



Inspection Form

Form WMSC-IR-1

Washington Metrorail Safety Commission

Agency/Department Information

Inspection Date	YYYY/MM/DD 2024/04/29	Report Number	20240424-WMSC-MAL-1
Rail Agency Name	Washington Metropolitan Area Transit Authority	Rail Agency Department	Name
Rail Agency Department	CMNT	Contact Information	
Inspection Location	Brentwood S&I Shop - Railyard B99 601 T Street NE Washington DC 20002		

Inspection Summary

Inspection Activity #	1
Activity Code	VM-WI-PI
Inspection Units	1
Inspection Subunits	1
Defects (Number)	1
Recommended Finding	Yes
Remedial Action Required¹	No
Recommended Reinspection	No

Activity Summaries

Inspection Activity #	1	Inspection Subject	On-site Observation				Activity Code	VM-WI-PI			
Job Briefing Employee Name/Title	WMATA Inspection	Accompanied Inspector?	No	Out Brief Conducted	Yes	Time	07:00 AM	Outside Shift	No		
Related Reports	N/A	Related CAPS / Findings			N/A						
Related Rules, SOPs, Standards, or Other	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			
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	WMSC Office	Track Type	At-grade	Tunnel	Elevated	N/A
		X									
Line(s) & Track Number	Brentwood S&I Shop - Railyard B99 601 T Street NE Washington DC 20002			Chain Marker and/or Station(s)		From		To			
						N/A		N/A			
Vehicles	Head Car Number		Number of Cars		Equipment		N/A				
	N/A		N/A								
Description	<p>WMSC Inspector conducted a rules compliance inspection of the wheelset disassembly and inspection process per ETP 140134 at the Brentwood S&I Shop in compliance with the Metrorail Operating Rules and Procedures Handbook (MOR), including Preventive Maintenance Inspections (PI) activities. Participated in the fourth set of wheelset disassembly and inspection process at the Brentwood S&I Shop. Pulled axle NCZ-2253 from railcar 7143, and axle LHZ-415 from railcar 7187. Personnel from the Brentwood truck shop, CENV, CMOR, Quality assurance, and WMSC were present. CMOR took the lead in the cleaning, measurement, and inspection process. The following observations were noted. Inspections of the fourth set of 4 wheelsets per ETP 140134 at a 20,000 miles interval. - The wheels bore was cleaned with a rag. - The wheels bore, and axles had signs of damage from the de-mounting process. Hydraulic assist is not being used to demount the wheels. CENV engineering is working on a process to add hydraulic assist chamfers to new wheels in house to prevent wheel and axle damage during the de-mounting process. - The wheel bore diameter was then measured at three locations. Dimensions were compliant with the original measurements. - The wheel bore was then coated with a red die-penetrant spray, and they were set aside to sit for 30 minutes to allow this very thin die-penetrant fluid to go in any possible cracks. - After 30 minutes the die-penetrant is whipped clean with a rag. The die-penetrant will remain in any possible cracks. The wheel bore is then sprayed with a white developer spray to visually enhance any sign of cracks. None were detected on all four wheels. - WMSC noted that the visible wheel diameters written on the side of the wheels were at 28.0 inches, which corresponds with wheels, which were not cut. See Attached Photos #1 through #4.</p>							Number of Defects		1	
								Recommended Finding?		Yes	
								Remedial Action Required?		No	
								Recommended Reinspection?		No	
Remedial Action											

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 2024/04/29
Inspector in Charge's Name Manuel Lopez	Inspection Team N/A