

Manufacturer is QEI Version # S45E Serial Number is 0204110402

Customer is MMAR

Data was removed on
Last Downloaded on
- 13:20:54 on 11/17/10
- 22:12:00 on 11/11/10

Battery was installed on - 11/12/04 Locomotive Number is - 8525

Downloaded by - P.Conlogue

Location - Derby

Train - 345

Wheel Size Entry - 40 Wheel Size used by program:

Circumference = 125.7 Diameter = 40.0

No memo present.

Wheel size used for printout is 125.66

QDP Version V

JSP-010 (BATTERY MAINTENANCE AND QUALIFICATION) JOB SPECIFIC PROCESS

Locomotive Type: ALL MODELS Valid for Road Numbers: (All Models)

Overview: This job process sheet will assist with the maintenance and qualification of batteries.

| SPECIAL TOOLS OR EQUIPMENT: | |
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| SEQUENCE OF JOB STEPS | Please print your name NO signatures |
| 1. Ensure the locomotive is shutdown, discharged, all of the circuit breakers are open and the battery knife switch is open. | Paul Coulogue |
| Battery Qualification/Maintenance | The supplier is a many service of the supplier |
| 2. NOTE: If batteries are dead, connect the charger until the charge rate falls below 10 amps to determine state of charge. Readings under 20 V are suspect for units with just 2 batteries. | |
| 3. Insert hose stem into battery cell and squeeze bulb. | D. Corloge |
| 4. Release pressure until enough acid solution is drawn into the tube allowing the float to float freely. Be sure float does not touch rubber stopper at the top of the tube. | D. Conlogue |
| 5. The float reading at the water line is the uncorrected charge level of the battery. | Prodoge |
| 6. Read and record the specific gravity of all 16 pilot cells. "record readings below": acceptable range is 1.225 – 1.300 (if out of this range notify tech support) Note 1: the sheet below is set up for 2 or 8 batteries as some units have 8 batteries. Note 2: accurate readings cannot be obtained if water has recently been added to cells. Differences of 50 points or more between readings in battery cells may indicate pending battery failure. | P. Contage |
| 7. Based on the above specific gravity readings, do any batteries need replaced? Remember, if the unit came in with already dead batteries, an attempt to charge the batteries must be made before taking the specific gravity readings. | D. Corlege 7 |
| 8. Return acid to cell from which it was drawn. | 016Noge |
| 9. Be sure all vent plugs are replaced and tight. | Di Callege |
| 10. With Unit shut down measure the voltage reading across each battery at the terminals, record readings on the chart below. | Di Corlege Di Carlege Di Carlege |
| 11. Make a general check of the battery as to proper blocking, clean and tight connections at all points, and any unusual appearance or conditions exit. like corrosion, clean with scotch-brite buffer or wire br | P. Corloge |
| 12. Apply approved protective coating to connections after terminals are cleaned and dried | AMERICAN STREET, THE COMMENT OF THE |
| 13. Add water as required (Add water to bottom of filler neck). | Oregin |
| Battery Cranking Voltage Test | |
| 14. Close battery knife switch, and circuit breakers. | Ley |
| 15. Open the injector toggle switch, on EUI units to prevent unit from starting. NOTE: Battery cranking voltage readings do not need to be taken on Air Start Locomotives. | |

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| [8. Basi | ea on the | cranking vo | itages, is an | y battery sus | spect of need | ling replaced? A | E. 3 (1987) | COMPA |
| 2 Battery Units Specific Gravity | | | | Water Added | | | Battery Replaced- Reason | |
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| Section B | 1250 | 1725 | 1250 | 1250 | 1/ | And the state of t | STATES TO THE STATE OF THE STATES AND THE STATES AN | |
| Section C | 1250 | 1250 | 1250 | 1275 | | CONTRACTOR OF STREET | Annual reas and the depot calculation of the second special and the second seco | |
| Section D | 1250 | 1275 | 1275 | 1250 | | | | and vices with the contract of |
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Montreal, Maine, & Atlantic Railway Locomotive

| | Locomotive |
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| Űnit_ | |
| | 3 Month Federal Air Work |
| | Signature |
| 1. | Inspect and repair air piping and valves for leaks |
| 2. | Test all air gauges with gauge tester and set if required |
| 3. | With full brake pipe pressure, make a 20lb. reduction, move the cutoff valve to "OUT" position and move the lead – dead valve to "DEAD" position. Brakes must remain applied for 5 minutes. |
| | Illinates |
| 4. | Cover each trainline hose coupling with hand and test for leakage through valve, then apply blank dummy couplings to the trainline hoses on each end of the unit and open trainline valves. Make a 20lb. reduction with the Automatic, move the cutoff valve to "OUT" position and check for brake pipe leakage. Leakage shall not exceed 5 lb. per minute. |
| Ch Le tes | Reduce main reservoir pressure to 85 lbs. by draining #2 main reservoir.(*) eck cab gauge for leakage from main reservoirs and piping for 3 minutes. akage must not exceed an average of 3 lb. per minute during the |
| Pre | Drain #1 main reservoir (*) completely and test check valve between reservoirs. essure should remain on the main reservoir gauge in the cab as #1 main reservoir is nined. |
| 7. or nec | Check all MU valve handles to ensure the locking devices work properly. Lubricate replace as cessary. |
| | Check knuckle thrower to make sure it opens the knuckle. Lubricate or replin as eccessary |
| N | ote (*) #1 reservoir is without the check valve.# 2 is with the check valve. |

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