Federal Railroad Administration, DOT

(ii) Its truck was involved in a de-
railment 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 1⁄4 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 acti-
vating spring; or

(c) A side bearing in any of the fol-
lowing conditions:

(1) Part of the side bearing assembly

is missing or broken;

(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.