

AAR Origin and Destination
Quality Review TAG
Recommendations
For January 1, 2020
Implementation

Multi-Level Maintenance

Scoring Change

1. Are multi-levels inspected and necessary repairs made prior to loading?

Procedure:

At the pre-trip facility and at the loading ramp check to see that the pre-trip crew fully inspects and makes all necessary repairs to multi-levels. Multi-levels arriving under load and reloaded on spot will have all defects corrected. If all multi-levels are unloaded and reloaded and not moved prior to reloading, then this question is not scored. A work sheet is available to assist with scoring. **VEQ RECOMMENDATION to SEFCC** If work restrictions are imposed by the OEM serviced by facility. Restricted activities will not be scored if highlighted in operations plan and supported by letter from OEM.

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Scoring Change

4. Are tie-down devices free of defects?

Procedure:

Select the same multi-level decks as question #3, and check the condition of the ratchet working parts and chock working parts looking for any defects. Thrall metal chocks must have a rubber tip. If a Co-Polymer chock has a tensioning chord, it must be usable or it must be removed.

All decks are required to be setup for same chock type per Vin.

PASSED UNANIMOUS

End Doors Decks and Bridge Plate Procedures

Clarification

On multi-levels with end doors, are end doors opened and properly stored?

Procedure: Verify that 24 end doors are fully opened **and secured**. **If an end door is left closed it must be fully closed and secured.** On Radial doors ensure that lower locking pins are in the door lock retainer. On RAVE doors ensure that door lock assemblies are fully engaged. On Auto-Flex and NSC multi-levels bottom latter rungs are deployed on all opened doors.

Scoring Change

If a small height variance exists between multi-levels, are bridge plates attached to the high side?

Procedure: Bridge plates are to be placed in the direction of travel except when a small height variance (2" or more) exists between multi-levels. In these cases, the bridge plates are to be attached to the high side. **Consideration will be given for hinging bridge plates to the lower side at junctions with multi-levels having bridge plate flipper plates.** Once the bridge plates have been attached, it becomes a score able item. If one side is out of tolerance the junction is out of tolerance.

PASSED UNANIMOUS

Clarification

8. Are bridge plates in good condition and conform to AAR standards?

Procedure: Check 25 plates for the following defects:

- anti-skid paint worn 25% of **driving section (center 14")** of the **plate surface** (ensure that anti-skid material is in paint)
- **56" 4" minimum stencil or sticker** on long plates

Multi-Level Placement

Scoring Change

When spotting of multi-levels, are deck height differences 5” or less on each track?

Procedure: Check to ensure deck height differences do not exceed 5". For deck height differences between 3” and 5”, confirm a spotter is used to ensure the vehicles can be safely unloaded for each vehicle type. Measurements are taken from multi-level deck (A, B or C) to top of rail. Repeat on adjacent multi-level. Difference in measurements equals variance. Note: if bi-levels and tri-levels (or other types of railcars) are mixed and prevent vehicles from being driven forward, then the junction is an exception. Note: In this section, all multi-levels are subject to audit if any work has started (except end door opening). This includes setting plates, climbing ladders, walking through decks, etc.

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Scoring Change

Are couplers positioned to allow the proper seating of the facility's bridge plates?

Procedure: When 53" plates are used, the measurement is strictly 38" to 46". When 56" plates are used, the measurement is strictly 41" to 49". If the 53" and 56" plates are available, the measurement is strictly 38" to 49". **End of bridge plate to deck must measure less than or equal to 1" on compressed junctions.** The measurement is taken from the back of the bridge plate support (barrel ring) of one car to the center of the innermost lower locking pin hole for Radial doors and to the bottom door track for panel type enclosures. **Note: Only junctions that vehicles will be driven through are to be counted.** For loading docks, permanent ramps and traverse ramps, which do not have extendable plates, the measurement from the ramp/dock to the multi-level will be included as a junction. Note: In this section, all multi-levels are subject to audit if any work has started (except end door opening). This includes setting plates, climbing ladders, walking through decks, etc.

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Add Question

Are multi-levels properly placed for loading? (Information only).

Procedure: multi-levels with compressed or extended junctions and multi-levels with deck height differences 5” or greater are exceptions.

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Vehicle Baying Area

REMOVE QUESTION

REMOVE Is seat and floor protection in position and properly utilized and are vehicle interiors clean?

