AAR Inspection Report						
A. Outbo	und Inspection (Completed Ca	ars)				
Reporting Marks	Reason Bad Ordered		eption N Mod	oted Min	Load or Empty	Status/Comments

B. Inbound	B. Inbound Inspection (Bad Order Verification)							
Reporting Marks	Reason Bad Ordered	Exce	ption N Mod	oted Min	Load or Empty	Status/Comments		

C.	Train Yard Inspection	Maj	Mod	Min	Rule Violation
	Train Inspection				Interchange Rules & CFR 49, Part 215, 231 & 232
	a) Number of cars inspected Outbound -				47, 1 alt 213, 251 & 252
	b) Units checked for out-of-date air test?				
	Inspection of Car Structure				
	c) Center sills, end sills, side sills, body bolsters, side				
	bearings, center plates, decks, draft sills?				
	d) Wheel sets inspected for defects listed in Rule 36,				
	37, 41, 43 and 90 (Field Manual)?				
	Trucks				
	e) Side Frames and Bolsters inspected for defects?				
	Load Securement				
	<ul> <li>f) Open Top Loads secured as required?</li> <li>container redectals and hitch components</li> </ul>				
	g) Container pedestals and hitch components inspected for missing components and cracked				
	securements?				
	h) TOFC/COFC Interchange Rules?				
	Safety Appliances				
I	i) Ladders, ladder treads, handholds, sill steps and				
	uncoupling levers inspected for defects?				
	j) Running boards, dome platforms, brake steps and				
	crossover platforms inspected for defects.				
	Yard Billing				
	k) Are repairs compatible with the actual billing				
	repair card?				
	Initial Terminal Air Brake Test				
	1) Train brake air system charged properly with				
	retaining valves and valve pipes in good condition	,			
	m) Trolleys inspected and air hose clearance proper?				
	n) Train charged to 15 lbs. of feed valve setting but				
	not less than 75 lbs?				
	o) 20 lb. reduction made and leakage reported?				
	p) Proper inspection of train brakes?				
	q) Piston travel inspected for proper operating range?				
	r) Release signal for brakes given and proper				
	notification of test completion?				
	<ul><li>s) EOT device applied and in compliance?</li><li>t) Other?</li></ul>				
	i Ouici:				

).	Scr	ap Inspection			Maj	Mod	Min	Rule Violation
	Scrap Material Inspections							Interchange Rules 83, 120
	a. Component Materials # Inspected							
		1	<u>Condemn</u>	Non-Condemn				
	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?						
		oair Practices Brake						Interchange Rules 2 - 13
	c. d. e. f. g. h. i. j. k. 1. m.	Single Car Air Brake To reported as required? Single Car Test device, and 28mm test coupling Brake Cylinder measure Daily Test of SCABT d Single Car Air Brake To Hand Brake inspected & Proper piston travel and Air hose clearance and Model 3050, 3050-A, 3 cocks removed at time of Is set & release done in Are they cleaning & che properly with the comp Other?	Brake cylinder g in-date? ement tap appli evice properly est properly der & lubricated as l Decals/Sticker trolley arranger 200 & 3200-A of SCABT? compliance wi ecking the refle	• pressure gage ed? demonstrated? monstrated? required? rs as required? ments proper? Sloan angle th Field Manual?				
		ıpler/Draft Gear						Interchange Rules 16-22
	b. c. d.	Draft systems inspected Use of coupler gages at Coupler and draft comp condemnable defects? With coupler removed i unit yoke/endcap wear a Other?	lequately demo onents being re s the facility us	nstrated? emoved for				

AK	Inspection Report				
	<b>Repair Practices - Continued</b>	Maj	Mod	Min	Rule Violation
	Running Gear				Interchange Rules 36 - 44
	a. Wheels, axles, roller bearings are being removed for				
	condemnable defect?				
	b. Wheel gages properly used?				
	c. Condemned wheels properly identified with car initial,				
	car number, why made code, location on car, & repair				
	date, i.e.:				
	(48) Rim thickness 16/16 or less and dynamic $\geq$ 50Kips				
	(60) Flange thin (61) High impact 80<90 Kips				
	(62) Flange vertical (63) Tread worn hollow				
	(64) Flange high (65) High impact $\ge 90$ Kips				
	(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				
	d. Condemned bearings properly identified?				
	(04) Defective internal parts as per FM Rule 36.A.3				
	(50) Roller bearing Overheated				
	(51) Roller bearing Temperature per MSRP F 2.0 & 4.1				
	(52) Roller bearing Temperature per MSRP F 2.0 & 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				
	e. Are roller bearing adapters being checked anytime				
	when wheel sets are removed for any reason?				
	f. Are Maintenance Advisory's checked for outstanding				
	active wheel impacts?				
	g. When renewing a wheel set, are Maintenance				
	Advisory's checked and updated when required? h. Adapters being removed for Condemnable Defects?				
	h. Adapters being removed for Condemnable Defects? (01) Worn out (02) Broken				
	(05) Bent (08) Wrong (Not standard to car)				
	i. Are overheated and TADS bearings marked properly?				
	j. Other?				
	Car Body				Interchange Rules 57 - 79
	a. AEI transponders properly programmed, applied, & read?				
	b. Constant contact side bearings inspected and measured				
	as required?				
	c. Car body center plate checked for defective condition?				
	d. Other?				

