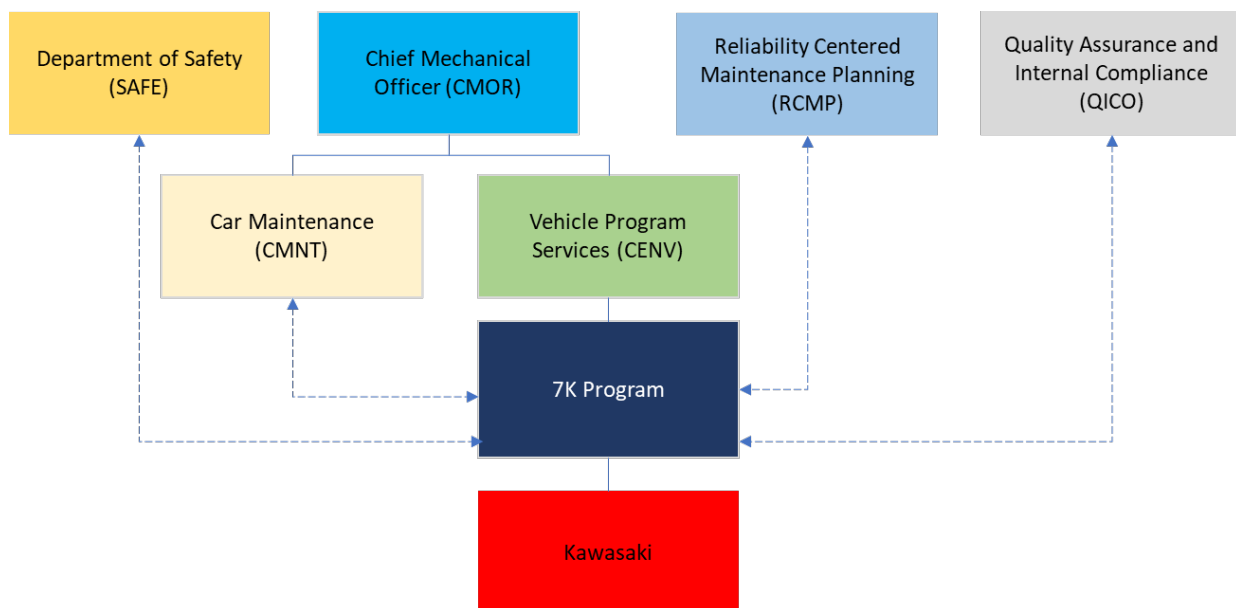


Appendix A

How WMATA's 7000 Series Program is Organized

The 7000 Series program is organized under the Vehicle Program Services department (CENV). Vehicle Program Services and the Car Maintenance Department (CMNT) are organized under the Office of the Chief Mechanical Officer (CMOR) as shown in the organizational chart below. The program structure facilitates communication between the 7K Program and the internal stakeholders.



The 7K Program Staff are responsible for design, qualification, delivery, and commissioning, and modification activities of the program. The 7K program also manages the warranty program, monitoring operational failures to identify potential safety issues and reliability failures that impact vehicle reliability.

SAFE is responsible for the review and approval of all vehicle safety analyses (hazard, etc.), vehicle safety certification, and review and approval of all Engineering Test Plans and Engineering Modification Instructions.

CMNT is responsible for the maintenance and inspection of railcars, identification of failures, disposition of failures, and notification of any potential safety defects to the attention of the Chief Mechanical Officer, Local Safety Committee, and 7K Program. CMNT liaisons provide feedback to the program concerning vehicle inspection, reliability, and maintainability issues.

QICO is responsible for oversight (Quality Assurance) of the program, warranty administration, and Quality Control inspection services during vehicle manufacture and during modifications.

RCMP monitors and reports 7K fleet reliability performance identifies failing components or systems impacting operational performance and vehicle availability. RCMP also compiles and analyzes all data used in contract Reliability Demonstration test (RDT).

The warranty program is subdivided into three main activities with the participation of the 7K Program Staff, CMNT, QICO and RCMP:

- Daily Warranty meetings to review the failures from the prior day(s), identify actions to repair the vehicle, and discuss any emerging trends.
- Weekly FRACAS (Failure Reporting and Corrective Action System) Meetings to discuss the prior month's failures and assess whether the failures should be counted against the 7K program reliability requirements (i.e., contract Reliability Demonstration Test), and assess the need for a failure analysis.
- Monthly RAM (Reliability, Availability, Maintainability) Board meetings are conducted to review the fleet reliability metrics (MDBF, MDBD), and identify subsystems/components that are preventing completion of the Reliability Demonstration Test.

After identification by CMNT, wheelset migration failures were discussed during the daily Warranty meetings and weekly FRACAS meetings where failures were dispositioned.

Shop technicians inspect the wheelset assembly during routine Periodic Inspections. The Supervisor documents any failed or discrepant wheelsets in a Maximo work order, and the failure is subsequently communicated to CMNT management via the chain illustrated above. Kawasaki warranty personnel are informed of the failure and CMNT issues a Work Report Form to Kawasaki to make the repair. Occurrences of failed wheelsets are communicated to the 7K Program during joint warranty meetings with the 7K Program, CMNT, Reliability Centered Maintenance Planning (RCMP), and Quality Assurance, Internal Compliance, and Oversight (QICO), and Kawasaki.