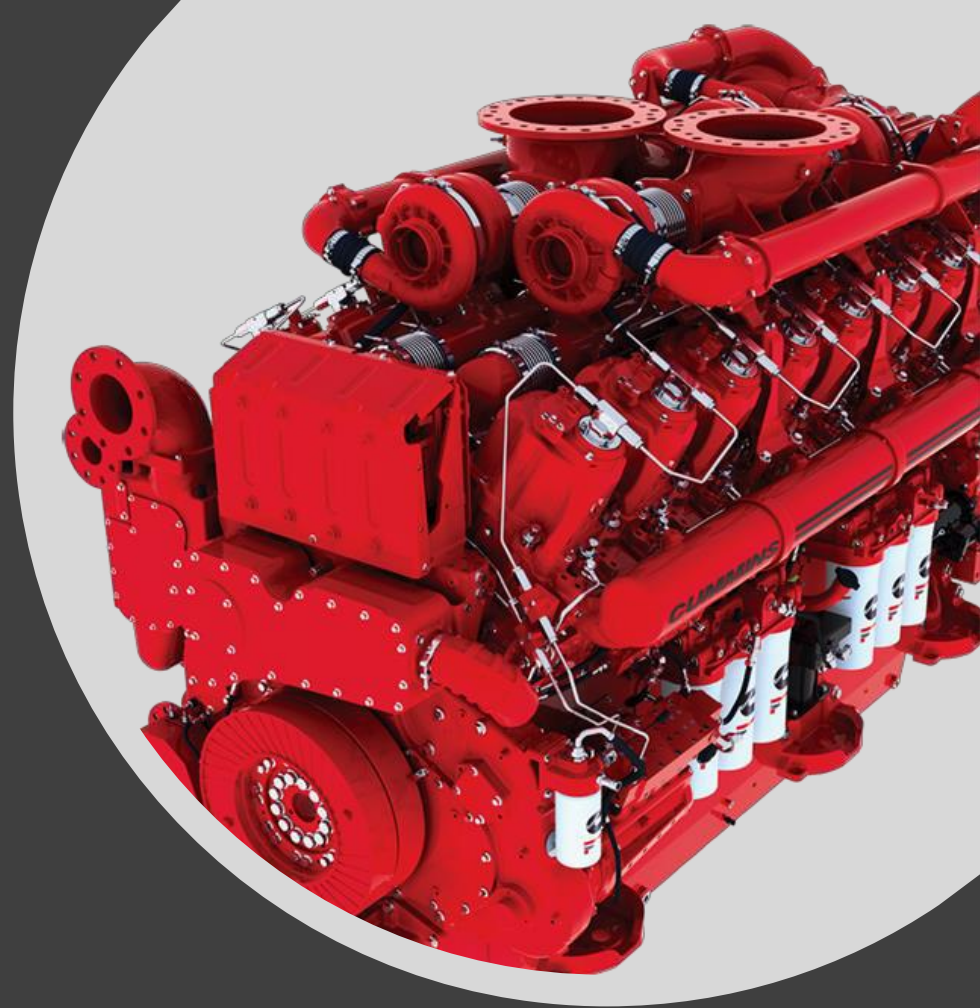
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Renewable Diesel Project

- Caltrans and Capital Corridor partner to achieve reduced GHG through Renewable Diesel.
- Cummins and Siemens Supporting Testing of the RD Fuel in new Tier IV locomotive.
- Test Planning underway for Long term durability of engine running RD fuel.

Renewable Diesel Advantages

- 12% reduction in system out NOx emissions on EPA emissions test
- 50% (approximate) reduction of particulate mater (cause of black smoke).
- Initial tests at Cummins are positive, next phase is field long term testing.
- Preliminary Data provided by Cummins



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