

# Section 305 Technical Subcommittee

## Annual Progress Report

Mario Bergeron-Chairman  
Dale Engelhardt-Vice Chairman

Washington, DC

February 23, 2012



# Presentation Summary

## Highlights Since Last Meeting: Feb. 15, 2011

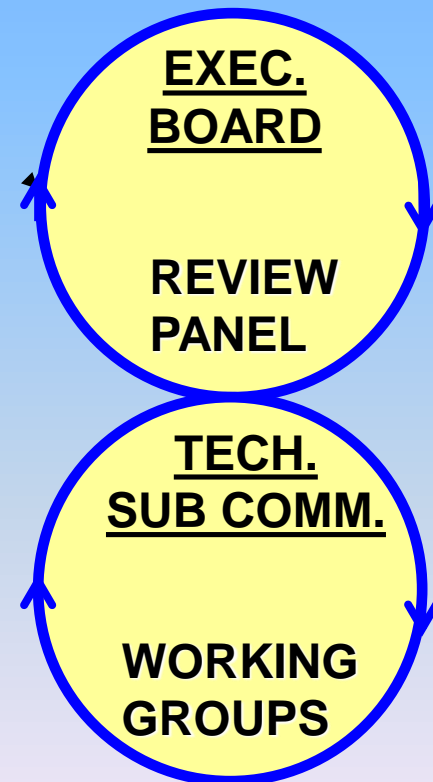
- Technical Subcommittee Overview
- Document Approval Process
- Vehicle Requirements Documents
- Vehicle Specifications
- Disclaimers
- Systems Engineering Task Force
  - Document Management System
- Locomotive Technology Task Force
- Standardization Task Force
- Accessibility Working Group

# The Technical Subcommittee

- Membership
  - Core Team Members
  - Industry Members
- Structure
  - Technical Working Groups
  - Task Forces
- Meetings
  - Technical Subcommittee
  - Technical Working Groups
  - Task Forces

# Document Approval Process

- General document flow evolving
- Essentially the same for each document
- Requirements Document
- Specification
- Document Changes
- Special Reports



# Vehicle Requirements Documents

- Diesel Electric Locomotive (Relook)
  - Issue: 125 or 110 mph top speed
    - LTFF tasked to provide answers/recommendations
    - LTFF recommended “No Change” to Diesel Requirements Document 9/8/11
    - 2-3 Months of effort
  - End result: Still 125 mph
- Dual Mode Locomotive
  - Requirements Document approved by Tech. Sub: July 2011
  - Executive Board approved: December 2011
- Diesel Multiple Unit (DMU)
  - Executive Board approved Requirements Doc.: October 2011

# Vehicle Specifications

- Generally require 6 – 9 months to develop
- Previously approved specifications
  - Bi-Level (August 2010)
  - Single Level (February 2011)
- Diesel Electric Locomotive approved (March 2011)
- Trainset approved (August 2011)
  - FRA Objected to inclusion of Crash Energy Management
  - FRA Issued Position Paper and Disclaimer Statement in November
- Diesel Multiple Unit (DMU) In Process
  - Requirements Document approved (October 2011)
  - Milestones Approved (November 2011)
  - Anticipated Completion in Summer, 2012

# Disclaimers

- Specifications:
  - General Use Disclaimer
    - Adopted by Executive Board on March 16, 2011
    - “Use at Own Risk”
  - FRA Disclaimer Statement
    - FRA concerned about “approving” features exceeding scope of existing regulations and supplier product endorsement
    - Exec. Board consensus to implement (Nov. 2011)
- Administrative (for Special Reports)
  - Request by Locomotive Technology Task Force
  - Adopted by Exec. Board on Jan. 3, 2012

# Systems Engineering Task Force

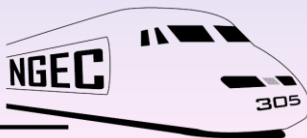
- Ensures Documentation:
  - Meets needs of NGEC members
  - Is kept current
- Benefits
  - Common approach to equipment acquisition
  - Adoption of industry lessons-learned
  - Improved ability to promote vehicle standardization
- Activities
  - Document Management System
  - Support FRA Buy America guidance
  - Standardization language incorporated into Bi-Level RFI



# Document Management System

## Type Of Changes:

- Minor
- Major
- Urgent



# Document Management System

- Manage NGEC-Approved Documents
- Bi-Level Specification
  - Rev. A Approved. (Pilot Project) (50 Changes)
  - Rev. B Approved (63 Changes)
  - Rev. C In Progress (to support RFP) (85 Changes)
- Locomotive
  - Rev A In Progress (to support RFI) (>50 Changes)
- Single Level
  - Rev A In Progress (100 Changes)

How Does a Procurement Impact the Process?

# Locomotive Technology Task Force

- Diesel Locomotive Reports Issued
  - Locomotive-Vehicle Technology Report (Dual Mode loco.)
  - Potential Other Locations for Dual Mode loco.
  - Top Speed Variation Impact Study
- Exceptional open disclosure from several suppliers during report creation
- “Questions” Answered: Fuel consumption simulation
- Is the “GO TO” group for locomotive-related questions

# Standardization Task Force

- Pilot Program Established in May 2011
  - Seven standardization candidates identified
  - Trainset specification delayed work
  - No effective agreement on Pilot candidates
- Challenges
  - Little Technical SubGroup member interest
  - No current baseline vehicle for interface standards
- Renewed Focus with current effort from Independent Review of the process, issues, and recommendations.
  - \* Topic of a separate agenda item

# Accessibility Working Group

- All vehicle specifications meet current ADA requirements
- Committee formed to analyze future accessibility needs/make recommendations to Technical Subcommittee
- Multiple organizations developed recommendations that exceed current federal requirements
- Some new features related to lift capacity and dimensions to be included in Bi-Level passenger car under Rev. “C”.
  - \* Topic of a separate agenda item

# Thank You!

- Technical SubCommittee Core Team Members
- Specification Leaders
- Technical Working Group Leaders & Volunteers
- Technical Support & Consultants
- Industry Members
- Presentation Creative Team

THANK YOU