



Informe de Departamento de Inspección Mecánica de AAR, 2017 resultados



Presentado por el
Inspector en Jefe
Stephen Berkshire
MID



Objetivo de la Presentación

- Explicar la misión del Departamento de Inspección mecánica (MID)
- Mostrar ubicación de inspectores MID
- Descripción tipos de excepciones
- Sugerir maneras para mejorar los resultados de la inspección de la instalación



Declaración de la misión MID

Ayudar a la industria ferroviaria en proveer transporte seguro a través del aseguramiento de la calidad, inspecciones técnicas y capacitación, para garantizar a los clientes cumplir con las especificaciones de la industria, códigos de regulaciones federales (CFR) y los requisitos de intercambio de AAR



Historia MID

- *"...y se añadió nueva regla 124, para proporcionar un sistema de control por el ARA, el Departamento de inspección mecánica y la autoridad para reembolso de cargos correctamente detectado por los controles, en las reglas de intercambio en vez de las normas complementarias."*
- Regla 124 permaneció en el lugar en 1934 cuando ARA se convirtió en el AAR y fue financiado por los ferrocarriles
- AAR tiene más de 80 años



Organigrama



**Assistant Vice President
& Chief, Technical
Standards**

**Vicepresidente
Adjunto y Jefe de
Normas Técnicas**

Chief Inspector - MID

Inspector Jefe

Senior Inspectors - MID

Inspector Senior

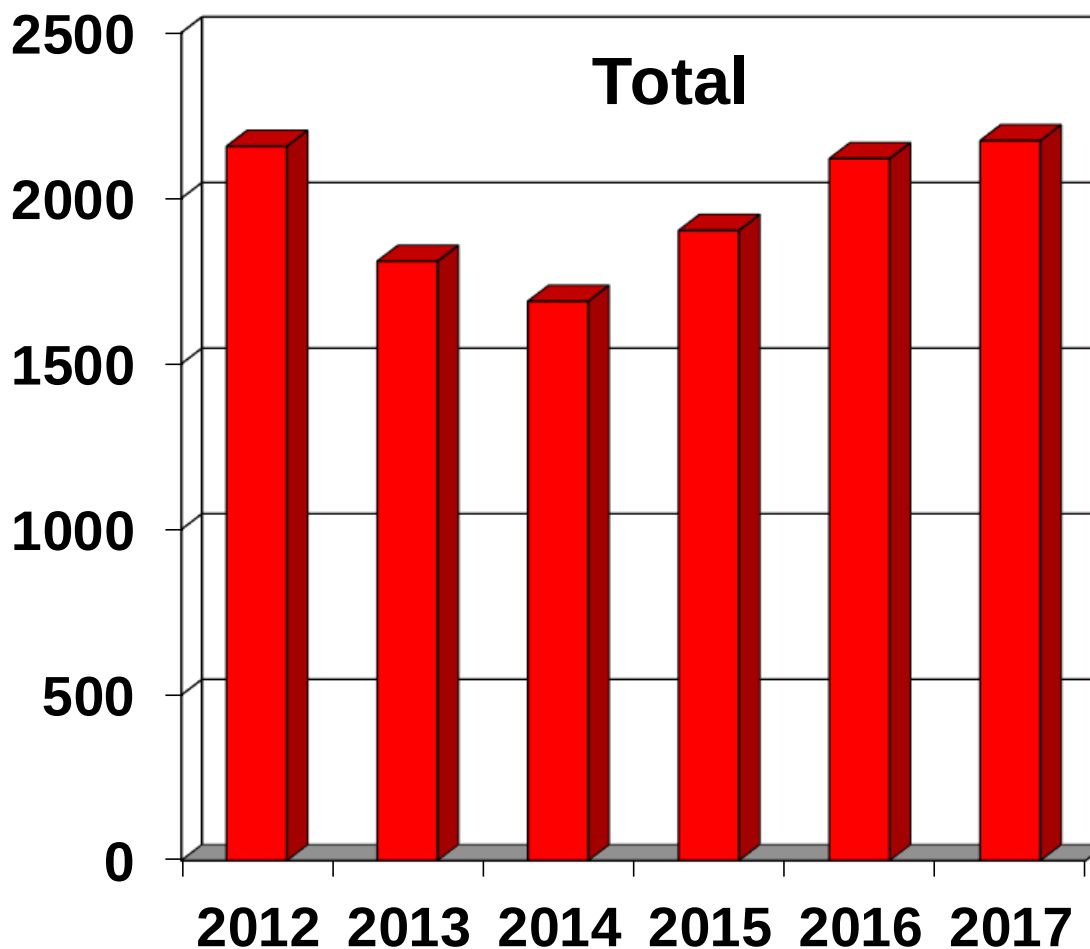
Field Inspectors - MID

**Inspector de
Campo**

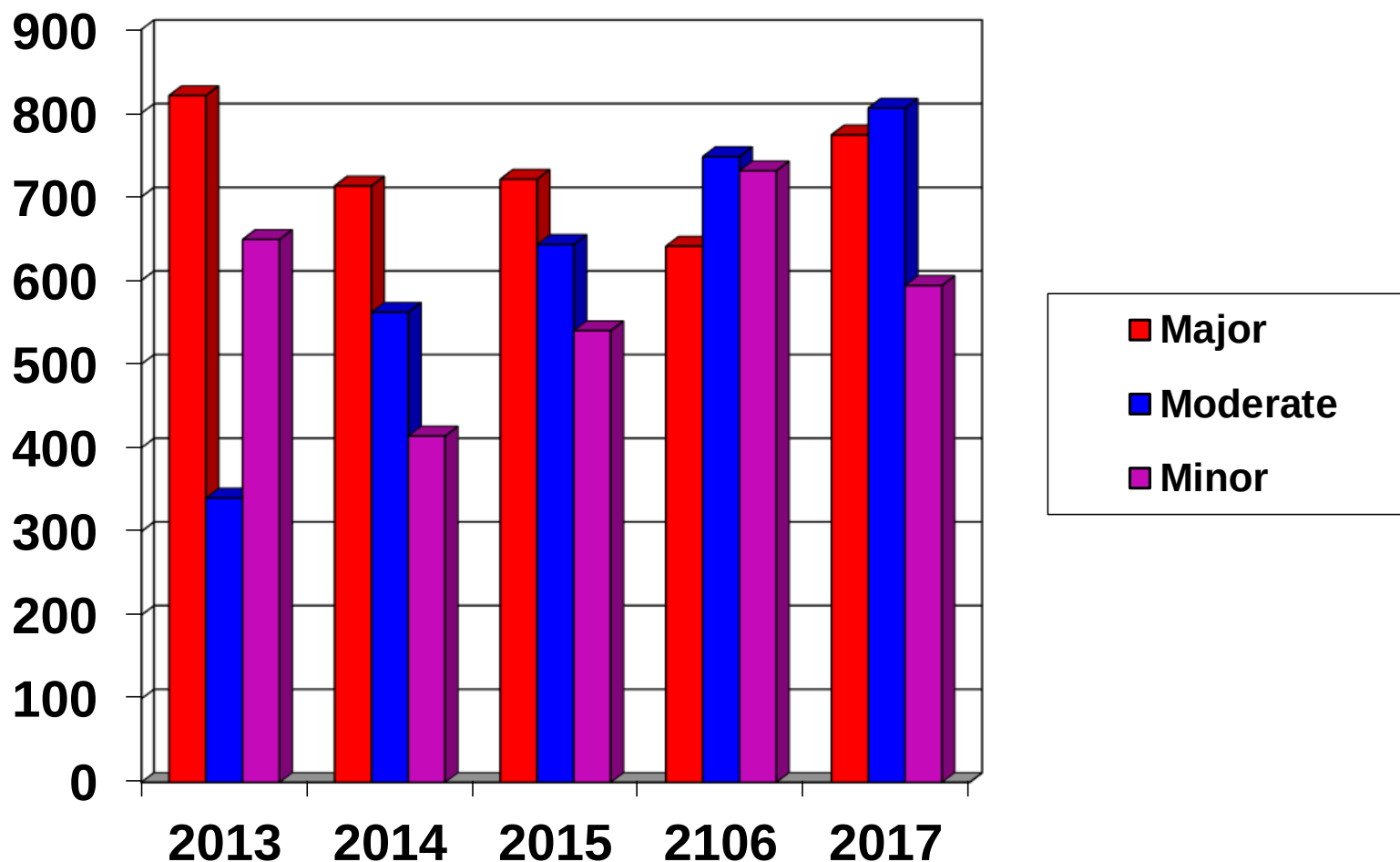




2012 – 2017 Excepciones Totales



2013 – 2017 Excepciones



2017 – Mayores excepciones por área

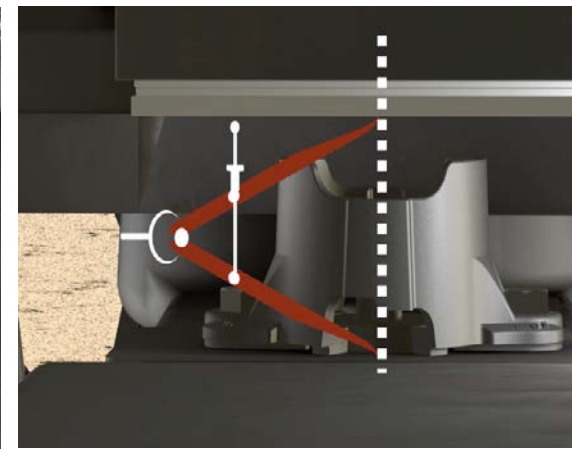
