



## Inspection Form

**Form WMSC-IR-1**

Washington Metrorail Safety Commission

**Agency/Department Information**

<b>Inspection Date</b>	YYYY/MM/DD 2023/11/12	<b>Report Number</b>	20231027-WMSC-MAL-1
<b>Rail Agency Name</b>	Washington Metropolitan Area Transit Authority	<b>Rail Agency Department</b>	Name
<b>Rail Agency Department</b>	CMNT	<b>Contact Information</b>	
<b>Inspection Location</b>	Brentwood S&I Shop - Railyard B99 601 T Street NE Washington DC 20002		

**Inspection Summary**

<b>Inspection Activity #</b>	1
<b>Activity Code</b>	VM-WI-PI
<b>Inspection Units</b>	1
<b>Inspection Subunits</b>	1
<b>Defects (Number)</b>	3
<b>Recommended Finding</b>	Yes
<b>Remedial Action Required<sup>1</sup></b>	No
<b>Recommended Reinspection</b>	No

**Activity Summaries**

<b>Inspection Activity #</b>	1	<b>Inspection Subject</b>	Observation 7K Wheelset Assembly Process				<b>Activity Code</b>	VM-WI-PI			
<b>Job Briefing Employee Name/Title</b>	WMATA Inspection	<b>Accompanied Inspector?</b>	Yes	<b>Out Brief Conducted</b>	Yes	<b>Time</b>	07:30 AM	<b>Outside Shift</b>	No		
<b>Related Reports</b>	N/A	<b>Related CAPS / Findings</b>			N/A						
<b>Related Rules, SOPs, Standards, or Other</b>	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
	METRORAIL OPERATING RULEBOOK FIRST EDITION Effective: Sept 1, 2023, Safety Rules	N/A		N/A		N/A		N/A			
<b>Inspection Location</b>	Main Track	Yard	Station	OCC	RTA Facility	WMSC Office	<b>Track Type</b>	At-grade	Tunnel	Elevated	N/A
	X										X
<b>Line(s) &amp; Track Number</b>	Brentwood S&I Shop - Railyard B99 601 T Street NE Washington DC 20002			<b>Chain Marker and/or Station(s)</b>		From		To			
						N/A		N/A			
<b>Vehicles</b>	<b>Head Car Number</b>		<b>Number of Cars</b>		<b>Equipment</b>		N/A				
	N/A		N/A								
<b>Description</b>	<p>WMSC Inspectors conducted a rules compliance inspection of the wheelset assembly process at the Brentwood S&amp;I Shop for compliance with the Metrorail Operating Rule and Procedures Handbook (MOR), including Preventive Maintenance Inspections (PI) activities. General Information: WMSC met with personnel from Brentwood's truck shop and CMOR quality assurance personnel. WMSC Conducted an observation of the wheelset pressing process at the Brentwood S&amp;I shop and the following observations were noted. WMATA stated that 8 wheelsets were assembled, and 3 misfits occurred. Wheel press machine operator had just encountered an incident which stopped all wheelset press operations. While trying to demount a wheel from an axle assembly, the machine exerted such a high force that when the wheel popped loose the machine shook severely and knocked off a metal sleeve from the rack that fell and damaged the machine conveyor metal floor. See Attached Photos #1 and #2. The machine applied over 300 tons of force to pull the wheel off, while generally the demounting process is done with a force of less than 200 tons. Previous wheelset record sheets of the axle and wheels were requested for analysis. Recommendation #1 - WMATA consults with the BBM wheelset manufacturer to ensure demounting force limits are not exceeded based on the capacity of the machine.</p>							<b>Number of Defects</b>		3	
								<b>Recommended Finding?</b>		Yes	
								<b>Remedial Action Required?</b>		No	
								<b>Recommended Reinspection?</b>		No	
<b>Remedial Action</b>											

<sup>1</sup> 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.

<b>Inspector in Charge's Signature</b>	<b>Date</b> 2023/11/12
<b>Inspector in Charge's Name</b> Manuel Lopez	<b>Inspection Team</b> John DeRenzo