



## Inspection Form

**Form WMSC-IR-1**

Washington Metrorail Safety Commission

**Agency/Department Information**

<b>Inspection Date</b>	YYYY/MM/DD 2024/11/12	<b>Report Number</b>	20241106-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>	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>	08:00 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 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: Participated in an overview of the Greenbelt MRO, and Truck Shop S&amp;I shop. - Received an overview of the MRO, Truck, and Machine Shop. Here are some observations. - The MRO shop is divided by component type that is overhauled or repaired. Visited high voltage shops for the APS/LVPS shop, IGBTs, bus bars, ATC area, door panels, door monitoring control units, door switches, door threshold plate heaters, and the VMDS area. Each shop has their own Bench Tester Equipment (BTE). CENV engineering team works side-by-side with the MRO Shop to design, develop, and manufacture new custom-made test equipment that may not be available from the OEM. This test equipment is used to quickly troubleshoot failed boards or components. - The railcar troubleshooting process is as follows. The railcar event recorder determines which component failed on a railcar down to the least replaceable unit. The failed board is removed from the railcar and brought into the MRO shop for repairs or troubleshooting. - The failed electronic board is connected to a Bench Tester Equipment (BTE) unit to determine which part failed. Once the board is repaired it is connected to the bench tester again to determine if the board was successfully repaired. It is then inspected by the shop supervisor for quality control. After the inspection takes place, it is installed on the railcar to re-check and confirm the problem was resolved. Some boards cannot be repaired. - An engineer is assigned to each MRO shop. If the mechanics determines that repeat failures are occurring with the same component, then the MRO Shop submits an engineering request process for resolution. The engineering request is assigned to an engineer to resolve the issue and prevent repeat failures. An engineering request is generally resolved by the implementation of an Engineering Modification Instruction (EMI) or a Maintenance Service Instruction (MSI) to resolve the issue.</p>						<b>Number of Defects</b>		1		
							<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> 2024/11/12
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<b>Inspector in Charge's Name</b> Manuel Lopez	<b>Inspection Team</b> N/A
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