

T Transportation Committee
Meeting date: November 14, 2011
Metropolitan Council Meeting: December 14, 2011

ADVISORY INFORMATION

Date: November 14, 2011
Subject: Authorization to Purchase Light Rail Vehicle Power Truck Brake Caliper Modification and Overhaul
District(s), Member(s): All
Policy/Legal Reference: Council Policy 3-3 Expenditures
Staff Prepared/Presented: Brian Lamb, General Manager (612-349-7510)
Vince Pellegrin, Chief Operating Officer (612-349-7511)
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Ed Toomey, Director Rail Vehicle Maintenance (612-341-5605)
Micky Gutzmann, Director Council Contracts and Procurement (651-602-1741)
Division/Department: Metro Transit

Proposed Action

That the Metropolitan Council authorizes the Regional Administrator to purchase Knorr Brake Caliper Modification and Overhaul replacement parts for the Hiawatha Rail Line on a sole source basis in an amount not to exceed \$390,000 over a two-year period.

Background

Knorr Brake Corporation is the original manufacturer of the Type 1 LRV brake system and does not have a network of distributors; therefore, they provide sales and distribution directly to Metro Transit.

Components consist of materials, software, and computer boards that are protected due to proprietary rights.

Among the safety sensitive equipment critical to integrated system performance are the Powered Truck Brake Calipers. These assemblies are designed for integration into the vehicle brake system and are proprietary in nature. Procurement has obtained a letter from Knorr Brake Corporation outlining their sole source status and clarifying their relationship. This documentation is needed in order to prove that Knorr Brake Corporation is a sole source.

Over the course of the last few years, brake caliper operation has become problematic, due to winter operating conditions.

This was brought to the attention of Knorr and they have been acting in a very positive manner with a proposed corrective action.

Knorr has engineered an upgrade to the brake caliper which as part of the overhaul will be provided at no cost; in addition they will also supply Metro Transit with spare parts to be used to maintain the current design until the fleet is completely upgraded.

Warranty for this program will be extended from the normal two years to three.

Rational

The Minnesota climate, especially winter, is very hard on brake components due to the operating conditions of snow/ice, salt, and water. This exposure has resulted in increased failures.

The improved design should be beneficial in providing increased performance reliability which will have a positive impact on our customers. If Metro Transit were to just rebuild the calipers in house, it would cost approximately \$500,000.00, not including the design enhancements and the warranty provided in the Knorr Brake proposal.

Funding

Funding is available from the Rail Associated Capital Fund MN 05-0019-00.

Known Support / Opposition

There is no known opposition.