



## Inspection Form

**Form WMSC-IR-1**

Washington Metrorail Safety Commission

**Agency/Department Information**

<b>Inspection Date</b>	YYYY/MM/DD 2024/11/03	<b>Report Number</b>	20241031-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 S&I & 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>	0
<b>Recommended Finding</b>	No
<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>	09:30 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										
<b>Line(s) &amp; Track Number</b>	Greenbelt S&I & 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 S&amp;I Shop, SMP, and WRP in compliance with the Metrorail Operating Rules and Procedures Handbook (MOR), including Preventive Maintenance Inspections (PI) activities. General Information: Conducted an observation of the 7K railcars SMP process, WRP process, and 6K PI process at the Greenbelt S&amp;I shop. WMSC met with personnel from the CMNT Inspection Office, MRO shop, Truck Shop, CTEM Shop, TRST, and CENV engineering. The following observations were noted. - The wheel press machine at Greenbelt is back in service after being out of service for several months due to parts. The wheel pressing machine has been pressing wheels reliably for about a month with practically no misfits. - The wheel boring machine at Greenbelt is operational but production is falling behind the required demand to meet WRP and SMP program schedules. The wheel boring machine at Dulles is unreliable and is out of service indefinitely. - Currently, Greenbelt is performing WRP process on trucks for the WRP program. Once the trucks are completed, they are shipped back to Brentwood for installation into railcars. The completed trucks cannot be installed at Greenbelt, since the lifts cannot support the weight of 7K railcars. - At the MRO shop, met Lyndon Holmes and mechanics responsible for overhauling different railcar components for the 7K SMP program. We will schedule a follow-up observation next week to go over the APS/LVPS, propulsion inverter, master controller, emergency pipe control, and truck control unit overhaul and inspection process. - The SMP overhaul process at the truck shop is on hold due to the lack of parts. Discussed issues related to the inspection of the vertical and lateral shock absorbers. CMNT stated that shocks are only inspected for leaks. This is an open item that is being discussed during the railcars bi-weekly meeting. CENV is investigating developing an inspection process for excessive play between the vertical and lateral shock absorber connecting pin and the rubber bushing.</p>						<b>Number of Defects</b>		1		
							<b>Recommended Finding?</b>		No		
							<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> 2024/11/03
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<b>Inspector in Charge's Name</b> Manuel Lopez	<b>Inspection Team</b> N/A
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