



WMSC Inspection Report 20250127

ISSUED 1/29/2025

Inspection Details

Title: 7000 series Scheduled Maintenance Program (SMP) at Brentwood

Location: Brentwood Service and Inspection (S&I) Shop, Brentwood Yard (B99)

Date of Inspection: 1/27/2025

Time of Inspection: 9:30am to 1:00pm

Unannounced

Vehicles

Overview

On January 27, 2025, WMSC inspectors visited the Brentwood Service and Inspection (S&I) Shop at Brentwood Yard (B99) to observe work related to Metrorail's 7000 series railcar Scheduled Maintenance Program (SMP).

WMSC inspectors met with personnel from the Car Maintenance (CMNT) Inspection Office, Truck shop, Project Management Oversight (PMO), Scheduled Maintenance Program (SMP), Office of Vehicle Program Services (CENV engineering), and the Wheel Replacement Program (WRP).

At the conclusion of the inspection, a debrief was held with Kenneth Green, PMO Project Manager, in accordance with Program Standard Section 6.F.1.

Defects and Corrective Actions

WMSC Inspections identify safety issues that may be classified as defects, findings, or recommendations. Findings and recommendations are defined by Program Standard Section 5.E.2 and 5.E.3 respectively. Ordinarily, issues identified in a WMSC inspection report are classified as defects. Defects are specific safety issues of non-conformance/non-compliance that are identified and that require remedial action.

This inspection did not identify any findings or recommendations and therefore does not require a WMSC Corrective Action Plan in accordance with Program Standard Section 5.E.4.

This inspection did not identify any defects and therefore it is only required that WMATA acknowledge receipt by February 3, 2025.



Observation 1

Inspectors received a completed 7000 series Scheduled Maintenance Program Incoming Components Inspection checklist and a 7000 series Truck Post-Installation Inspection checklist form. These checklists are used during the SMP process. No defects were observed with regard to either checklist.

Photos

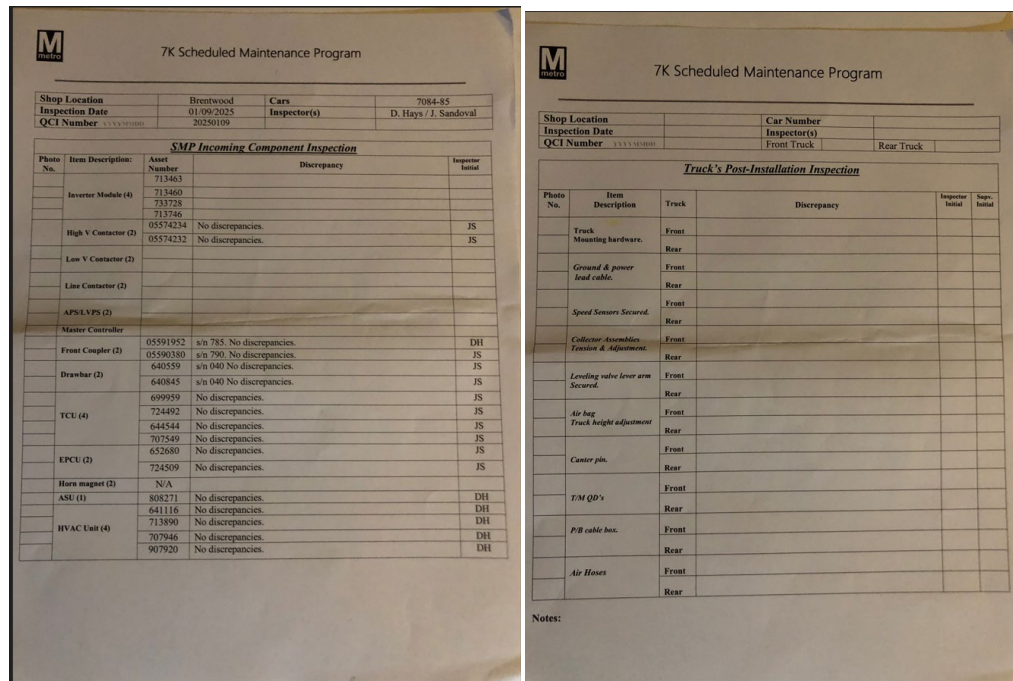


Fig 1 (left) shows a completed 7K SMP Incoming Components Inspection checklist, and Fig 2 (right) shows a 7K SMP Truck Post-Installation Inspection checklist blank form.

