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APPENDIX C TO PART 215—FRA FREIGHT CAR STANDARDS DEFECT CODE

The following defect code has been established for use by FRA and State inspectors to report defects observed during inspection of freight cars. The purpose of the code is to establish a uniform language among FRA, States, and the railroad industry that will facilitate communication, recordkeeping, and statistical analyses. The code may not be substituted for the description of defects on bad order tags affixed to cars being moved for repair under §215.9. However, it may be used to supplement that description.

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Description of Defects
215.009 Failure to meet conditions for movement of defective cars for repairs.
215.011 Designation of Qualified Persons.
(A)(1) Railroad fails to designate persons qualified to inspect freight cars; (2) Persons designated does not have knowledge and ability to inspect freight cars for compliance with the requirements of this part. (B) Railroad fails to maintain written record of: (1) Each designation in effect; (2) The basis for this designation.
215.013 Failure to perform pre-departure inspection.
215.015 Periodic Inspection.
(A) Railroad fails to perform the periodic inspection as required by June 30, 1980 on: (1) High utilization car built prior to December 31, 1977; (2) Non-high utilization car built prior to December 31, 1971; (B) A freight car improperly stenciled for periodic inspection.
215.103 Defective Wheel.
(A)(1) Flanges 7/8" or less at 3/8" above the tread; (2) Flanges 13/16" or less at 3/8" above the tread; (3) Flanges 3/4" or less at 3/8" above the tread; (B)(1) Flange is 1 1/2" or more from the tread to top of flange;
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(2) Flange is $1\frac{3}{16}$" or more from the tread to top of flange;
(3) Flange is $1\frac{3}{16}$".

215.105 Defective Axle.

215.113 Defective plain bearing wedge.

215.111 Defective plain bearing.

215.109 Defective plain bearing box: journal

215.107 Defective plain bearing box.

215.109 Defective plain bearing box: journal lubrication system.

215.111 Defective plain bearing.

215.113 Defective plain bearing wedge.

(A) Missing.
(B) Cracked.
(C) Broken.

215.115 Defective roller bearing.

215.117 Defective roller bearing adapter.

215.119 Defective freight car trucks.

215.121 Defective car body.

215.123 Defective couplers.

(F) Wheel has slid flat spot or shell ed spot:

(3) Rim thickness is $9\frac{15}{16}$ or less;
(2) Rim thickness is $5\frac{5}{8}$ or less;
(1) $2\frac{1}{2}$

(2) $1\frac{3}{8}$ in length or more;
(1) $1\frac{3}{4}$".

(3) Flange is $1\frac{3}{4}$".

(2) Has two adjoining flat spots each of which is $2\frac{1}{2}$ in length or greater;
(3) A single flat spot $3\frac{1}{4}$" in length or more;
(4) Has two adjoining flat spots one of which is at least $2\frac{1}{2}$" in length and the other is $2\frac{1}{2}$" or greater.

(G) Has a loose wheel.

(H) Overheated with discoloration extending:

(1) More than $4\frac{3}{4}$"; (2) $4\frac{3}{8}$ or more.

(i) A welded wheel on car that is not moving for repairs.

215.105 Defective Axle.

215.113 Defective couplers.

215.115 Defective roller bearing.

215.117 Defective roller bearing adapter.

215.119 Defective freight car trucks.

215.121 Defective car body.

215.123 Defective couplers.
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(A) Coupler shank bent.
(B) Coupler cracked in highly stressed area of head and shank.
(C) Coupler knuckle broken.
(D) Coupler knuckle pin or knuckle throw:
   (1) Missing;
   (2) Inoperative.
(E) Coupler retainer pin lock:
   (1) Missing;
   (2) Broken.
(F)(1) Coupler locklift is inoperative;
   (2) No anti-creep protection;
   (3) Coupler lock is (i) missing, (ii) inoperative, (iii) bent, (iv) cracked or (v) broken.
215.125 Defective uncoupling device.
   (A) Fouling on curve.
   (B) Unintentional uncoupling.
215.127 Defective draft arrangement.
   (A) Draft gear inoperative.
   (B) Broken yoke.
   (C) End of car cushioning unit:
      (1) Leaking;
      (2) Inoperative.
   (D) Vertical coupler pin retainer plate:
      (1) Missing;
      (2) Has missing fastener.
   (E) Draft key or key retainer:
      (1) Inoperative;
      (2) Missing.
   (F) Follower plate missing or broken.
215.129 Defective cushioning device unless effectively immobilized.
   (A) Broken.
   (B) Inoperative.
   (C) Missing parts.
215.203 Operating a restricted car, except under conditions approved by FRA.

Stenciling
215.301 Failure to stencil car number and built date on freight car as required.
215.303 Failure to stencil restricted car as required.
215.305 Failure to stencil maintenance-of-way equipment as required.

APPENDIX D TO PART 215—PRE-DEPARTURE INSPECTION PROCEDURE

At each location where a freight car is placed in a train and a person designated under §215.11 is not on duty for the purpose of inspecting freight cars, the freight car shall, as a minimum, be inspected for the imminently hazardous conditions listed below that are likely to cause an accident or casu-ality before the train arrives at its destination. These conditions are readily discoverable by a train crew member in the course of a customary inspection.

1. Car body:
   (a) Leaning or listing to side.
   (b) Sagging downward.
   (c) Positioned improperly on truck.
   (d) Object dragging below.
   (e) Object extending from side.

2. Insecure coupling.
3. Overheated wheel or journal.
4. Broken or extensively cracked wheel.
5. Brake that fails to release.
6. Any other apparent safety hazard likely to cause an accident or casualty before the train arrives at its destination.

[45 FR 26711, Apr. 21, 1980, as amended at 73 FR 79701, Dec. 30, 2008]

PART 216—SPECIAL NOTICE AND EMERGENCY ORDER PROCEDURES: RAILROAD TRACK, LOCOMOTIVE AND EQUIPMENT

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SOURCE: 41 FR 18657, May 6, 1976, unless otherwise noted.

Subpart A—General

§ 216.1 Application.
   (a) This part applies, according to its terms, to each railroad that uses or operates—
      (1) A railroad freight car subject to part 215 of this chapter;
      (2) A locomotive subject to 49 U.S.C. chapter 207 (49 U.S.C. 20701–03); or