



Inspection Form

Form WMSC-IR-1

Washington Metrorail Safety Commission

Agency/Department Information

Inspection Date	YYYY/MM/DD 2022/01/22	Report Number	20220122-WMATA-KEK-45
Rail Agency Name	Washington Metropolitan Area Transit Authority	Rail Agency Department	Name
Rail Agency Department	WMATA	Contact Information	
Inspection Location	Records Review		

Inspection Summary

Inspection Activity #	1
Activity Code	STS/RR/GEN
Inspection Units	1
Inspection Subunits	0
Defects (Number)	2
Recommended Finding	No
Remedial Action Required¹	Yes
Recommended Reinspection	Yes

Activity Summaries

Inspection Activity #	2	Inspection Subject	Return to Auto Door Cab Level & Spill Over Testing			Activity Code	STS/RR/GEN				
Job Briefing Employee Name/Title	N/A	Accompanied Inspector?	No	Out Brief Conducted	No	Time	03:00 PM	Outside Shift	Yes		
Related Reports	N/A	Related CAPS / Findings			WMSC Corrective Action Plan C-103 and C-108						
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard	Other / Title			Checklist Reference			
	ATC-1000 test 1012/AB	N/A		PTASP	N/A			ATC-1000 A/B 1 thru 4			
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	WMSC Office	Track Type	At-grade	Tunnel	Elevated	N/A
						X					
Line(s) & Track Number	Records Review			Chain Marker and/or Station(s)		From		To			
						CM 098+20 CM 719+15		CM 108+70 CM 725+15			
Vehicles	Head Car Number		Number of Cars		Equipment	SM6430 (Minibond), 1012AB-3 Test set, .06 ohm \hat{z} soft shunt, hard shunt 0.0 ohm, Fluke 27 DDM, Fluke 87, AF-800/800W card file extender PCB, UTE Signal Sniffer.					
			N/A								
Description	Follow-up with Signals & ATCE/M by way of MAXIMO & PROCORE for completion of Cab Level Spillover testing on the Red Line. Inspection essential for satisfying Safety Certification requirements, necessary for returning to Auto Door train operation. Results verify that platform track circuit's open door cab signal levels are less than 30 milliamps, measured on the rails with a Cab Level Test Unit, to ensure a train will receive adequate signal strength from Tx bonds associated with the ends of the platform only when properly berthed within the limits of the platform track block. If spillover current is at or above 30 milliamps, corrective action must be taken by supervision or engineering. 89% reported completed on the red line as of 1/12/2022, except for 3 locations. B35, B11, and A15. For this report B35 and B11 will be outlined only. A15 is outlined in report #20220122-WMATA-KEK-44					Number of Defects		2			
						Recommended Finding?		No			
						Remedial Action Required?		Yes			
						Recommended Reinspection?		Yes			
Remedial Action	Activity #1 - Awaiting ATCE to mitigate unsatisfactory test level result on Track #1, location B35. Activity #2 - Awaiting ATCE to mitigate BOP for F9 and F10 track designation discrepancy prior to resuming testing location B11.										

¹ The rail transit agency must provide WMSC with the necessary evidence (e.g. maintenance work order system records, photos, documentation, records, data, or other evidence) to close out the Remedial Action. Closeout of Remedial Actions may also be subject to ongoing WMSC verification inspections to ensure corrections are sufficient and effective.

Inspector in Charge's Signature	Date 2022/01/22
Inspector in Charge's Name Kemmery Kendrick	Inspection Team