	Inspection Report				
E.	Repair Practices - Continued	Maj	Mod	Min	Rule Violation
5.	<ul> <li>Truck Side Frames/Bolsters <ul> <li>a. When trucks dismantled or wheels changed, is wear on side frame columns and bolster gibs being measured?</li> <li>b. Is car checked in EHMS for Truck Hunting Index?</li> </ul> </li> <li>Truck Side Frames: <ul> <li>c. Inspected for defects?</li> </ul> </li> <li>d. Pairing buttons incorrect (must be within one button side to side when applied).</li> <li>e. When trucks dismantled are thrust lugs measured?</li> <li>f. Are pedestal roofs checked for squareness per MSRP Section D S-327 when required?</li> <li>g. Other?</li> <li>Truck Bolsters: <ul> <li>h. Inspected for defects?</li> <li>i. Friction casting wear limits checked?</li> <li>j. When truck is dismantled for other cause, are pocket wear plates worn 50% from new replaced as required?</li> </ul> </li> </ul>				Interchange Rules 46 - 50
6.	<ul> <li>Gages &amp; Publications</li> <li>Gages Required</li> <li>1) Single Car Air Brake Test device.</li> <li>2) Steel wheel gage or other AAR approved alternate standard.</li> <li>3) Standard wheel defect gage No. 34401 or 34401A</li> <li>4) Simplified steel wheel gage.</li> <li>5) Wheel back-to-back service limit gage, (Go/No-Go or alternate type capable of measuring a ¼" difference).</li> <li>6) Adapter wear gage.</li> <li>7) E coupler contour condemning limit age (5 5/16 inch) No. 25623-1, Side A.</li> <li>8) E coupler secondhand and parts replacement contour limit gage (5 ¼ inch) No. 25623-1, Side B.</li> <li>9) E coupler reconditioned contour limit gage (5 inch) No. 28393.</li> <li>10) E knuckle nose worn limit gage No. 44057.</li> <li>11) F knuckle nose worn limit gage No. 44250-3.</li> <li>13) F coupler contour limit gage No. 47120-2.</li> <li>14) F coupler guard arm distortion gage No. 36527-2A or 3</li> <li>15) Pedestal Ceiling Wear Gage No. EC-1200.</li> <li>16) Tread Worn Hollow Gage.</li> <li>17) 70,100,&amp;125 ton (Grade C) Ride Control, Super Service Ride Control, SK-1546-1, SK-1546-2</li> <li>18) Comparator Panel or Retroreflectometer</li> </ul>				Interchange Rule 1

Repair Practices - Continued	Maj	Mod	Min	<b>Rule Violation</b>
Publications Required				Interchange Rule 1
1) Field Manual of the AAR Interchange Rules. (current				
year and revisions)				
2) Code of Air Brake System Tests for Freight				
Equipment. (AAR Standard S-486) (8/2018)				
3) Instruction Leaflet No. 2391, Sup. 1 Repair Track				
Maintenance, Freight Brake Equipment "AB"				
Type.(4/1991)				
4) Repair Track Maintenance, Freight Brake Equipment				
DB-60 and DB-60L Control Valves.(3/2018)				
5) Repair Track Maintenance, Freight Brake Equipment				
ABDX & ABDXL Control Valves.(9/2004)				
6) CFR49 Part – 232 ( <b>2019</b> )				
7) CFR49 Part – 231 ( <b>2019</b> )				
8) CFR49 Part – 224 ( <b>2019</b> )				
9) CFR49 Part – 215 ( <b>2019</b> )				
10)				
a. AAR Forms MD-11(Electronic),MD12(4/13), MD-				
115(Electronic), MD-500 Form 7/13 Electronic, MD-				
502 (Electronic) "Mandatory January 1, 2020				
b. M-1003 QA-7.1 (Electronic)				
11) Circular letters that revise an Interchange Rule or the				
MSRP and identified as mandatory.				
12) Certified tank car facilities need additional publications				
as listed in Rule 81.E.				
13) Wheel and Axle Manual, MSRP, Section G-II, only if				
performing ultrasonic testing of wheels.				
14) Miner's "Field Guide." (2013 VI.I online version)				
(2016 7.2a pdf version)				
15) Stucki's "Yard & Shop Insp. Pocket Guide." ( <b>Rev. 9</b> )				
16) Amsted Rail Group's "Shop and Field Inspection				
Pocket Guide"(5/2005)				
17) Wabtec's "SBX Installation and Maintenance				
Procedure" SK-3103 (4/2019)				
18) AWS D15.1 Railroad Welding Specification for				
Railcars & Locomotives ( <b>2019</b> ) 19) Other				

