## Locomotives
| Unnamed: 0 | Unnamed: 1 | Locomotive Change Orders/Contract 14-1-DPIT | Unnamed: 3 | Unnamed: 4 | Unnamed: 5 | Unnamed: 6 | Unnamed: 7 | Unnamed: 8 | Unnamed: 9 | Unnamed: 10 | Unnamed: 11 |
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| Change Order # | Title | Brief Description | Total | Caltrans | WSDOT | Execution Date | Siemens Proposal Submitted | JPE CO Form Completed | CO Form Signed by Siemens | CO Form Signed by JPEs | Comments |
| 1 | Jump Seat | An optional provision, beyond contract design, to add a third, wall mounted seat into the cab design of the locomotive. | 49297 | 14832 | 18780 | 2015-04-30 00:00:00 | Yes | Yes | Yes | Yes | Executed |
| 2 | Tread Scrubber | An option beyond locomotive scope, this change order implements a tread scrubber which improves adhesion conditions and the electric conductivity between wheel tread and track | 207548 | 63266 | 79066 | 2015-04-30 00:00:00 | Yes | Yes | Yes | Yes | Executed |
| 3 | Strobe Lights | Operational safety requirement requests - integrates a red strobe light - initiated with application of the emergency or penalty brake, and two white strobe lights - initiated when the crossing bell is activated. | 100154 | 29490 | 38154 | 2015-04-30 00:00:00 | Yes | Yes | Yes | Yes | Executed |
| 4 | Third TOD | Operator safety requirement request - replaces dummy board with a third displays at the helper's side of the driver's desk. | 142167 | 43566 | 54159 | 2015-06-10 00:00:00 | Yes | Yes | Yes | Yes | Executed |
| 5 | Grab Handle | Operational safety requirement request -implements two additional handles inside the cab and two head bumpers. | 49093 | 14407 | 18702 | 2015-06-10 00:00:00 | Yes | Yes | Yes | Yes | Executed |
| 6 | Step Light | Operational safety requirement request - Implements LED step light at the machine room door. | 29945 | 8904 | 11408 | 2015-06-10 00:00:00 | Yes | Yes | Yes | Yes | Executed |
| 7 | Wheel Profile | Change in wheel profile from American Public Transportation Association ("APTA") 140 (specified) to APTA 340 (new requirement after execution of the contract). | 49973 | 14278 | 19037 | 2015-06-10 00:00:00 | Yes | Yes | Yes | Yes | Executed |
| 8 | GE-X-ITCS (IDOT Only) | Modifies contract scope for ITCS System requirements with contractor not supplying the ITCS vehicle on board software package but meeting the functionality testing requirements. (Requirement by proprietor GETS/Alstom on sole source control system). | No Cost | 0 | 0 | 2015-05-12 00:00:00 | Yes | Yes | Yes | Yes | Executed |
| 9 | Digital Trainline (DTL) | Based on Next Generation Equipment Committee ("NGEC") this change order provides a Digital Trainline Network (DTN/DTL) between coach cars and locomotives after execution of the contract. | No Cost | 0 | 0 | 2015-06-10 00:00:00 | Yes | Yes | Yes | Yes | Executed |
| 10 | Destination Sign | Operational safety requirement request (from Amtrak through IDOT) -to locate illuminated locomotive number boards at the Front-end of the locomotives and have control through a console mounted switch. | No Cost | 0 | 0 | 2015-05-11 00:00:00 | Yes | Yes | Yes | Yes | Executed |
| 12 | IDOT Capital Spare Parts | Amends the capital spare parts package for IDOT (and Midwest fleet), originally proposed in contract (attachment EE - Appendix I) | No Cost | 0 | 0 | 2016-02-09 00:00:00 | Yes | Yes | Yes | Yes | Executed |
| 16 | IDOT Service Spare Parts | Zero price impact, this change order modifies service spare parts for IDOT (and the Midwest fleet) provided in contract (Attachment EE - Appendix I). | No Cost | 0 | 0 | 2016-02-09 00:00:00 | Yes | Yes | Yes | Yes | Executed |
| 19 | IDOT Option Spare Parts | Option order - capital and service spare parts (as provided in the contract) for additional IDOT (Midwest fleet) locomotives purchased in exercising the option order (+12). | 6619759 | 0 | 0 | 2016-12-28 00:00:00 | Yes | Yes | Yes | Yes | Executed |
| 20 | Layer 3 Switch (IDOT Only) | Based on Midwest route needs (as a result of field operations over multiple years), change order implements a Rugged COMM Layer 3 switch for X-ITCS not the Layer 2 switch originally identified in the design. | 79273 | 0 | 0 | 2016-02-17 00:00:00 | Yes | Yes | Yes | Yes | Executed |