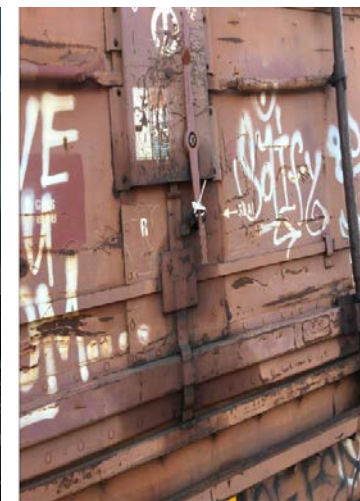
• Inspección de Salida	724 = 33.3 %
• Almacenamiento de Material	539 = 24.8 %
• Mancuernas	366 = 16.8 %
• Prueba de Frenos de Aire o Dispositivo	299 = 13.8 %
• Publicaciones	155 = 7.1 %

Nota: Escantillones y su uso: 135 Excepciones = 6.2 %

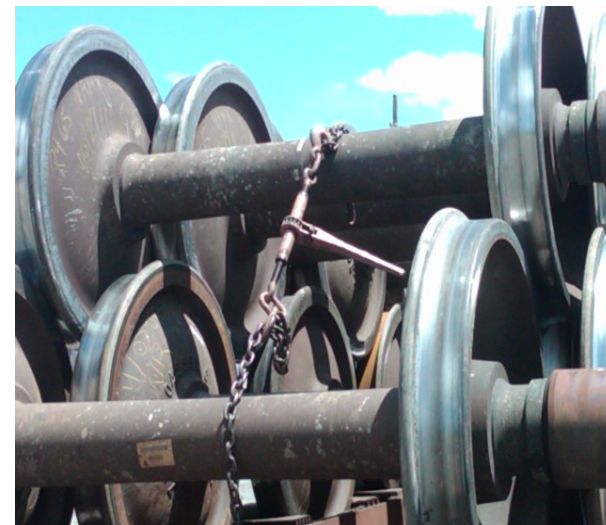
Soldadura: 148 excepciones = 6.8 %



2017 Inspección de Salida = 724 Excepciones



2017 Almacenamiento de Material = 539 *Excepciones*



2017 Mancuernas = 366

Excepciones



2017 Prueba de Frenos de Aire o Dispositivo = *299 Excepciones*



PRUEBA DE FRENO

- ◆ Dispositivo en servicio no funciona correctamente
- ◆ Realiza Correctamente Manual y Automatizado
- ◆ Prueba Diaria Realizada Incorrectamente
- ◆ Dispositivo SCT o aire medidores con fecha vencida
- ◆ Información de UMLER®
- ◆ Falta de Grasa 914





