§ 215.11  

(i) That it is safe to move the car; and  

(ii) The maximum speed and other restrictions necessary for safely conducting the movement;  

(2)(i) The person in charge of the train in which the car is to be moved shall be notified in writing and inform all other crew members of the presence of the defective car and the maximum speed and other restrictions determined under paragraph (a)(1)(ii) of this section.  

(ii) A copy of the tag or card described in paragraph (a)(3) of this section may be used to provide the notification required by paragraph (a)(2)(i) of this section.  

(3) A tag or card bearing the words “bad order” or “home shop for repairs” and containing the following information, shall be securely attached to each side of the car—  

(i) The reporting mark and car number;  

(ii) The name of the inspecting railroad;  

(iii) The inspection location and date;  

(iv) The nature of each defect;  

(v) Movement restrictions;  

(vi) The destination for shopping or repair; and  

(vii) The signature of a person designated under § 215.11.  

(b)(1) The tag or card required by paragraph (a)(3) of this section may only be removed from the car by a person designated under § 215.11 of this part.  

(2) A record or copy of each tag or card attached to or removed from a car shall be retained for 90 days and, upon request, shall be made available within 15 calendar days for inspection by FRA or State inspectors.  

(3) Each tag or card removed from a car shall contain a notification stating the date, location, reason for its removal, and the signature of the person who removed it from the car. These recordkeeping requirements have been approved by the Office of Management and Budget in accordance with the Federal Reports Act of 1942.  

(c) Movement of a freight car under paragraph (a) of this section may be made only for the purpose of effecting repairs. If the car is empty, it may not be placed for loading. If the car is loaded, it may not be placed for unloading unless unloading is consistent with determinations made and restrictions imposed under paragraph (a)(1) of this section and—  

(1) The car is consigned for a destination on the line of haul between the point where the car was found defective and the point where repairs are made; or  

(2) Unloading is necessary for the safe repair of the car.  

(d) Nothing in this section authorizes the movement of a freight car subject to a Special Notice for Repairs unless the movement is made in accordance with the restrictions contained in the Special Notice.  

§ 215.11 Designated inspectors.  

(a) Each railroad that operates railroad freight cars to which this part applies shall designate persons qualified to inspect railroad freight cars for compliance with this part and to make the determinations required by § 215.9 of this part.  

(b) Each person designated under this section shall have demonstrated to the railroad a knowledge and ability to inspect railroad freight cars for compliance with the requirements of this part and to make the determinations required by § 215.9 of this part.  

(c) With respect to designations under this section, each railroad shall maintain written records of:  

(1) Each designation in effect; and  

(2) The basis for each designation.  

§ 215.13 Pre-departure inspection.  

(a) At each location where a freight car is placed in a train, the freight car shall be inspected before the train departs. This inspection may be made before or after the car is placed in the train.  

(b) At a location where an inspector designated under § 215.11 is on duty for the purpose of inspecting freight cars, the inspection required by paragraph (a) of this section shall be made by that inspector to determine whether the car is in compliance with this part.
Federal Railroad Administration, DOT

§ 215.105 Suspension System

§ 215.103 Defective wheel.
A railroad may not place or continue in service a car, if—
(a) A wheel flange on the car is worn to a thickness of 3⁄8 of an inch, or less, at a point 5⁄8 of an inch above the tread of the wheel;
(b) The height of a wheel flange on the car, from the tread to the top of the flange, is 11⁄2 inches, or more;
(c) The thickness of a rim of a wheel on the car is 11⁄16 of an inch, or less;
(d) A wheel rim, flange, plate, or hub area on the car has a crack or break;
(e) A wheel on the car has a chip or gouge in the flange that is 11⁄2 inches in length and 1⁄2 inch in width, or more;
(f) A wheel on the car has—
(1) A slid flat or shelled spot that is more than 21⁄2 inches in length; or
(2) Two adjoining flat or shelled spots each of which is more than two inches in length;
(g) A wheel on the car shows evidence of being loose such as oil seepage on the back hub or back plate;
(h) A wheel on the car shows signs of having been overheated as evidenced by a reddish brown discoloration, to a substantially equal extent on both the front and the back face of the rim, that extends on either face more than four inches into the plate area measured from the inner edge of the front or back face of the rim; or,
(1) A wheel on the car has been welded unless the car is being moved for repair in accordance with §215.9 of this part.

§ 215.105 Defective axle.
A railroad may not place or continue in service a car, if—
(a) An axle on the car has a crack or is broken;
(b) An axle on the car has a gouge in the surface that is—
(1) Between the wheel seats; and
(2) More than one-eighth inch in depth;
(c) An axle on the car, used in conjunction with a plain bearing, has an end collar that is broken or cracked;
(d) A journal on the car shows evidence of overheating, as evidenced by a