

Section 305 Technical Subcommittee

Chicago IL June 22nd 2011



Introduction

Mario Bergeron - Chairman



Purpose of the Meeting

- The Draft Specification has been created for trainset
- This specification has required a different approach
- This revised approach has made the review process culminating today all the more important!
- By the end of this meeting, we expect to have the specification agreed and accepted!



The Process Thus Far

- The requirements of PRIIA are well understood at this point
- The process that the Technical Subcommittee has gone through is also well known
- Specifications have been accepted and approved by the Executive Board for the bi-level and single level standalone cars and the high speed diesel locomotive.
- The Annual Meeting was held earlier this year for all industry members
 - Strong messages provided on standardization by the Administration
 - High level of focus on the development of the industrial base



Industry Role for Trainsets

- At the outset of the trainset 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 trainset 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
 - The review process by industry became even more important given the reduced role in the original generation process
 - This has been demonstrated by the 281 change proposals received
- Today is the culmination of the review process and we shall see whether we can approve the specification as was the case for the previous specifications



PRIIA 305 Technical Sub Committee

Organizational Structure

- The same subgroup structure has been used as was the case for the previous specifications
- The change process has been revised and has involved support from LTK
 - This process has been justified and has proved effective
- Technical Sub-Groups
 - Mechanical Sub-Group – Jeff Gordon
 - Structural Sub-Group – Anand Prabhakaran
 - VTI Sub-Group – Brian Marquis
 - Interior Sub-Group – Andrew Wood
 - Electrical Sub-Group – Tammy Krause
- Many thanks to the subgroup leaders and those members of their groups that have worked on this specification



What is different about this specification?

- Previous specifications have been more definitive about the product that is required.
- While initially based on the single-level car specification, the trainset specification has more flexibility built into it. It is far closer to a performance specification in areas than a design specification.
- The specification recognizes the integrated nature and design of trainsets
- The goal is to have a specification that does not unduly favor any manufacturer over any other, nor any technological approach over any other.
- This approach is less consistent with the aspiration for standardization of equipment, and we will have to work on that as we progress.



What Happens to the Specification Next?

- The Executive Board will need to review for acceptance the recommended specification of the technical subcommittee
 - A requirements document has been accepted by the Executive Board
 - A review panel has been established
 - The review panel will assess the specification against those requirements and recommend acceptance or further work
 - The Executive Board will then vote on acceptance of the specification on August 2nd 2011

Other Technical Subcommittee Activities

- The initial core specifications will be complete with this specification
- Future specification work will include dual mode locomotives
- Current ongoing work includes
 - Standardization working group activities on implementing the standardization policy adopted by the Executive Board
 - Systems Engineering Group with immediate activities focused on the specification change process
 - Procurement support processes to take the current specifications and build them into a process for acquisition of equipment for multiple partners in collaborative programs



Thank You!



Specification Development and Approval

Dale Engelhardt - Vice Chairman



What Will Happen Today?

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



Trainset Specification Inputs



What is different about this specification?

- Several Chapters on project management, testing, materials, references, etc. (Chapters 2-3 and 16-23) have used the common wording found in bi-level and single level car specifications
- It was decided that changes to these “Common” chapters should be made using the PRIIA Document Change Request (DCR) form, so that any changes are kept in “sync” with all other issued car specifications

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 last time for those that were there!
- 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 rolling stock team and the subgroup 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 Trainset



Summary of Status of Changes Proposed for the Trainset

- Initial draft of all Trainset Chapters, and Change Request form posted on AASHTO website. Comment period was June 1 to June 16
- 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	168
– Amended	38
– Rejected	64
– Deferred	11
– Open	0
– TOTAL	281

Next Generation
Equipment Committee



Upcoming Activities for NGECC Tech Subcommittee

- Standardization Working Group
 - Process currently undergoing pilot
 - Implementation through acquisition programs to come
- Change Control Process Development
 - Pilot program underway
 - More detailed briefing will follow
- Locomotive Technology Taskforce
 - Dual mode locomotive requirements from NY State identified
 - Timescale for generation of a specification will be dependant on the in service dates required
- Support to Acquisition Programs
 - Grant awards to multiple states announced
 - Joint acquisition program being developed
 - Technical support throughout the program will be required

