



AAR Inspection Report					
C.	Train Yard Inspection	Maj	Mod	Min	Rule Violation
	<p><b>Train Inspection</b></p> <p>a) Number of cars inspected Outbound - _____</p> <p>b) Units checked for out-of-date air test?</p> <p><b>Inspection of Car Structure</b></p> <p>c) Center sills, end sills, side sills, body bolsters, side bearings, center plates, decks, draft sills?</p> <p>d) Wheel sets inspected for defects listed in Rule 36, 37, 41, 43 and 90 (Field Manual)?</p> <p><b>Trucks</b></p> <p>e) Side Frames and Bolsters inspected for defects?</p> <p><b>Load Securement</b></p> <p>f) Open Top Loads secured as required?</p> <p>g) Container pedestals and hitch components inspected for missing components and cracked securements?</p> <p>h) TOFC/COFC Interchange Rules?</p> <p><b>Safety Appliances</b></p> <p>i) Ladders, ladder treads, handholds, and sill steps inspected for defects?</p> <p>j) Running boards, dome platforms, brake steps and crossover platforms inspected for defects.</p> <p><b>Yard Billing</b></p> <p>k) Are repairs compatible with the actual billing repair card?</p> <p><b>Initial Terminal Air Brake Test</b></p> <p>l) Train brake air system charged properly with retaining valves and valve pipes in good condition?</p> <p>m) Trolleys inspected and air hose clearance proper?</p> <p>n) Train charged to 15 lbs. of feed valve setting but not less than 75 lbs?</p> <p>o) 20 lb. reduction made and leakage reported?</p> <p>p) Proper inspection of train brakes?</p> <p>q) Piston travel inspected for proper operating range?</p> <p>r) Release signal for brakes given and proper notification of test completion?</p> <p>s) EOT device applied and in compliance?</p> <p>t) Other?</p>				<p><b>Interchange Rules &amp; CFR 49, Part 215, 231 &amp; 232</b></p>

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<b>D.</b>	<b>Scrap Inspection</b>				<b>Maj</b>	<b>Mod</b>	<b>Min</b>	<b>Rule Violation</b>
	<b>Scrap Material Inspections</b>							<b>Interchange Rules 83, 120</b>
	a. Component Materials		<b># Inspected</b>					
			<b><u>Condemn</u></b>	<b><u>Non-Condemn</u></b>				
	1	Air hoses						
	2	Adapters						
	3	Brake shoes						
	4	Truck bolsters						
	5	Brake beams						
	6	Coupler knuckles						
	7	Coupler bodies						
	8	Coupler yokes						
	9	Coupler component						
	10	Draft gears						
	11	Truck side frames						
	12	Truck springs						
	13	Other?						
<b>E.</b>	<b>Repair Practices</b>							
<b>1.</b>	<b>Air Brake</b>							<b>Interchange Rules 2 - 13</b>
	a. Air Brake Test Information verified for cars on repair track?							
	b. Single Car Air Brake Tests performed for cause and reported as required?							
	c. Single Car Test device, Brake cylinder pressure gage and 28mm test coupling in-date?							
	d. Brake Cylinder measurement tap applied?							
	e. Daily Test of SCABT device properly demonstrated?							
	f. Single Car Air Brake Test properly demonstrated?							
	g. Model 3050, 3050-A, 3200 & 3200-A Sloan angle cocks removed at time of SCABT?							
	h. Is set & release done in compliance with Field Manual?							
	i. Other?							
<b>2.</b>	<b>Coupler/Draft Gear</b>							
	a. Draft systems inspected for defective conditions?							
	b. Use of coupler gages adequately demonstrated?							
	c. Coupler and draft components being removed for condemnable defects?							
	d. Other?							

