

[Metro.net](#) (web)

Resources

► [Safety](#)

► [Pressroom](#) (web)

► [Ask the CEO](#)

► [CEO Forum](#)

► [Employee Recognition](#)

► [Employee Activities](#)

► [Metro Projects](#)

► [Facts at a Glance](#)
(web)

► [Archives](#)

► [Events Calendar](#)

► [Research Center/ Library](#)

► [Metro Classifieds](#)

► [Bazaar](#)

Metro Info

► [30/10 Initiative](#)

► [Policies](#)

► [Training](#)

► [Help Desk](#)

► [Intranet Policy](#)

Need e-Help?

Call the Help Desk
at 2-4357

[Contact myMetro.net](#)

Maintenance Technicians Receive Training on the New Car in Town

- Nine graduate from class concentrating on P2550's electronic sophistication

Graduates from the first two P2550 Light Rail Vehicle Class pose before a Breda P2550 light rail car, which will migrate to the Blue, Gold and Green lines.

>

Photo by Ned Racine



Front row: (Left to right) Maintenance Specialist Leader Steven Dang, Maintenance Specialist Joe Leung and Maintenance Specialist Johnny Ly. 2nd row: Rail Equipment Maintenance Supervisor Ruben Madrid, Maintenance Specialist John Chan and Maintenance Specialist Relief Leader Ernest Campos. 3rd row: Maintenance Specialist Riccardo Hernandez, Maintenance Specialist Joseph Pena, Maintenance Specialist Rick Seneris and Maintenance Specialist Leader Henry Ponce. 4th row: Maintenance Specialist Jesse Romero, Maintenance Specialist Suren Yeremyan, Rail Warranty Equipment Specialist John Tena and Maintenance Specialist James Anderson. Back row: Rail Equipment Maintenance Instructor Doug Witke, AnsaldoBreda Head of Technical Publications and Training Riccardo Chimenti, and Rail Equipment Maintenance Instructor Gary Dewater.

By NED RACINE, Editor

(Sept. 23, 2008) As sophisticated internally as they are sleek and modern externally, the P2550 rail cars appearing on the Metro Rail System present challenges for the maintenance technicians who keep them running.

Rising to those challenges, nine maintenance technicians from each rail line graduated, Sept. 22, from a 2-1/2-month-long class focused on the technology of the new AnsaldoBreda rail car.

"We learn everything from coupler to coupler, one end of the train to the other end and everything in between," said Douglas Witke, the Blue Line Division 11 instructor, and a participant in the class. After AnsaldoBreda, the

car's manufacturer, finishes its last training session in January, Witke himself will train maintenance specialists on the P2550 car.

"It's the next generation of electronics on these trains," said John Tena, a Gold Line warranty, QA technician, and a new graduate of the class. "There is going to be a learning curve for these specialists."



P2550 train at Union Station

Photo by Peter Watkinson

The new car's electronics equal faster diagnosis of problems, meaning the cars spend less time in maintenance—once the specialists understand the systems that run the P2550.

"Everything is broken down into systems," Witke said of the new car. Communications, low-voltage power, battery, propulsion, traction motors and door circuitry are a few of the systems monitored by the car's electronic watchdog.

Because the mechanical systems of the P2550 are similar to the P2000 cars, the mainstay of Metro Rail for years, the P2550 Light Rail Vehicle Class focuses more on the electronic devices that aid in troubleshooting, and less on mechanical systems.

One of those troubleshooting aids sits next to the operator's seat. By using a password, a maintenance technician can bring up an electronic report card for all the car's systems on the integrated display unit. The car has 13 computer systems.

"The screen tells you a lot," Witke said. "It'll tell you which car, what problem, what end [of the car]. Then you can take out the schematics."

As a comparison, Tena said the P2000 diagnostics were limited to some bypass switches and lights indicating whether each system was on or off.

Besides better communication among its own systems, the P2550 also communicates better with the Rail Operations Center, according to Witke.

In a first for AnsaldoBreda, the company devoted several of its employees to the training class, rather than using contracted trainers.

Riccardo Chimenti, head of the Italian company's technical publications and training, wanted to offer information directly to the technicians who will service its products. He believes it makes it easier for the technicians to find

answers and easier for AnsaldoBredo to gather feedback from its customers' service experts.

"The [technicians] were really well prepared," Chimenti said. "We're happy and proud to build a human connection between the guys. We created a team."

Feedback from Metro technicians will be important for AnsaldoBredo because the P2550—modified to meet Metro's specifications—operates nowhere else.

Currently, Metro and AnsaldoBredo are working out the bugs discovered during the six months of P2550 operation in Los Angeles. Tena expected some bugs, given the sophistication of the new machines.

The graduation of the second P2550 Light Rail Vehicle Class was a milestone for AnsaldoBredo, as well as for Metro. The manufacturer photographed the graduates for one of its in-house magazines.

"We're getting some pretty good training, so right off the bat we're feeling more comfortable, more confident, to work on these [cars]," Witke said. "Most people I've talked to like [them]."

"I think they're going to end up being a pretty good train for moving people around L.A. County," he added.