Observation 2

Inspectors were shown various truck components that are being overhauled and replaced during the scheduled maintenance program. No defects were observed.



Photo



Fig 3 shows truck components being overhauled during the scheduled maintenance program

Observation 3

Inspectors observed overhauled couplers with incorrect air filters. WMATA is aware of this issue and is working with the original equipment manufacturer (OEM), Dellner Inc., to correct the issue.

Photos



Fig 4 shows overhauled couplers with the incorrect air filters on the couplers



Observation 4

Inspectors learned of an issue relating to the trucks, specifically, the center pin bushing is under review by WMATA to prevent it from sliding out of place during service. Trucks are also being overhauled at Dulles Yard and then sent to Brentwood Yard to complete the remaining elements in the scheduled maintenance program.

Observation 5

WMATA continues to review the 7000 series traction motors to correct a known problem causing electrical shorts. WMATA is working with the original equipment manufacturer (OEM), Toshiba, to determine an appropriate resolution.

Observation 6

The electrical components, such as the Auxiliary Power Supply (APS) and the Low Voltage Power Supply (LVPS), are sent to Greenbelt Yard for overhaul and the same asset, once overhauled, is reinstalled back on the same railcar.

Observation 7

The 7000 series HVAC (heating, ventilation and air conditioning) systems are being overhauled at Brentwood Yard.

Observation 8

Brentwood Yard uses a 7000 series scheduled maintenance program information center to assist personnel from inadvertently confusing different collector shoe assemblies from the different railcar series. Diagrams of the collector shoe assemblies for the 6000 series, 2000 series/3000 series, and 7000 series were displayed. After the railcars are completed, each is tested without passengers, and a periodic inspection is performed before the car is placed back into revenue service.

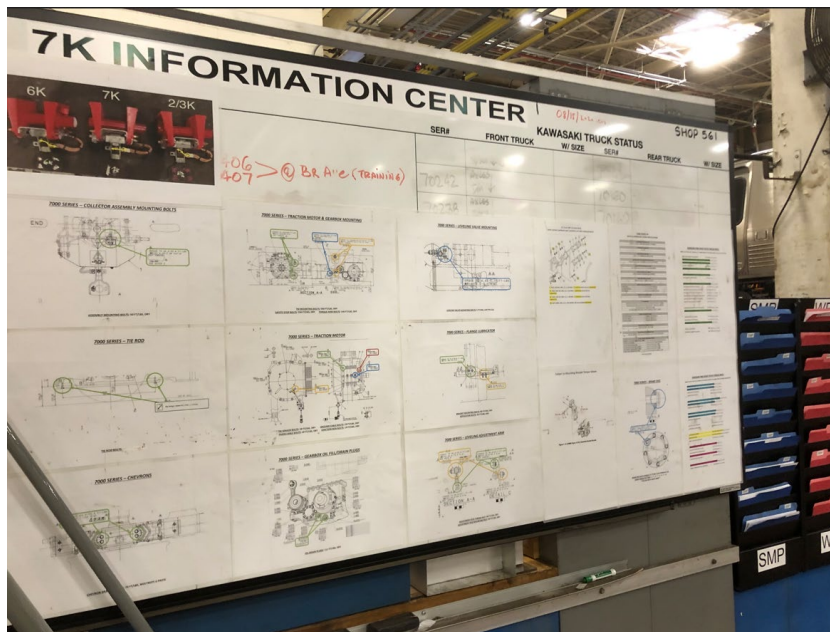


Fig 5 Brentwood 7K SMP process information center



Observation 9

WMATA is still working on developing a process to overhaul the 7000 series gear boxes.

Observation 10

WMATA contracts with a vendor to calibrate any special tools.

Observation 11

WMSC Inspectors discussed the status of the wheel pressing process for 7K railcars while on-site. The wheel press machine at Brentwood is operational. Car Maintenance (CMNT) personnel stated that the wheel pressing process is working well and no misfits occur while pressing wheels.

Next Steps

Please respond by **Monday, February 3, 2025**, to acknowledge receipt.