

Network Noise

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Terry Christie, Editor

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CAIS Centralization

Dennis McDermitt

The CAIS (and FIMS) centralized database server is ready to go, and we can begin conversions immediately. To give you a rough idea of the effort involved, here is an outline of the steps you will need to take in order to centralize. Ken or I will be contacting each site within the next two weeks to provide the firewall and connection information discussed below. We will also distribute more specific instructions for each step.

- Request a firewall rule at your site that will allow you to connect to the database server. Note that the same rule will allow you to access FIMS via the FIMS Microsoft Access reporting tool.
- Make sure that the Oracle 9i Client software is installed on all machines that will be using CAIS. Again, if you are using the new FIMS reporting tool, this will have been done already.
- Add the appropriate connection information to your tnsnames.ora and sqlnet.ora files.
- Create an initial database export, and send it to Ken Rowe. Ken will convert your initial database export and place it in a test environment on the centralized database server.

- Install the new centralized CAIS software, which will be made available on the CAS web site.
- Test connections (including ODBC connections to CAIS from other systems) against this test database. Run some costing reports to make sure that there are no data anomalies.
- When you are satisfied with the conversion, send another database export to Ken for the “production” conversion. During this time, which should not exceed 48 hours, you will need to stop entering data in your local CAIS database. If you have not entered any data into CAIS since generating the first export, you will not need to generate a new one.
- Use CAIS to connect to the centralized production database. At this point, you are done!

If you have not updated to the 2004 RS Means costs, this will be done as part of the conversion. Note that the centralized database is backed up nightly and that data encryption is configured.

We will work closely with each site to make this as painless as possible. In the end, centralizing should reduce your systems administration headaches. It will also make it possible to build a

CAIS-FIMS interface and to convert the CAIS software to a web (browser-based) application.

As always, please feel free to contact me at (301) 903-0987 if you have any questions.

NEW CAIS COMPONENTS FOR 2004

Ken Rowe

As part of the 2004 RS Means costing update, we have added all of the RS Means Assemblies book and many new mechanical, plumbing, electrical, heavy construction and sitework line items.

There are 193 new components in CAIS to go along with the 20,000 plus new line items from RS Means that have been added to the database. Chuck Siegfried and I worked together to integrate these new items into the CAIS database.

To see the list of new components please go to: <http://cas.hr.doe.gov/documents/newcomponents.pdf>

By clicking on the link below, you will see these components with their mapping to the WBS and Volumes. Since many of the components are mapped to multiple WBS and Volumes there are 569 new combinations.

To see the complete list of the new components and how they are mapped to the Volumes WBS go to: <http://cas.hr.doe.gov/documents/newcomponentswbsvol.pdf>

CostWorks in Trial Runs

Ken Baker

The hybrid Beta 1 version of the sleek new CostWorks vehicle has been distributed under disguise from the RS Means plant in Kingston, MA. The vehicle is designed to handle RPV road conditions. The vehicle is undergoing test runs at tracks in TN, CA, NV and MD. Test drivers are Terry Christie, Jane Nations, Paul Reynolds, ace veteran driver Dan Soper, Mike Horn, Ken Baker and Chuck Siegfried. The exterior designs have not changed but a sleek new DOE engine and transmission option are being tested. Initial reports from about two weeks of high speed testing indicate some starting, maneuvering and hesitation issues. In a conference call with the tracks on July 28th, Chief mechanic Gary Hoitt of the RS Means team feels he knows what is causing the limited performance after diagnosing the starting and cruising problems and may have to consult with the vehicle designers to make some modifications to the engine and transmission. The problems are in the select settings and select project electronic ignition system and shifting from the matrix to common additive to estimator gears. Down shifting from third to second also slipped on occasion. But Chief Hoitt figured out the problem and will have a fix for the next round of trial runs in late August when the tracks will be available again.

The OSF options on the vehicle are on schedule and a sample will be tested for all CAIS drivers at the LANL speedway on October 18, 2004 if the track is open. This test will again be a high-speed test involving all kinds of track obstacles. The vehicle will be tested with experienced and inexperienced drivers.

Applications for the test should be sent to Terry Christie at ORNL Speedway.

The new vehicle will be in the Site CAIS showrooms in December. Orders will also be taken through the central FIMS distributor located at the MD track. Unfortunately, users will have to qualify for a license to drive this new vehicle.

If you have any questions call "Krash" Ken at (301) 903-0920.

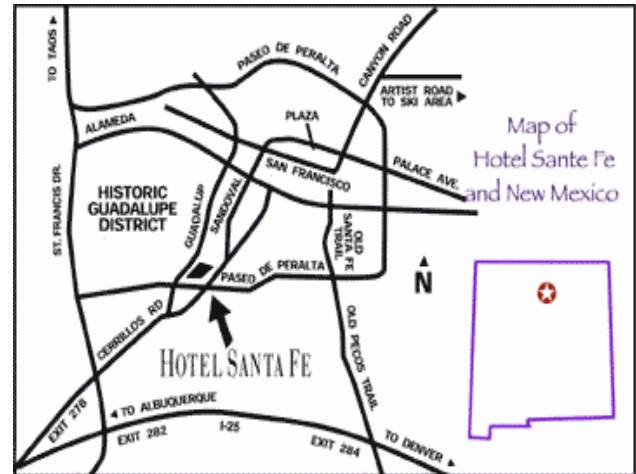
Final Notes

Terry Christie

The next RPAM/CAS conference call will be on Wednesday, August 18 at 11:00 EST. The phone number for this call will be 202-287-1376.

Just a reminder that the RPAM/CAS Network meeting will be held on October 18-21, 2004 in Santa Fe. The first day, Monday will be a Cost Works Training session and will be held at a computer room at Los Alamos. The meeting/training for the next three days will be held at the host hotel conference room. The host hotel for this training/meeting is Hotel Santa Fe. Reservations can be made by calling

800-825-9876 and mention our code #3258 Oak Ridge National Laboratory. The rooms are \$99 per night, which is per diem for Santa Fe. We need to book 20 rooms to secure our free meeting space so please book as soon as possible.



Directions from highway to Hotel Santa Fe: Interstate 25 serves Santa Fe from Albuquerque and Denver. Take Exit 282 onto St. Francis Drive and follow St. Francis for 3.2 miles to Paseo de Peralta. Turn right onto Paseo de Peralta and drive across Guadalupe Street. The double-archway entrance to Hotel Santa Fe is easily visible on the left, at the corner of Cerrillos Road.