F.	AAR Billing and Forms	Maj	Mod	Min	
					Interchen D1-
	AAR Billing a. All items of repair covered in proper detail on the				Interchange Rules
	original record of repairs and signed by the party				
	authorized to vouch for correctness? (foreign car or				
	DDCT/Joint Inspection Certificate only)				
	b. Original Record of Repairs retained as required?				
	c. DDCT/Joint Inspection Card (JIC) checked versus				
	repairs billed.				
	d. Jacking charges properly recorded?				
	e. Obsolete material charges proper?				
	f. Are CID codes getting entered into Umler when				
	required parts are being replaced?				
	AAR Forms				
	g. DDCT issued for Rule 95 conditions as required?				
	h. DDCT/Joint Inspection Certificate checked for				
	accuracy?				
	i. Field Manual Rule 126.D.3 - Damaged Car Reports,				
	maintained as required?				
	-				
	j. Form MD-11, AAR Roller Bearing Hot Box and Shop				
	Inspection Report completed as required?				
	k. Form MD-115, Defective Wheels Removed, Causing				
	Derailments, or Line-of-Road Setouts Report				
	completed as required?				
	1. M-1003, QA - 7.1 Non Conformance Report completed				
	as required?				
	m. Is the facility filling out the MD-500 form when				
	cracked/broken side frames/bolsters are replaced?				
	n. Does the facility have welder qualification records &				
	welding procedures?				
	o. Other?				
G.	Material ID/Packaging & Storage	Maj	Mod	Min	Rule Violations
	Air Brake Valves				
	a. Control & auxiliary brake valves properly stored and				
	covered?				Interchange Rules and
	b. Truck mounted piston assemblies properly covered?				Instruction Pamphlets
	c. Body mounted piston assemblies properly covered?				Instruction 1 amplifets
	d. Clean choke filters in emergency portion valves				
	received from vendors?				
	e. Rubber gaskets in date and properly stored?				
	separated/labeled for use on own cars.				
	g. Intermediate air hoses in date and properly stored?				
	Must be separated/labeled for use on own cars.				
	Wheel Sets				
	h. Wheel sets properly stored?				
	Lubricants				
	h. AAR required lubricants properly labeled and protected				
	to prevent contamination M-914, M-942, M-971, SAE				
	30 oil, & SAE 50 oil?				
	Covered Commodities				
	i. New / reconditioned / repaired items performed in				
	Accordance with Specification M-1003 as required?				
	j. Other?				
I	[]. Cuier.	1	L		

## **Outbound Defects**

<u>Air Brakes</u>	Coupler/Draft Gear
Hand Brake Lubed Properly	Proper Coupler Height – <b>32</b> <sup>1</sup> /2" - <b>35</b> " Empty
Proper Air Hose Height – 6" Empty 5" Loaded from Top of Rail	31 <sup>1</sup> /2"-33 <sup>1</sup> /2" Loaded from Top of Rail to Middle of Knuckle
for EOC/COC units	Metal Coupler Carriers Lubed on EF Couplers
Proper Air Hose Height – <b>below 3</b> " from Top of Rail on Draft	Uncoupling Levers Adjusted Properly
gear units	Non-Metallic or Manganese Wear Plates Applied
Coupled Air Hoses must not be <b>below 5</b> "	Y47 pin assembly bolt replaced with 7/8" pin per FM Rule 17
<b>Proper Trolley Arrangement per FM Rule 6</b>	Figure E. Bolt is required per FM Rule 17 Figures C & D.
Single Sided Pipe Bracket Cut out Cock Handle Extension painted Orange when SCABT is performed	
Piston Travel Decals applied & Proper Stencils on Consolidated Stencil	
<u>Car Body</u>	Truck Side Frames/Bolsters
Safety Appliances Repaired Properly	Wedge Rise Height Above Condemning Limits
Crossover Platforms and Running Boards Repaired Properly	Loose Column Wear Plate Securements
"Empty" Box Car Doors Lubricated & Cycled if over 12 months	Column Wear Plates Worn 1/8" or More
Screw Type Trailer Hitches Lubricated if over 6 months	Pedestal Roof Liners Missing or Broken on Same End Repairs
Non-Retractable Trailer Hitches Lubricated if over 18 months	Were Made
Side Bearing Clearance Measured and Adjusted Properly	Pedestal Roof Liner Stop Lugs Applied in Correct Location & Welded Properly
Center Sill Webs free from Cracks or Broken	
Car Graded on "Empty" Box Cars and "Empty" Gondola Cars	Minimum One Inch Letters "H" Applied on CP – HT Wheels
and Entered into Umler	
Is the brake pipe length stenciled on the car if 75 feet or over	