RULE 83 – PREPARATION OF ORIGINAL RECORD OF REPAIR AND BILLING REPAIR DATA

1. These Rules apply only to subscribers and are formulated in two manuals, designated "AAR Field Manual" and "AAR Office Manual", as a guide to the fair and proper handling of all matters contained therein for the interchange of freight traffic, with the intent of:
 - a. Making car owners responsible for and therefore chargeable with the repairs to their cars necessitated by ordinary wear and tear in fair service, safety requirements and by the Standards of the Association of American Railroads.
 - b. Placing responsibility with and providing a means of settlement for damage to any car, occurring through unfair usage or improper protection by the handling company.
 - c. When any component is determined to be a handling line or defect card responsibility, the entire component will be billed as handling line or defect card responsibility, even if owner's defect is present.
 - d. Providing an equitable basis for charging such repairs and damages.
 - e. Providing for acceptance or rejection of these rules as a whole, with no exception to an individual rule or rules being valid.
 - f. Establishing that rules contained herein are not intended to cover other independent agreements, entered into by subscribers concerned. Nothing in these rules shall interfere with the right of any subscriber to enter into bilateral agreements with any other subscriber or subscribers.
 - g. Rules and amendments shall not apply retroactively from their effective dates.
2. All freight railroads, interchange freight car owners, and running repair agents must subscribe to the AAR Interchange Rules and be listed in FindUs.Rail.
 - a. All car repair shops and facilities must be listed in FindUs.Rail.
3. For complete information on a particular subject it may be necessary to consult both "AAR Field" and "AAR Office" Manuals as well as other publications referenced in these Rules.
4. Copies of these Rules, circular letters and letter ballots and results are available upon application to Transportation Technology Center, Inc. (pubs@ttci.aar.com)
5. Matters pertaining to Standard Procedures for Operating and Billing Maintenance Pools for Auto, Truck, Farm Implement, Auto and Truck Frame Loading and Cross Bar Interior Restraining Devices are contained in Office Manual Appendix "B".
6. Refer to Appendix A for definition of terms.
7. Refer to Appendix E of the Office Manual for the list of required fees.
8. Refer to Appendix H of the Office Manual for the list of running repair agents.

6. All items of repairs must be covered in proper detail on the original record of the repairs and signed by party authorized to vouch for correctness of same.
7. The following basic information must be shown on the original record of repairs.
 - a. Reporting marks (car initial)
 - b. Car number
 - c. Kind of car (not mandatory for Group Billable repairs).
 - d. Date repairs completed
 - e. Standard Point Location Code (SPLC)
 - f. Load/Empty indicator (not mandatory for Group Billable repairs)
8. Detailed records must be kept for ready reference, either at point where repairs are made or Billing Repair Data is prepared. Retention period will be in accordance with current Regulations but in no case less than a minimum of 24 months from date of repair.

ASSOCIATION OF AMERICAN RAILROADS - BILLING REPAIR CARD																													
REPAIRING PARTY _____			REPAIR PARTY INVOICE NO. _____			DOCUMENT REFERENCE NO. _____																							
CAR INITIAL _____			CAR NUMBER _____			KIND OF CAR _____			LOAD/EMPTY _____																				
REPAIR DATE _____			SPLC _____			REPAIR FACILITY TYPE _____			DEFECT CARD DATE _____																				
			DETAIL SOURCE _____			DEFECT CARD PARTY _____																							
Location on Car	QTY	CC	Job Code App	QFR	Description of Repair Made	Component Tag ID	Wheel Reporting Information										Why Made Code	Job Code Rev'd	QFR	Rep Code	Net Chang								
							APPLIED WHEEL					REMOVED WHEEL																	
							MO	YR	MFR	CLS	Size	Flg	MO	YR	MFR	CLS	Size	Flg											