| 22 | Inward Facing Camera – Full Installation | Operational safety requirements - Full implementation of cube camera and microphone in the locomotive engineers cab in response to FRA upgraded operational requirements. | 621542 | 438531 | 150814 | 2017-03-15 00:00:00 | Yes | Yes | Yes | Yes | Executed |
| 24 | ITCS Duplexer (IDOT only) | Operational requirements needed for multiple PTC systems along Midwest routes added Duplexer for the Incremental Train Control System ("ITCS") on all 33 IDOT locomotives | 413971 | 0 | 0 | 2016-12-21 00:00:00 | Yes | Yes | Yes | Yes | Executed |
| 25 | Data Radio Credit | I-ETMS (Interoperable Electronic Train Management System chosen PTC for most freight/passenger routes) requires a proprietary data radio be purchased only by the operating railroad. A credit was provided by the locomotive builder because they were unable to purchase the necessary data radios to IDOT. | -148007.1 | -108093.45 | 0 | 2018-04-16 00:00:00 | Yes | NaN | NaN | NaN | Amtrak and Meteorcomm near agreement on costs. |
| 27 | AAR Chapter XI – IDOT Only | Additional operational requirements requiring contractor to implement Association of American Railroads Chapter 11 Testing Activities. | 193765 | 0 | 0 | 2016-12-22 00:00:00 | Yes | Yes | Yes | Yes | Executed |
| 28 | Coach Movement | Allow movement of four Maryland Transit Administration from Washington DC to Pueblo, CO. This movement was part of the required customer responsibility (owner provided material/services) to provide railcars for locomotive testing. | 86154 | 24616 | 20513 | 2016-12-22 00:00:00 | Yes | Yes | Yes | Yes | Executed |
| 29 | Overspeed Selector Switch | Added overspeed selector switch to the maximum operating speed when dispatched for service per 49 CFR 238.237(b) | 213682 | 146926 | 52178 | 2017-01-30 00:00:00 | Yes | Yes | Yes | Yes | Executed |
| 31 | VQT – IDOT only | Additional type testing efforts for Vehicle Qualification Testing on the Northeast Corridor rather than Midwest corridors where representative track was not available for the higher speeds at the time. | 191546 | 0 | 0 | 2016-12-22 00:00:00 | Yes | Yes | Yes | Yes | Executed |
| 33 | TTCI Commissioning - IDOT | Siemens to provide additional Acceptance Testing at Transportation Technology Center, Inc. ("TTCI") in Pueblo, CO. resulted in significant time and cost savings. Normally conducted by Amtrak. | 2625543.72 | 0 | 0 | 2017-01-30 00:00:00 | Yes | Yes | Yes | Yes | Executed |
| 36 | Wi-Tronix Full Implementation | Operational requirement from Amtrak - integrates software development and installation of data transmission via Wi-Tronix Wi-PU system to the locomotives to provide wayside communication functionality. | 1772439 | 1234100 | 430329 | 2016-12-22 00:00:00 | Yes | Yes | Yes | Yes | Executed |
| 37 | Wheel Truing (IDOT) | The coach cars that were moved in Change Order 28, required the wheels to be reprofiled on MARC railcars in order to continue with testing. This change order restores the profile to the same condition as provided from MARC. | 29006 | 0 | 0 | 2016-12-22 00:00:00 | Yes | Yes | Yes | Yes | Executed |
| 38 | 238.111 testing – IDOT only | Allows for additional IDOT requested ride qualify tests and pre-revenue track tests to be performed on locomotives. | 334150 | 0 | 0 | 2017-08-15 00:00:00 | Yes | NaN | NaN | NaN | Sent IDT-SII-0572 to Siemens with questions. |
| 40 | Rear Step Appliances | Operational safety requirement by FRA requiring redesign of the safety appliances on the rear of the locomotive. | 74595 | 13563 | 18084 | 2017-02-22 00:00:00 | Yes | Yes | Yes | Yes | Executed |
| 41 | Locomotive Storage | Storage cost to store 7 locomotives in Pueblo after the completion of 500-mile burn-in testing but before Amtrak had room to acceptance and put into operation new locomotives. | 429099 | NaN | NaN | 2018-04-16 00:00:00 | Yes | NaN | NaN | NaN | NaN |
| 46 | Product Liability Insurance | Amtrak (as the operator) required additional indemnification and insurance coverage during locomotive warranty period for IDOT locomotives. Requirement was transmitted to IDOT and other new owners only two months prior to testing and potential operations. | 3400000 | 620000 | 830000 | 2017-03-28 00:00:00 | Yes | Yes | Yes | Yes | Executed |