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E	Repair Practices - Continued	Maj	Mod	Min	Rule Violation
3.	<p><b>Running Gear</b></p> <p>a. Wheels, axles, roller bearings are being removed for condemnable defect?</p> <p>b. Wheel gages properly used?</p> <p>c. Condemned wheels properly identified with car initial, car number, why made code, location on car, &amp; repair date, i.e.:</p> <p>(60) Flange thin (61) High impact 80&lt;90 Kips  (62) Flange vertical (63) Tread worn hollow  (64) Flange high (65) High impact ≥ 90Kips  (66) Flange cracked or broken  (67) Wheel out-of-round detected by gage  (68) Rim cracked or broken  (73) Rim thin (74) Thermal cracks  (75) Tread shelled (76) Tread built-up  (77) Tread grooved (78) Tread slid flat  (80) Scrape/Dent/Gouge (83) Cracked or broken plate  (85) Loose Wheel</p> <p>d. Condemned bearings properly identified?</p> <p>(04) Defective internal parts as per FM Rule 36.A.3  (50) Roller bearing Overheated  (51) Roller bearing Temperature per MSRP F 2.0 &amp; 4.1  (52) Roller bearing Temperature per MSRP F 2.0 &amp; 4.2  (92) Loose/Missing Cap Screw  (91) Non-verified TADS (96) Verified TADS  (93) Seals loose or cocked (97) Loose backing ring  (95) Roller bearing fused due to Overheating  (99) Damaged seals</p> <p>e. Are bearing adapters properly gauged when trucks are disassembled?</p> <p>f. Are Maintenance Advisory's checked for outstanding active wheel impacts?</p> <p>g. When renewing a wheel set, are Maintenance Advisory's checked and updated when required?</p> <p>h. Adapters being removed for Condemnable Defects?</p> <p>(01) Worn out (02) Broken  (05) Bent (08) Wrong (Not standard to car)</p> <p>i. Are overheated and TADS bearings marked properly</p> <p>j. Other?</p>				<b>Interchange Rules 36 - 44</b>
4.	<p><b>Car Body</b></p> <p>a. AEI transponders properly programmed, applied, &amp; read?</p> <p>b. Constant contact side bearings inspected and measured as required?</p> <p>c. Car body center plate checked for defective condition?</p> <p>d. Other?</p>				<b>Interchange Rules 57 - 79</b>

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E.	Repair Practices - Continued	Maj	Mod	Min	Rule Violation
5.	<p><b>Truck Side Frames/Bolsters</b></p> <p>a. When trucks dismantled or wheels changed, is wear on side frame columns and bolster gibs being measured?</p> <p>b. Is car checked in EHMS for Truck Hunting Index?</p> <p><b>Truck Side Frames:</b></p> <p>c. Inspected for defects?</p> <p>d. Pairing buttons incorrect (must be within one button side to side when applied).</p> <p>e. When trucks dismantled are thrust lugs measured?</p> <p>f. Are pedestal roofs checked for squareness per MSRP Section D S-327 when required?</p> <p>g. Other?</p> <p><b>Truck Bolsters:</b></p> <p>h. Inspected for defects?</p> <p>i. Friction casting wear limits checked?</p> <p>j. When truck is dismantled for other cause, are pocket wear plates worn 50% from new replaced as required?</p> <p>k. Other?</p>				<b>Interchange Rules 46 - 50</b>
6.	<p><b>Gages &amp; Publications</b></p> <p><b>Gages Required</b></p> <p>a. Single Car Air Brake Test device.</p> <p>b. Steel wheel gage or other AAR approved alternate standard.</p> <p>c. Standard wheel defect gage <b>No. 34401</b> or <b>34401A</b></p> <p>d. Simplified steel wheel gage.</p> <p>e. Wheel back-to-back service limit gage, (Go/No-Go or alternate type capable of measuring a ¼" difference).</p> <p>f. Adapter wear gage.</p> <p>g. E coupler contour condemning limit age (5 5/16 inch) <b>No. 25623-1, Side A.</b> (or Side A &amp; B Gage)</p> <p>h. E coupler secondhand and parts replacement contour limit gage (5 1/8 inch) <b>No. 25623-1, Side B.</b> (or Side A &amp; B Gage)</p> <p>i. E coupler reconditioned contour limit gage (5 inch) <b>No. 28393.</b></p> <p>j. E knuckle nose worn limit gage <b>No. 44057.</b></p> <p>k. F knuckle nose worn limit gage <b>No. 49822.</b></p> <p>l. F knuckle wear &amp; stretch gage <b>No. 44250-3.</b></p> <p>m. F coupler contour limit gage <b>No. 47120-2.</b></p> <p>n. F coupler guard arm distortion gage <b>No. 36527-2A</b> or <b>3</b></p> <p>o. Pedestal Ceiling Wear Gage <b>No. EC-1200.</b></p> <p>p. Tread Worn Hollow Gage.</p> <p>q. 70,100,&amp;125 ton (Grade C) Ride Control</p> <p>r. Super Service Ride Control</p> <p>s. SK-1546-1</p> <p>t. SK-1546-2</p>				<b>Interchange Rule 1</b>

