



### Inspection Form

Form WMSC-IR-1

Washington Metrorail Safety Commission

**Agency/Department Information**

<b>Inspection Date</b>	YYYY/MM/DD 2024/07/01	<b>Report Number</b>	20240628-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>	Greenbelt MRO Shop - Railyard E99 5801 Sunnyside Ave, College Park, MD 20740		

**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>	1
<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>	On-site Observation				<b>Activity Code</b>	VM-WI-PI			
<b>Job Briefing Employee Name/Title</b>	WMATA Inspection	<b>Accompanied Inspector?</b>	No	<b>Out Brief Conducted</b>	Yes	<b>Time</b>	07:00 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									
<b>Line(s) &amp; Track Number</b>	Greenbelt MRO Shop - Railyard E99 5801 Sunnyside Ave, College Park, MD 20740			<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 Inspector conducted a rules compliance of the Greenbelt MRO Shop in compliance with the Metrorail Operating Rules and Procedures Handbook (MOR), including Preventive Maintenance Inspections (PI) activities. General Information: The WMSC inspector met with personnel from the CMNT Inspection Office, MRO shop, Truck Shop, and CENV engineering. The following observations were noted. - Discussed the status of the investigation into the increase of 7K traction motors electrical shorts. - CENV completed an investigation on the cause of 7K traction motors electrical shorts and results of the investigation will be discussed with Toshiba. Results of the investigation point to an improper baking process used to insulate the wire windings on the traction motor stators as the cause for the electrical shorts. - CENV will be sending a few failed traction motor stators to Toshiba's facilities in Texas, where they are going to cut the traction motor stators in half to examine the insulation on the wire windings. - Discussed the results of [redacted] investigation report on the 7K wheels out of round issue. - WMATA stated that they have been running 75 mph tests on the RED line. - Defect #1 - WMATA stated that they were planning to conduct a railcar engineering test using a different friction modifier on the wheel tread. This effort is based on a recommendation provided in Dr Z's report. WMSC stated that a friction modifier cannot be used on the wheel tread since it will insulate the wheels from making electrical contact with the running rail and can cause a loss of shunt and a loss of ATP protection. The friction modifier on the wheel tread can also affect the railcar slip-slide braking system and the railcar electrical grounding system. Notified CENV engineering of the issue. - WMATA is investigating the effective use of metal shims during the installation of chevrons, and the effect it has on the truck leveling mechanism.</p>							<b>Number of Defects</b>			
								<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> 2024/07/01
<b>Inspector in Charge's Name</b> Manuel Lopez	<b>Inspection Team</b> N/A