

February 10, 2022
Kawasaki Heavy Industries, Ltd.
Kawasaki Railcar Manufacturing Co. Ltd.

Regarding the Derailment of the WMATA Rail Cars

On February 9, 2022 (U.S. time), the U.S. Congress held a public hearing on the business operations of the Washington Metropolitan Area Transit Authority (WMATA). During the hearing, WMATA stated that Kawasaki Rail Car, Inc. (KRC), a Kawasaki Group company, had not submitted a "failure analysis report" on the back-to-back wheel spacing failures that have occurred on 7000 Series wheelsets beginning in 2017, until December 2021.

The same back-to-back wheel spacing failures had also occurred in rail cars manufactured by other companies that had been delivered and operated before the Kawasaki-made 7000 Series. As a result, in 2017 the originally contracted press-fitting force of the wheel and axle was changed to address the issue as proposed and approved by WMATA, and KRC thereafter delivered rail cars with the revised specifications. As for wheelsets with increased wheel spacing, KRC has been replacing them (re-press-fitting the wheels and axle) per the warranty terms of the contract with WMATA.

KRC believes that the "failure analysis report" in question is among the documents submitted as part of the incident investigation led by the National Transportation Safety Board (NTSB). The cause of the derailment continues to be investigated by the NTSB, and although the root cause has not yet been determined, at this time no defects have been found for which KRC is responsible.

KRC, as the railcar manufacturer, will continue to participate in the investigation by the NTSB in order to resolve this matter as soon as possible. If any further information is found that should be disclosed, it will be disclosed in a timely manner.

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