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E.	Repair Practices - Continued	Maj	Mod	Min	Rule Violation
6.	<p><b>Publications Required</b></p> <ul style="list-style-type: none"> <li>u. Field Manual of the AAR Interchange Rules. (current year and revisions)</li> <li>v. Code of Air Brake System Tests for Freight Equipment. (AAR Standard S-486) <b>6/2013</b></li> <li>w. Instruction Leaflet No. 2391, Sup. 1 Repair Track Maintenance, Freight Brake Equipment “AB” Type. <b>(4/1991)</b></li> <li>x. Repair Track Maintenance, Freight Brake Equipment DB-60 and DB-60L Control Valves. <b>(9/2013)</b></li> <li>y. Repair Track Maintenance, Freight Brake Equipment ABDX &amp; ABDXL Control Valves. <b>(9/2004)</b></li> <li>z. CFR49 Parts – 215<b>(6/12)</b>, 224<b>(6/12)</b>, 231<b>(6/12)</b> and 232<b>(6/12)</b></li> <li>aa. AAR Forms MD-11<b>(3/10)</b>, MD12<b>(4/13)</b>, MD-115<b>(6/10)</b>, M-1003 QA-7.1 <b>(8/14)</b>, <b><u>MD-500 Form 7/13 online version</u></b></li> <li>bb. Lubrication Manual, Manual of Standards and Recommended Practices Section H-III. <b>(11/2011)</b></li> <li>cc. Mandatory AAR circular letters maintained.</li> <li>dd. Stucki’s “Yard &amp; Shop Insp. Pocket Guide.” <b>(5/2011)</b></li> <li>ee. Miner’s “Field Guide.” <b>(2013 VI.I online version)</b></li> <li>ff. Amsted Rail Group’s “Shop and Field Inspection Pocket Guide” <b>(5/2005)</b></li> <li>gg. SCT -SK2724A Installation and Maintenance Procedure <b>((10/2006)</b></li> <li>hh. Certified tank car facilities need additional publications as listed in Rule 81.E.</li> <li>ii. Wheel and Axle Manual, MSRP, Section G-II, only if performing ultrasonic testing of wheels.</li> <li>jj. AWS D15.1 Railroad Welding Specification for Railcars &amp; Locomotives <b>(2012 AMD1)</b></li> <li>kk. Other</li> </ul>				<p><b>Interchange Rule 1</b></p>

F.	AAR Billing and Forms	Maj	Mod	Min	
	<p><b>AAR Billing</b></p> <ul style="list-style-type: none"> <li>a. All items of repair covered in proper detail on the original record of repairs and signed by the party authorized to vouch for correctness? (foreign car or defect card/Joint Inspection Certificate only)</li> <li>b. Original Record of Repairs retained as required?</li> <li>c. Defect Card/Joint Inspection Card (JIC) checked versus repairs billed.</li> <li>d. Jacking charges properly recorded?</li> <li>e. Obsolete material charges proper?</li> <li>f. Are CID codes getting entered into Umler when required parts are being replaced?</li> </ul> <p><b>AAR Forms</b></p> <ul style="list-style-type: none"> <li>g. Defect Cards issued for Rule 95 conditions as required?</li> <li>h. Defect Card/Joint Inspection Certificate checked for accuracy?</li> <li>i. Field Manual Rule 95.C.4 - Damaged Car Reports, maintained as required?</li> <li>j. Form MD-11, AAR Roller Bearing Hot Box and Shop Inspection Report completed as required?</li> <li>k. Form MD-115, Defective Wheels Removed, Causing Derailments, or Line-of-Road Setouts Report completed as required?</li> <li>l. M-1003, QA - 7.1 Non Conformance Report completed as required?</li> <li>m. Is the facility filling out the MD-500 form when cracked/broken side frames/bolsters are replaced?</li> <li>n. Does the facility have welder qualification records &amp; welding procedures?</li> <li>o. Other?</li> </ul>				<p><b>Interchange Rules</b></p>
G.	Material ID/Packaging & Storage	Maj	Mod	Min	Rule Violations
	<p><b>Air Brake Valves</b></p> <ul style="list-style-type: none"> <li>a. Control &amp; auxiliary brake valves properly stored and covered?</li> <li>b. Truck mounted piston assemblies properly covered?</li> <li>c. Body mounted piston assemblies properly covered?</li> <li>d. Clean choke filters in emergency portion valves received from vendors?</li> <li>e. Rubber gaskets in date and properly stored?</li> <li>f. End air hoses in date and properly stored? <b>Must be separated/labeled for use on own cars.</b></li> <li>g. Intermediate air hoses in date and properly stored? <b>Must be separated/labeled for use on own cars.</b></li> </ul> <p><b>Wheel Sets</b></p> <ul style="list-style-type: none"> <li>h. Wheel sets properly stored?</li> </ul> <p><b>Lubricants</b></p> <ul style="list-style-type: none"> <li>h. AAR required lubricants properly labeled and protected to prevent contamination M-914, M-942, M-971, SAE 30 oil, &amp; SAE 50 oil?</li> </ul> <p><b>Covered Commodities</b></p> <ul style="list-style-type: none"> <li>i. New / reconditioned / repaired items performed in Accordance with Specification M-1003 as required?</li> <li>j. Other?</li> </ul>				<p><b>Interchange Rules and Instruction Pamphlets</b></p>

