

Frequently asked inquiries regarding WMATA Derailment

In regard to the derailment incident of Washington Metropolitan Area Transit Authority (WMATA) railcar on October 12, 2021, the National Transportation Safety Board (NTSB) is currently conducting an investigation into the cause. Kawasaki Group was offered party status by NTSB

had been previously found by WMATA to have failed periodic gauge inspections, but the cause of those failures and their relationship to the derailment have been yet determined.

Frequently asked inquiries are blow:

| | Inquiry | Answer |
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| | The outline of the WMATA 7000 Series contract | Prime contractor Kawasaki Rail Car, Inc. (Yonkers, New York) Contract date May, 2010 Car quantity in contract 748 cars Delivery Year 2015 2020 |
| | When and where was the derailed railcar (car number 7200) manufactured? | Delivery Year 2016 Manufacturing site Kawasaki Rail Car, Inc. (Yonkers, New York) Kawasaki Motors Manufacturing Corp. , U.S.A Lincoln, Nebraska |
| | Are the trucks of the same type as the WMATA 7000 series railcars used by other transit authorities or railway companies? | The trucks for the WMATA 7000 series railcars are of unique design for the technical requirements of WMATA, and the identical trucks are not used by other railway operators in US or Japan. The specifications of the trucks vary depending on |
| | | WMATA is in charge of the maintenance and operation, and Kawasaki Rail Car, Inc. supplies maintenance parts and provides technical support as needed. |
| | Is there any relation with wiring defects in WMATA 7000 series railcars in 2018? Was there any issue with the quality of | No. |
| | | No. |
| 8 | How many railcars have been delivered by Kawasaki Group in North America? | Since the first delivery of light rail vehicle to Philadelphia in 1982, approximately 4,400 railcars have been delivered to date, including metro cars in New York and Washington. |