Standardization Plan Table

		1	2					3		4		5	6	7
Item No.		Proposed for standardization?	Reasoning for standardizing					Does proposer anticipate more than one supplier being able to supply standardized component, system, or interface?		Does proposer agree to allow this standardized component, system, or interface to be used in future locomotive procurements?		At what point in the design revisions does the Proposer expect to update the Standardization Plan? (Prelim, Intermediate, Final, or all)	Please provide your process/methodology for establishing standardization of this component, system, and interface during the design phases	If your response to #1 was "No," please explain the reasoning for not proposing this component, system, or interfacefor standardization.
			Proven reliability	Ease of replacement	Multiple sources	Low cost	Other (define)							
	Components	Yes / No	(indicate which apply by placing an "X" in cells below)					Yes	No	Yes	No			
1	Wheels													
2	Axles													
3	Journal Bearings													
4	Brake Discs													
5	Wheelsets													
6	Dampers													
7	Brake Shoes													
8	Radiator													
9	Radiator fan													
10	Air dryer													
11	Exterior lighting													
12	Loco windscreen													
	Systems/Interfaces													
13	HVAC System													
14	Coupler systems													
15	Crash Energy Management (CEM) system and major elements													
16	Wheelset Interfaces													
17	Brake Shoe Interfaces													
18	Trainline power connections (MU and COMM)													
19	Trainline electrical signal connections													
20	Coupler CEM structure													
21	Truck to Carbody attachment													
22	Engineer Console/ driver's desk													
23	Interface Alternator-Internator													
24	Interface air supply													
25	Truck Frames, Links and Bolsters													
26	LVPS and battery systems													