RULE 3 – TESTING OF AIR BRAKES

8. A car on a shop or repair track shall be tested to determine that the air brakes apply and remain applied until a release is initiated, and the piston travel shall be inspected.
 - a. The following steps are required:
 1. Charge the car to 90 psi
 2. Make a 30 psi brake pipe reduction
 3. Reduction must not produce an emergency application
 4. Confirm brake shoes are against all wheels
 5. Inspect for nominal piston travel
 6. Recharge brake pipe to 90 psi
 7. Brakes must release
 - b. Piston travel outside of the nominal limits prescribed in Section A.4 of this rule shall be adjusted according to the appropriate standard, **S-4009**, "Compression Slack Adjusters—Inspection, Testing, Removal, and Application," or **S-4010**, "Tension Slack Adjusters—Inspection, Testing, Removal, and Application." Adjustment of piston travel is a non-billable item, except for Job Codes 1150 through 1152.
 - c. When setting piston travel on cars equipped with empty/load devices, condition the empty/load equipment for a loaded brake setting. For detailed instructions for setting equipment to loaded position, refer to **MSRP Section E, S-486**.



REUNIÓN INTERNACIONAL DE NEGOCIOS DE LA INDUSTRIA FERROVIARIA

Febrero 14 al 16, 2018 | www.exporail.mx

Otros Artículos de 2017

Escantillones y su uso: 135 Excepciones

Soldadura: 148 Excepciones



Las instalaciones no tenía un horno barra soldadura necesario para mantener con poco carbono soldadura temperatura de barra después del retiro de su envase original herméticamente

Instalaciones no tenían procesos de soldadura

Instalaciones no tenían soldadores o personal certificados que desarrolla trabajos de soldadura en carros de carga

La instalación está utilizando refrigerador para almacenamiento de información de varilla de soldadura



¿Cómo Mejoramos?



Auto-Auditorías



Mejor Capacitación,
Actualización y
Asesoría



Preguntas del
Trabajador



¿Cómo Mejoramos?

Quality Assurance Committee (QAC)



Don Guillen

Manager, Quality
Assurance Committee

Transportation
Technology Center, Inc.
55500 DOT Road, P.O.
Box 11130, Pueblo, CO
81001
Phone 719-584-0715 |
Cell 719 251-6625 |
don_guillen@aar.com

2018 AAR M-1003 Quality Assurance Training Schedule		
Training	Date	Location
AAR Quality Auditor and Industry Conference	January 23 - 25	Ft. Worth, TX
Basic Auditor Training	February 27-March 1	New Orleans, LA
	July 24-26	Norfolk, VA
	August 21-23	Orlando, FL
	September 25-27	Long Island, NY
	September 25-27	Guadalajara, MX
	November 6-8	San Diego, CA
Advanced Auditor Training	December 4-6	Mexico City, MX
	March 6-8	Cleveland, TX
	May 15-17	Lincoln, NE
	June 12-14	Skokie, IL
Root Cause & Corrective Action	October 30-November 1	Topeka, KS
	April 3-4	New Orleans, LA
	June 19-20	Roanoke, VA

Note: An AAR Circular Letter will be issued several months prior to each class announcing when registration is open.



Sheena Prevette

Quality Assurance Specialist

Transportation Technology
Center, Inc.
55500 DOT Road, P.O. Box
11130, Pueblo, CO 81001
Office: 719-584-0730 |
Sheena_Prevette@aar.com





ASSOCIATION OF
AMERICAN RAILROADS

GRACIAS



XVII CONGRESO
EXPORAIL
CANCÚN-MEXICO-2018

REUNIÓN INTERNACIONAL DE
NEGOCIOS DE LA INDUSTRIA FERROVIARIA

Febrero 14 al 16, 2018 | www.exporail.mx

