§ 215.125 Defective uncoupling device.

A railroad may not place or continue in service a car, if the car has an uncoupling device without sufficient vertical and lateral clearance to prevent—

(a) Fouling on curves; or
(b) Unintentional uncouplings.

§ 215.127 Defective draft arrangement.

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

(a) The car has a draft gear that is inoperative;
(b) The car has a broken yoke;
(c) An end of car cushioning unit is—
   (1) Leaking clearly formed droplets; or
   (2) Inoperative;
(d) A vertical coupler pin retainer plate—
   (1) Is missing (except by design); or
   (2) Has a missing fastener;
(e) The car has a draft key, or draft key retainer, that is—

Figure 2

(1) Missing; or
(2) Broken; or
(f) The car has a coupler with any of the following conditions:
   (1) The locklift is inoperative;
   (2) The coupler assembly does not have anticreep protection to prevent unintentional unlocking of the coupler lock; or
   (3) The coupler lock is—
      (i) Missing;
      (ii) Inoperative;
      (iii) Bent;
      (iv) Cracked; or
      (v) Broken.

§ 215.125 Defective uncoupling device.

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

(a) The car has a coupler with any of the following conditions:
   (1) The locklift is inoperative;
   (2) The coupler assembly does not have anticreep protection to prevent unintentional unlocking of the coupler lock; or
   (3) The coupler lock is—
      (i) Missing;
      (ii) Inoperative;
      (iii) Bent;
      (iv) Cracked; or
      (v) Broken.