

(iii) Its truck was involved in a derailment at a speed of more than 10 miles per hour; or

(iv) Its truck was dragged on the ground for more than 200 feet.

(3) Each defective roller bearing shall be repaired or replaced before the car is placed back in service.

[44 FR 77340, Dec. 31, 1979, as amended at 45 FR 26711, Apr. 21, 1980]

**§215.117 Defective roller bearing adapter.**

A railroad may not place or continue in service a car, if the car has a roller bearing adapter that is—

- (a) Cracked or broken;
- (b) Not in its design position; or
- (c) Worn on the crown of the adapter to the extent that the frame bears on

the relief portion of the adapter, as shown in the figure below (see figure 1).

**§215.119 Defective freight car truck.**

A railroad may not place or continue in service a car, if the car has—

- (a) A side frame or bolster that—
  - (1) Is broken; or
  - (2) Has a crack of ¼ of an inch or more in the transverse direction on a tension member;
- (b) A truck equipped with a snubbing device that is ineffective, as evidenced by—
  - (1) A snubbing friction element that is worn beyond a wear indicator;
  - (2) A snubber wear plate that is loose, missing (except by design), or worn through;
  - (3) A broken or missing snubber activating spring; or

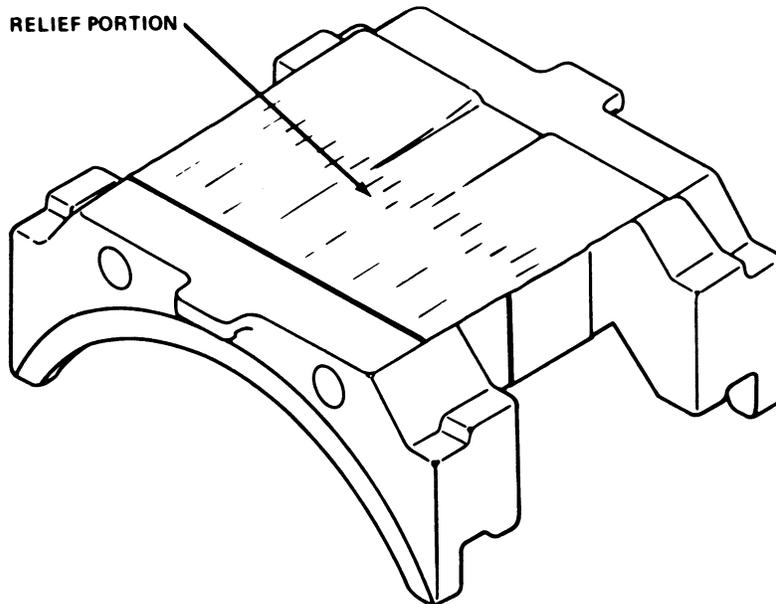


FIGURE 1

(4) Snubber unit that is broken, or in the case of hydraulic units, is broken or leaking clearly formed droplets of oil or other fluid.

(c) A side bearing in any of the following conditions:

- (1) Part of the side bearing assembly is missing or broken;