



WMSC Inspection Report 20251125

ISSUED 12/1/2025

Inspection Details

Title: Service Bulletin SBF-110 Implementation Inspection

Location: New Carrollton (D99) Yard Service and Inspection (S&I) Shop

Date of Inspection: 11/25/25

Time of Inspection: 8:00am to 9:00am

Unannounced

Non-Risk-Based

Functional Area: Vehicles

Hazard Rating: 2D

Overview

On November 25, 2025, a WMSC Inspector visited the New Carrollton (D99) Service and Inspection (S&I) Shop to verify implementation of Service Bulletin SB-F110 (Rev. 4). SB-F110 was created for Metrorail's Rail Car Maintenance to establish a procedure for removing the 7000 series cars from service as a result of a back-to-back¹ failure or journal bearing² failure and then returning that car to service after correction. A failure is when the measurements do not conform with Metrorail's rail car specifications.

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.

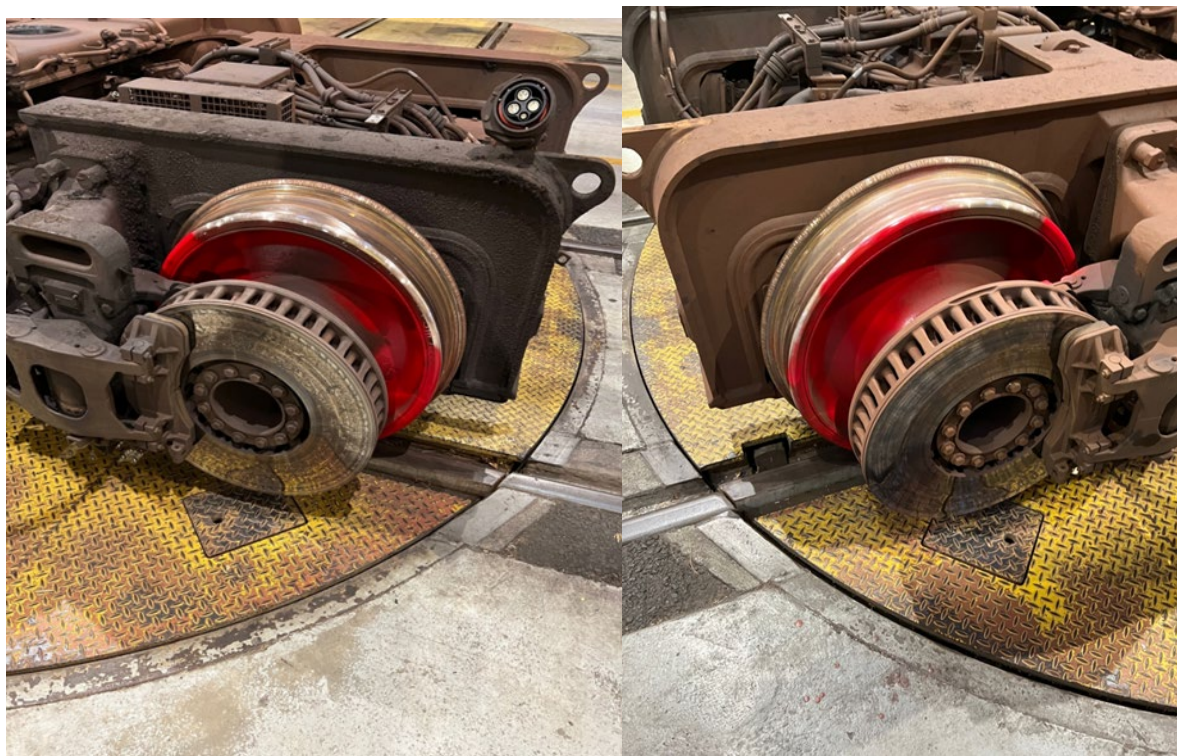
Defect Observations and Determinations

¹ Back-to-back refers to the precise measurement of the distance between a set of wheels on a given axle.

² The journal bearing gap is the space between a rail car's journal bearing and the backside of the vehicle's wheel. It is measured with a feeler gauge and is measured in the thousandths of an inch.



Upon arriving at New Carrollton (D99), rail cars 7586 and 7587 were on a lift and all of the vehicle's trucks were removed. Three of the four trucks were replaced with newly rebuilt trucks. The shop was waiting for the last truck to be delivered so that the new truck could be installed on the rail car. The defective trucks were isolated in part of the truck shop area, and the wheels on the defective axles were painted red in accordance with the instructions outlined in SB-F110.



Photos 1 (left) and 2 (right): Defective axles painted red per SBF-100.

Additionally, the WMSC Inspector checked Maximo³ and confirmed that the repair work order for the truck replacement service had been generated correctly. The WMSC Inspector additionally checked the Rail Performance Monitor (RPM)⁴ screens at the New Carrollton (D99) Yard and confirmed that the cars were “blackened out” on the monitors to show cars 7586 and 7587 as inactive.

This inspection did not identify any defects based on information known to the inspectors at the time of the inspection.

Next Steps

Please respond **by Thursday, December 4, 2025**, to acknowledge receipt.

³ Maximo is WMATA's database for asset management; it tracks, manages, and reports all maintenance activity.

⁴ Rail Performance Monitor is a tool used in shops to show live maps of the Yard conditions and the status of all rail cars within. The cars are color-coded to indicate the rail vehicle's status.