| 48 | Payment Weighting/Schedule | Realigns the project delivery schedule with weighted payments and a representative "Failure-free period" and the Conditional Acceptance of the fleet along with extending performance bond. | NaN | 0 | 0 | 2017-03-17 00:00:00 | Yes | Yes | Yes | Yes | Executed; Removed $429,099 previously referenced. It's $0 and weighted payments associated with this. |
| 49 | IDOT 30-day Failure Free Run | Following reduction/re-location allowed in Change Order #48, this change order preforms the "failure free run" in a simulated service on six ("6") IDOT locomotives at TTCI in Pueblo, CO. | 2823272 | NaN | NaN | 2017-06-14 00:00:00 | Yes | Yes | Yes | Yes | Executed |
| 50 | Engine 1500 Hour Preventive Maintenance | Allows the locomotives to be stored in Pueblo, CO - prior to Amtrak acceptance, to be maintained as per manufacturer required tasks with the 1500 hour preventative maintenance. | 139362 | NaN | NaN | 2017-06-14 00:00:00 | Yes | Yes | Yes | Yes | Executed |
| 51 | IDOT 238.111 (a) testing | In addition to the pre-revenue track tests allowed in the contract, this change order allows for additional ride quality and pre-revenue track tests. | 198614 | NaN | NaN | 2017-09-15 00:00:00 | Yes | Yes | Yes | Yes | Executed |
| 54 | Horn and Bell | Operator safety requirement request -implementation of functionality that additionally activates the bell when the horn push button, pedal, and PTC system are activated. | 120979.37 | 82707.62 | 25887.24 | 2018-05-21 00:00:00 | Yes | Yes | Yes | Yes | Executed |
| 56 | Wi-Pu Marker Lights and LDRS V Wiring | Operator request - Amtrak requested modifying the wiring for Witronix, LDRSV, Marker Lights and M5 event recorder. | 130114.9 | 87536.42 | 27818.17 | 2018-05-10 00:00:00 | Yes | Yes | Yes | Yes | Executed |
| 57 | Number Board Light | Operational safety requirement request - remain compliant with the General Code of Operating Rules, all locomotives must be updated to allow individual illumination control of the Charger road number identification lights. | 51072.47 | 34873.32 | 11027.03 | 2018-05-10 00:00:00 | Yes | Yes | Yes | Yes | Executed |
| 58 | Power Braking Capability | operational request (from Amtrak) - control software update that changes the brake logic and enables the locomotives to apply traction and brake at the same time. | 117205.72 | 78137.15 | 25166.46 | 2018-05-10 00:00:00 | Yes | Yes | Yes | Yes | Executed |
| 59 | Rear Handhold | Operational safety requirement request - (Amtrak) operator safety developed a request for a new handhold on the inside top left side of the locomotive rear exit door and an additional push button protection for the emergency push button on the left side of the locomotive door. | 132874.94 | 90674.19 | 28261 | 2018-05-10 00:00:00 | Yes | Yes | Yes | Yes | Executed |
| 60 | Locomotive Storage Extension | Storage cost to store 22 locomotives at TTCI in Pueblo, CO after conditional acceptance. This follows the time period following change order #41 | 1278027.22 | 0 | 0 | 2018-11-05 00:00:00 | Yes | Yes | Yes | Yes | Executed |
| 63 | OBC to CHER | An Onboard Computer ("OBC") interfaced to the Crash Hardened Event Recorder ("CHER") has been identified as a requirement for locomotive to run inside and outside Illinois and Michigan territory and maintain compliance with federally mandated PTC deadlines. | 237783.25 | NaN | NaN | 2018-07-18 00:00:00 | Yes | Yes | Yes | Yes | Executed |
| 64 | I-ETMS | To maintain timeline and technical operational compliance for federally mandated PTC implementation, additional connection of the discrete inputs for I-ETMS needs to be completed. | 664867.75 | 358719.85 | 161710.35 | 2018-06-27 00:00:00 | Yes | Yes | Yes | Yes | Executed |
| 70 | Pueblo Maintenance | Maintains locomotives stored in Pueblo, CO per manufacturer required preventative maintenance prior to Midwest operations. | 176590.37 | 0 | 0 | 2018-10-04 00:00:00 | Yes | Yes | Yes | Yes | Executed |
| 72 | Battery Circuitry Change | Operator safety requirement request - change battery circuitry by adding time relays on battery circuit "P" for PTC equipment and M5 even recorder. | 143566.74 | 97812.43 | 35319.99 | 2019-03-08 00:00:00 | Yes | Yes | Yes | Yes | NaN |
| NaN | Total | NaN | 23779025.35 | 3388846.53 | 2056414.24 | NaN | NaN | NaN | NaN | NaN | NaN |