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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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.

(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;

215.105 Defective Axle.

215.107 Defective Plain Bearing Box: General.

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215.301 Improper Stenciling.

215.303 Improper Stenciling of Restricted Cars.


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.

(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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215.105 Defective Axle.
(A) Cracked or broken.
(B) Wheel has slid flat spot or shelled spot:
   (1) Rim thickness is 1 1/8" or less;
   (2) Rim thickness is 9/16" or less;
(C) Wheel cracked or broken in:
   (1) 1 1/2" length and 1/2" in width or more;
   (2) 1 3/8" length and 1/2" in width or more;
   (3) 1 1/8" in length and 1/2" in width or more.
(F) Wheel has slid flat spot or shelled spot:
   (1) 1 1/2" in length or more;
   (2) Has two adjoining flat spots each of which is 2" in length or greater;
   (3) A single flat spot 3" in length or more;
   (4) Has two adjoining flat spots one of which is at least 2" in length and the other is 2 1/2" or greater.
(G) Has a loose wheel.
(H) Overheated with discoloration extending:
   (1) More than 4"; (2) 4 1/2" or more.
(I) A welded wheel on car that is not moving for repairs.

215.109 Defective plain bearing box: journal surface damaged.
(A) Melted babbit;
(B) Smoke from hot oil;
(C) Journal surface damaged.

215.111 Defective plain bearing.
(A) Melted babbit;
(B) Broken or cracked as defined in this part.

215.115 Defective roller bearing.
(A) Everheated;
(B) Loose or missing cap screw;
(C) Roller bearing seal loose or damaged permitting loss of lubricant.
(D) Two or more missing cap screws.

215.117 Defective roller bearing adapter.
(A) Cracked or broken.
(B) Not in design position.
(C) Worn excessively as shown on Figure 1 in relief portion.

215.119 Defective freight car trucks.
(A) Side frame or bolster broken;
(B) Truck springs that will not maintain travel or load;
(C) Truck bolster and center plate interfere preventing rotation.
(F) Has broken beam shelf supports worn so that shelf will not support beam.

215.121 Defective car body.
(A) Improper clearance—less than 2 1/4" from top of rail.
(B) Center sill is:
   (1) Broken;
   (2) Cracked more than 6";
   (3) Bent or buckled more than 2 1/2" in any 6-foot length.
(C) Coupler carrier is:
   (1) Broken;
   (2) Missing;
   (3) Non-resilient when used with coupler with F head.
(D) Car door not equipped with operative safety hangers.

215.123 Defective couplers.
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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.

215.203 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 casualty before the train arrives at its destination.

A. 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.

(f) Door insecurely attached.
(g) Broken or missing safety appliance.
(h) Lading leaking from a placarded hazardous material car.
(i) 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.

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