

MONTREAL MAINE & ATLANTIC RY

UNSCHEDULED REPAIR

LOCOMOTIVE NUMBER 3000

DATE 7-8-13

WORKMAN TP Goodline / H. Conlogue

SUPERVISOR _____

Description of Work Performed

Locomotive ID 3000 Time Started 7-7-13 0800 Time Finished 7-8-13 1400 hrs

Locomotive was reported for Low oil pressure shutdown several times on Engineer

✓ oil level - 1" Low - Filled to required level

✓ oil psi At Gov. & at oil pump & at output side of oil filter psi at cold startup

idle At Gov. - 70 psi cold	GE manual specs
idle At oil pump - 100 psi cold	Low oil psi shutdown notch 1 7-13 psi
idle oil filter output - 90 psi cold	8 th notch 45-50

Engine Temp 180

idle at Gov. - 24 psi @ 180° Eng. temp

idle at oil pump - 26 psi @ 180°

idle at oil filter - 18 psi @ 180°

Eng. Temp 182° Self load test 8th notch

8th notch at Gov - 70 psi to 178 psi

8th notch at oil pump - 110 psi

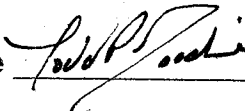
8th notch at oil filter - 88 psi

Replaced oil pressure time delay/relay From 3609

tested/self load again - still couldn't get unit to trip

Low oil pressure

self load tested a total of 3 hrs once at 45 mm. straight

Employee Signature  Form to fill out completely and Signature must be legible.

Unit: 3000

Date: 7-8-13

DEFECTS FOUND DURING INSPECTION

DEFECT _____ _____ _____	INSPECTED BY: _____ _____
REPAIR _____ _____ _____	CORRECTED BY: _____ _____

DEFECT _____ _____ _____	INSPECTED BY: _____ _____
REPAIR _____ _____ _____	CORRECTED BY: _____ _____

DEFECT _____ _____ _____	INSPECTED BY: _____ _____
REPAIR _____ _____ _____	CORRECTED BY: _____ _____

DEFECT _____ _____ _____	INSPECTED BY: _____ _____
REPAIR _____ _____ _____	CORRECTED BY: _____ _____

DEFECT _____ _____ _____	INSPECTED BY: _____ _____
REPAIR _____ _____ _____	CORRECTED BY: _____ _____

Unit: _____

Date: _____

DEFECTS FOUND DURING INSPECTION

DEFECT _____ _____ _____	INSPECTED BY: _____
REPAIR _____ _____ _____	CORRECTED BY: _____

DEFECT _____ _____ _____	INSPECTED BY: _____
REPAIR _____ _____ _____	CORRECTED BY: _____

DEFECT _____ _____ _____	INSPECTED BY: _____
REPAIR _____ _____ _____	CORRECTED BY: _____

DEFECT _____ _____ _____	INSPECTED BY: _____
REPAIR _____ _____ _____	CORRECTED BY: _____

DEFECT _____ _____ _____	INSPECTED BY: _____
REPAIR _____ _____ _____	CORRECTED BY: _____

Unit: _____

Date: _____

DEFECTS FOUND DURING INSPECTION

DEFECT _____ _____ _____	INSPECTED BY: _____ _____
REPAIR _____ _____ _____	CORRECTED BY: _____ _____

DEFECT _____ _____ _____	INSPECTED BY: _____ _____
REPAIR _____ _____ _____	CORRECTED BY: _____ _____

DEFECT _____ _____ _____	INSPECTED BY: _____ _____
REPAIR _____ _____ _____	CORRECTED BY: _____ _____

DEFECT _____ _____ _____	INSPECTED BY: _____ _____
REPAIR _____ _____ _____	CORRECTED BY: _____ _____

DEFECT _____ _____ _____	INSPECTED BY: _____ _____
REPAIR _____ _____ _____	CORRECTED BY: _____ _____

Unit: _____

Date: _____

DEFECTS FOUND DURING INSPECTION

DEFECT _____ _____ _____	INSPECTED BY: _____ _____
REPAIR _____ _____ _____	CORRECTED BY: _____ _____

DEFECT _____ _____ _____	INSPECTED BY: _____ _____
REPAIR _____ _____ _____	CORRECTED BY: _____ _____

DEFECT _____ _____ _____	INSPECTED BY: _____ _____
REPAIR _____ _____ _____	CORRECTED BY: _____ _____

DEFECT _____ _____ _____	INSPECTED BY: _____ _____
REPAIR _____ _____ _____	CORRECTED BY: _____ _____

DEFECT _____ _____ _____	INSPECTED BY: _____ _____
REPAIR _____ _____ _____	CORRECTED BY: _____ _____

Service Operations

THROTTLE 8 OUTBOUND LOAD TESTS

UNIT _____

DATE _____

Eng RPM (900)	FMD	_____
Eng RPM (1050)	GE	_____
Horsepower		_____
Volts (5.3)	B-23	_____
Volts (7)	C-30	_____
Volts (720)	B-39	_____

Lube Oil Pres	_____
Water Temp	_____
Overspeed Setting	_____
RACK SETTING	_____

70 in 8th notch
24 in idle
181°F
20.5

THROTTLE #1 STALL TEST

OP Mode	(PWR)	_____
AMPS	(300)	_____
MGA	(1220)	_____
Charging Rate	(70v)	_____

NOT APPLICABLE TO B-23 AND C-30

✓ Load reg. max. out - making Full HP
P. Goodwin