**Expression of Interest – Vendor Questions and WMATA Responses**

Listed below are questions submitted by interested vendors and WMATA’s responses as related to the Expression of Interest (EOI) for the Automatic Wayside Inspection System (AWIS). In most cases the questions are presented exactly as written by the interested vendors with no editing of content, grammar, or spelling. The source of the questions is not identified. Vendor submissions in response to the EOI are due no later than February 27, 2015.

Question 1: Is WMATA looking for AWIS Systems that are low-speed and installed in yards or inside depots, or for high-speed systems installed on your mainline tracks in the open climate and environment?

Response 1: WMATA will consider all options.

Question 2: May we have dimensional drawings of the 2000, 3000, 4000 and 5000 Series Vehicles to better access the location and obstructions to brakes, gear boxes, journal bearings, etc.?

Response 2: This is beyond the scope of the EOI. Such items will be addressed in the Request for Proposal (RFP) phase if WMATA decides to proceed with AWIS.

Question 3: May we also have dimensional drawings of the car bodies to assess the profiles of each vehicle series to determine exterior difference between each for high and wide load assessment?

Response 3: This is beyond the scope of the EOI. Such items will be addressed in the RFP phase if WMATA decides to proceed with AWIS.

Question 4: May we have undercar photos identifying the location of gear boxes, journal bearing, dynamic braking grids, etc. by car model number?

Response 4: This is beyond the scope of the EOI. Such items will be addressed in the RFP phase if WMATA decides to proceed with AWIS.

Question 5: AAR S-918A is used extensively through the US on freight and passenger rail.   Can we assume this standard would be acceptable?

Response 5: WMATA is making no assumption as this stage, but will consider all options as to suitability.

Question 6: Will WMATA will take the responsibility to tag the A and B end of each EMU (electric multiple unit)?

Response 6: At this time WMATA is looking for a turn-key system but this will be addressed in the RFP phase if WMATA decides to proceed with AWIS.

Question 7: Can WMATA provide their track clearance envelope drawing?

Response 7: This is beyond the scope of the EOI. Such items will be addressed in the RFP phase if WMATA decides to proceed with AWIS.

Question 8: What speeds will the railcar start receiving the data from each data point?

Response 8: WMATA will consider all options.

Question 9: What would be the cycle of data transmission or will it just be stored data until it reaches a barn or yard?

Response 9: WMATA will consider all options.

Question 10: Do you intend that a no-go signal from the data inputs would not allow the train to move, Safety interlock

Response 10: WMATA has made no determination in this regard.

Question 11: Installation on the bogie, would it be possible to install some component on the bogie then transmit the data from the bogie do you need wayside equipment?

i.             Wheel flat spot and roundness (Mounted on Bogie)

ii.            Wheel profile (Mounted on Bogie)

iii.           Wheel back to back measurement (Wayside)

iv.           Brake pad thickness (Mounted on Bogie)

v.            Brake disk thickness (Mounted on Bogie)

vi.           Thermal imaging to detect hot wheels, gear boxes, journal bearings,brakes,etc (Mounted on Bogie)

vii.          Dragging equipment (Wayside)

viii.        High or wide loads (objects protruding outside the dynamic environment) (Wayside)

Response 11: WMATA will consider all options.

Question 12: Wayside Location

1)            Straight level tangent track?

2)            Speeds?

3)            Transmitting Data to what location vehicle and or OCC.

Response 12: WMATA is interested to learn what options are available in this regard.

Question 13: Do you accept email responses (PDF)?

Response 13: WMATA prefers hard copies of all submittals. PDF is not recommended due to the limited file size that can be accepted.

Question 14: It is mentioned that Thermal Imaging is needed to detect hot wheel, gear boxes, journal bearings, brakes, etc. Is imaging a requirement or can other point scanners be used for this purpose?

Response 14: WMATA will consider alternate methods of thermal detection than that of imaging.

Question 15: For flat spot and roundness detection, does WMATA prefer a certain technology, such as strain gauge, accelerometer, or optical solutions?

Response 15: At this time WMATA does not have a preference as to the technology used.

Question 16: We assume that this is an outdoors installation. Is that correct?

Response 16: WMATA is interested to learn about all options as to the installation and is currently making no assumptions.

Question 17: What will be the minimum and maximum speeds and potential speed variations at the installation site.

Response 17: WMATA is interested to learn what options are available in this regard.

Question 18: For brake disk and pad measurement, do your vehicles use axle mounted or wheel mounted disks?

Response 18: Brake disks are wheel mounted.

Question 19: Is the rolling stock equipped with AEI (Automatic Equipment Identification) tags?

Response 19: No

Question 20: Are there serial numbers on the Trucks and/or is there a naming convention for each truck?

Response 20: The trucks are serialized.