

Washington Metropolitan Area Transit Authority  
**Board Action/Information Summary**

<input checked="" type="radio"/> Action <input type="radio"/> Information	MEAD Number: 100419	Resolution: <input type="radio"/> Yes <input checked="" type="radio"/> No
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**TITLE:**

Door Control Repair 6000 Series Railcars

**PURPOSE:**

To request Board approval to modify contract TC6000, which is for the purchase of the 6000-series railcars, in the not to exceed amount of \$794,000 to repair door control units on the 6000-series railcars.

**DESCRIPTION:**

There were three incidents in 2008 where trains, in automatic door operation, had the doors open on the wrong side of the train at station stops, while in revenue service. As a result of these incidents, Metro went to manual door operation as a precautionary measure until a viable technical solution could be found. Metro requested Alstom to provide a viable technical solution. The determined root cause of the failures was an increase in Electromagnetic Interference (EMI) levels from power substations, as a result of the 50% 8-car train traction power upgrade.

Alstom's proposed Automatic Train Control (ATC) modification was found acceptable by Metro staff based on joint laboratory and field testing. Alstom is the original equipment manufacturer for the ATCs. No other manufacturer is able to provide a door control unit that is compatible with Alstom's ATC System. Accordingly, Alstom is the only source for the door control solution. All railcars equipped with Alstom's automatic door controls are affected. This modification has been approved and initiated on the 1000, 2000, and 3000 series railcars. Wrong-side door solutions are currently being tested for the 5000 series railcars.

This modification is necessary to ensure a safe environment for our passengers. It will eliminate wrong-side door openings, when the door system is in automatic operation, and reduce delays and passenger inconvenience with out-of-service trains. Contract award is anticipated in June 2010 with a projected start date in January 2011. Repairs to the 6000-series railcars should be completed 120 days after start.

**FUNDING IMPACT:**

Program:Capital Improvement Program 6000-Series Railcar Project:CF_6RPU Project Manager: Ken Morford FY2010 Budget:\$18,369,815 This Action:\$ 794,000 Prior Approval:\$ 4,067,279 Remaining Budget:\$13,508,536 Remarks:None Operating Budget Impact:None
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**RECOMMENDATION:**

Approval to modify contract TC6000, which is for the purchase of the 6000-series railcars, in the not to exceed amount of \$794,000, to repair door control units on the 6000-series railcars.