



WN

Locomotive Release from Shop Form  
To be completed on every engine released from the Shop

I have reviewed the work packet for locomotive 5078 on this date 10-20-11 and take no exception to applicable laws, rules and or MMA standards, policies and standards.

*No Sand Electrical Problem*

*P. [Signature]*



# Service Operations

## THROTTLE 8 INBOUND LOAD TESTS

UNIT \_\_\_\_\_

DATE \_\_\_\_\_

Eng RPM (900)	EMD	_____	Lube Oil Pres	_____
Eng RPM (1050)	GE	_____	Water Temp	_____
Horsepower		_____	Overspeed Setting	_____
Volts (5.3)	B-23	_____	RACK SETTING	_____
Volts (7)	C-30	_____		
Volts (720)	B-39	_____		

### THROTTLE #1 STALL TEST

OP Mode	(PWR)	_____	
AMPS	(300)	_____	
MGA	(1220)	_____	NOT APPLICABLE TO B-23 AND C-30
Charging Rate	(70v)	_____	

### TL 24T

Throttle 1	(1V)	_____
Throttle 2		_____
Throttle 3		_____
Throttle 4		_____
Throttle 5		_____
Throttle 6		_____
Throttle 7		_____
Throttle 8	(72V)	_____



B-23, B-39, C-30, GP-7 UNSCHEDULED

UNIT: 5078

ITEM	MECHANICAL	WORKED BY:
	INSPECT ENGINE OVERHEAD (WITH ENGINE AT IDLE):	<i>[Signature]</i>
	PROPER LUBRICATION? FUEL LEAKS? CAM ROLLER ROTATION? ETC.	
	INSPECT FUEL SYSTEM HOSES AND PIPES FOR LEAKS	
	INSPECT COOLING SYSTEM:	
	A: CHECK HOSES AND PIPES FOR LEAKS	
	VISUALLY INSPECT AIR COMPRESSOR FOR WATER, AIR OR OIL LEAKS	
	TEST AIR BRAKE EQUIPMENT PER RULE 212	
	PERFORM PENALTY BRAKE TEST	
	CHECK FLUID LEVELS BEFORE LOADING:	
	A: ENGINE OIL	
	B: COOLING WATER	<i>[Signature]</i>
	C: AIR COMPRESSOR OIL	
	TEST OPERATION OF THE FOLLOWING DEVICES:	
	A. BELL	<i>DAVID STURARENWICZ</i>
*	B. SANDERS (FORWARD, REVERSE, EMERGENCY)	
	C. RADIATOR SHUTTERS	
	INSPECT AIR COMPRESSOR GOVERNOR SETTING. 135 TO 145 PSI	<i>[Signature]</i>
	INSPECT SAFETY POP. 155 PSI	

Sanders checked front and back for air flow/sand flow/activation



# Service Operations

## THROTTLE 8 OUTBOUND LOAD TESTS

UNIT \_\_\_\_\_

DATE \_\_\_\_\_

Eng RPM (900)	FMD	_____	Lube Oil Pres	_____
Eng RPM (1050)	GE	_____	Water Temp	_____
Horsepower		_____	Overspeed Setting	_____
Volts (5.3)	B-23	_____	RACK SETTING	_____
Volts (7)	C-30	_____		
Volts (720)	B-39	_____		

*NA*

### THROTTLE #1 STALL TEST

OP Mode	(PWR)	_____	
AMPS	(300)	_____	
MGA	(1220)	_____	NOT APPLICABLE TO B-23 AND C-30
Charging Rate	(70v)	_____	

### TL 24T

Throttle 1	(1V)	_____
Throttle 2		_____
Throttle 3		_____
Throttle 4		_____
Throttle 5		_____
Throttle 6		_____
Throttle 7		_____
Throttle 8	(72V)	_____

*C.C.G.P.'s Check Base For Pressure on out Board*

Unit: 5078

Date: 10/20/11

### DEFECTS FOUND DURING INSPECTION

DEFECT <u>Rear sanders not coming on - no power at magnet valve -</u>	INSPECTED BY: <u>[Signature]</u>
REPAIR <u>Found and cleaned bad contact in REV. cabinet -</u> <u>- SEE LAST PAGE FOR DETAILS -</u>	CORRECTED BY: <u>[Signature]</u>

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: _____ _____

## Description of Work Performed

Locomotive ID 5078 Time Started 10-20-11 Time Finished 10-20-11

- Reported to have no rear sanders - specifically no power to rear sander mag. valve - At onset front sanders did not work as the ~~mag~~ forward mag valve had been electrically unplugged - front mag valve crimp-on terminal was B.O. 9/6 front mag valve crimp-on terminal - conductor side wire harness had been cut loose from its zip ties - Replaced zip ties in cond. from sander comp. re secured wires - Rear sanders worked inter mittantly - at first then stopped - traced power from sander mag valve to TB 2-C "T" - traced power from TB 2-C to TB 1-C "T" - traced power to auxiliary contactor on the reverse - contact surfaces had a layer of dirt and grease (possibly from ~~switch~~ related switch gear) preventing a solid connection. Cleaned contact points and fingers with electrasolve and contact ~~cleaner~~ cleaner - went over points with scotch-brite @ pads. Retested sanders front and back for drum switch activation / lead sand switch and emergency sanding. All tests and retests verified good operation of front and rear sanders.

David Stupakewicz