Procedure: Randomly select 35 vehicles in the compound and check to see that seat and floor protection is in place and that interiors are clean. Seat protection must fully cover seat. Split seat protection (at back of seat) cannot exceed 3" of open area. Seat protection, in any condition, will always be scored at a plant loading operation. Vehicles coming off ship or from a haulaway company will only be scored against if the seat protection can be corrected, when provided.

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REMOVE QUESTION

Are lights and electrical accessories turned off?

Procedure: Using same vehicles as in question #5, ensure that lights and electrical accessories have been turned off. Do not take exception to electrical accessories which are designed to start automatically when the ignition is turned on. If an electrical accessory can be turned off, then it should be.

PASSED 1 NO VOTE

REMOVE QUESTION

Are vehicles bayed carefully to prevent door contact with adjacent vehicles?

Procedure: Observe personnel baying vehicles are careful not to contact adjacent vehicles. Use the same vehicles as in question #5. Observe the potential door contact area of adjacent vehicles for apparent contact damage.

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Clarification

Do personnel observe no cell phone use, texting, lounging, eating or smoking in vehicles?

Procedure: Observe personnel in loading areas, baying areas and on multi-levels to ensure they are not lounging, eating, drinking, sleeping or smoking in vehicles. Lounging includes the use of cell phones, texting, mp3 players and radios while in a customer's vehicle. **This includes shuttle van drivers while in motion.**

Scoring Change

Are ramps, bridge plates and/or obstructions positioned to prevent damage to moving motor vehicles, are drivers careful not to contact the vehicle tires against the third rail locking track and are vehicles not backed off multi-levels?

Procedure: Watch for vehicle contact with the ground, the ramp, the bridge plates, obstructions (such as loose chocks) and the multi-level as the vehicle is loaded. Any vehicle contact is an exception. An exception is taken if vehicles cut short and contact the edge of the ramp. Look for prolonged vehicle tire contact with the locking track **not to exceed 3 seconds of continuous contact to the side of the 3rd rail**. Look for vehicles being backed off multi-levels. Please note; unavoidable tire contact on “A” decks of Auto-Max multi-levels where two 3rd rail locking tracks are present is not considered an exception.

PASSED UNANIMOUS

Securement Procedures

Scoring Change

Is a **100% remove** post loading inspection of chock application and condition conducted?

Procedure: Verify if a vehicle post loading inspections are performed. If yes then give the vehicle post loading test to the post loading inspector or inspectors.

PASSED UNANIMOUS

Scoring Change

Are tie-down/chock devices properly locked and positioned in the tie-down track?

Procedure: Closed locked and sealed railcars can be requested to be opened and inspected. If a railcar is still in the process of being loaded the complete posted loading process must be completed prior to auditing. Inspect tie-down/chock devices (supplemental chocks also) to ensure they are properly positioned and locked in the tie-down tracks. Ensure wheel chocks are as close to the tire as possible. For chocks, the distance from the face and side (from side paddle) of the tire should not exceed 3/4". The chock must be in the proper height setting.

PASSED 1 NO VOTE

REMOVE QUESTION

Do chock bodies and metal strap/harness components have a minimum of 2” of clearance to any part of the vehicle undercarriage?

////Informational Only////

Procedure: Inspect secured vehicles to ensure there is 2” of clearance from the chock bodies and metal strap/harness components to any part of the undercarriage.

PASSED 1 NO VOTE

Facility Procedures

Scoring Change

Are all gates (including rail gates and walk gates) closed and locked when not in use and is the facility completely fenced?

Procedure:

Observe all vehicle, rail and man gates and ensure they are fully closed and locked when not being used. A guard must be no more than 50' away from an open gate and his physical line of sight must not be impeded **or gates can be remotely monitored**. Unguarded gates cannot be left open for more than 30 minutes. **Ensure that the facility is fully and completely fenced (minimum 6') with crash-out protection to prevent unauthorized entry.**

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Scoring Change

Are storage and ramp areas paved and free of chuck holes?

Procedure: Physically walk the entire rail/bay area and check for holes, rough sections, gaps next to the rails, **large cracks 1" in width or greater (surface openings) and/or broken sections and/or uneven pavement** and sections of the compound that are not paved. Exception unless vegetation is growing making potential contact with painted surfaces. **Vehicle baying areas, and overflow areas are scorable. Long term storage areas are not.**

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QUESTIONS?