M03

8541

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

I have reviewed the work packet for locomotive 8541 on this date_____ and take no exception to applicable laws, rules and or MMA standards, policies and standards.

UNIT 8541

Service Operations

DATE 10-01-10

THROTTLE 8 INBOUND LOAD TESTS

Eng RPM (900)	EMD		Lube Oil Pres	45
Eng RPM (1050)	GE	1050	Water Temp	175
Horsepower		3738	Overspeed Setting	OK
Volts (5.3)	B-23	—	RACK SETTING	OK
Volts (7)	C-30	—		
Volts (720)	B-39	~~3738~~ 708	Amps 3807	

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)	

OUT BOUNDED

B-23, B-39, C-30, GP-7 MO3 INSPECTION

In-Bound Loadtest Electrical/Mechanical	WORKED BY:
ELECTRICAL	
VERIFY THE OPERATION OF THE GROUND RELAY Not Working	
CHECK FOR LOW VOLTAGE GROUNDS (7 watt bulb)	RC/DRS
WHILE IN THROTTLE 3 LOAD TEST, CHECK FOR AC GROUNDS	
CHECK OPERTION OF:	
A. HEATING	PC/DRS
COMPLETE THE OUTBOUND LOAD TEST SHEETS	
GROUND RELAY-(TEST THREE TIMES TO VERY LOCK-OUT)(DYNAMIC & POWER)	
IF EQUIPPED, VERIFY THE OPERATION OF THE LDVR CAMERA	
MECHANICAL	
PROPER LUBRICATION? FUEL LEAKS? CAM ROLLER ROTATION? ETC.	PC/DRS
INSPECT FUEL SYSTEM HOSES AND PIPES FOR LEAKS	PC/DRS
INSPECT COOLING SYSTEM:	PC/DRS
A: CHECK HOSES AND PIPES FOR LEAKS	PC/DRS
CHECK OPERATION OF ENGINE PROTECTION DEVICES:	
A. CRANKCASE PRESSURE	
VISUALLY INSPECT AIR COMPRESSOR FOR WATER, AIR OR OIL LEAKS	PC/DRS
PERFORM MANUAL AIR BRAKE TEST	PC/DRS
Verify Flow Gauge 130 main reservoir is 64 + or - 3, reservoir is 60 + o — NOTE: 120-130-140 main	
PERFORM PENALTY BRAKE TEST	PC/DRS
CHECK FOR CORRECT AIR PRESSURE SETTINGS:	
A. MAIN RESERVOIR (130 - 140 PSI)	DRS/PC
B. BRAKE PIPE (90 PSI)	PC/DRS
C. EQUALIZING RESERVOIR (90 PSI)	PC/DRS
D. BRAKE CYLINDER (72 - 74 PSI)	PC/DRS
E. COMPRESSOR CONTROL (130 - 140 PSI +/-5 PSI)	PC/DRS
CHECK FLUID LEVELS BEFORE LOADING:	
A: ENGINE OIL	PC/DRS
B: COOLING WATER	PC/DRS
C: AIR COMPRESSOR OIL	PC/DRS
TEST OPERATION OF THE FOLLOWING DEVICES:	
A. BELL	PC/DRS
B. SANDERS (FORWARD, REVERSE, EMERGENCY)	DRS/PC
C. RADIATOR SHUTTERS	

B-23, B-39, C-30, GP-7 MO3 INSPECTION

MECHANICAL IN HOUSE	WORKED BY:
REVIEW LAB CODE AND PERFORM A COMPLETE AIRBOX/CRANKCASE INSPECTION IF A LAB CODE EXISTS	OK
WITH THE ENGINE WARM, PRESSURE TEST COOLING SYSTEM AT 20 PSI FOR 15 MINUTES AND IF THE PRESSURE ON THE GAUGE DOES NOT DROP, THEN NO FURTHER ACTION IS REQUIRED	DRS
CHANGE THE FOLLOWING FILTERS AND ASSOCIATED GASKETS:	
FUEL SPIN ON FILTERS. EMD ONLY	X
SOAK BACK FILTER. EMD ONLY	
TURBO SPIN ON FILTER. EMD ONLY	
COMPLETE FRA INSPECTION (DAILY INSPECTION CHECKLIST)	DRS
CARBODY	
INSURE SAND NOZZLES AND HOSES ARE IN PLACE AND SECURED. MAKE SURE THEY ARE ALIGNED WITH WHEEL AND TRACK. INSPECT SAND TRAPS AND REPAIR AS NEEDED.	Cleary
INSPECT COUPLERS & DRAFT GEARS. MAKE REPAIRS AS NECESSARY	DRS
CHECK KNUCKLE CLEARANCE AND KNUCKLE THROWER, MAKE REPAIRS AS NEEDED AND APPLY SPARE KNUCKLES (E AND F TYPE) (2.5")	DRS
INSPECT PIN LIFTERS CHECKING FOR PROPER HAND CLEARANCE AND ANTI-CREEP	DRS
CHECK SNOWPLOW (IF EQUIPPED) FOR HANDHOLDS AND PROPER DISTANCE	DRS
CHECK AUTO BLOWDOWNS FOR PROPER OPERATIONS IN AUTOMATIC MODE	DRS
ENSURE SUMP DRAINS ARE OPEN AND FREE OF DEBRIS	DRS
TRUCKS	
INSPECT WICK BOLT SECUREMENT AND REPAIR IF NECESSARY	DRS
CHECK SUSPENSION BEARING OIL LEVEL	DRS
CHECK JOURNAL BOX OIL LEVEL (FILL TO POINT OF OVERFLOW)	Cleary
CHECK GEAR CASES AND INSPECT BULL GEAR (ADD 6lbs. OF GEARCASE GREASE)	DRS
CHECK OIL FILLED GEAR CASES AND FILL (RECORD USAGE BELOW)	DRS
# 1 TRACTION MOTOR: OIL USED 8#	
# 2 TRACTION MOTOR: OIL USED 4#	
# 3 TRACTION MOTOR: OIL USED 4#	
# 4 TRACTION MOTOR: OIL USED 8#	
# 5 TRACTION MOTOR: OIL USED —	
# 6 TRACTION MOTOR: OIL USED	
INSPECT ALL BRAKE HANGERS, HEADS, GUIDES AND STRAPS ENSURING BRAKE SHOES ARE IN LINE WITH WHEELS	BCleary
CAB	
CHECK FIRE EXTINGUISHERS, DATE AND TAG. REPLACE IF USED OR OUT OF DATE.	OK Cleary
CHECK CAB SEATS FOR PROPER OPERATION INSURING ALL BOLTS ARE IN PLACE AND TIGHT.	Cleary
CHECK HANDBRAKE AND INSPECT DATE. MAKE REPAIRS AS NECESSARY	DS/BC
MISC	
IN ACCORDANCE WITH FRA 229.23. VERIFY AIR GAUGES (+/- 3PSI) (CALIBRATE AT +/- 1PSI, REQUIRES 130 PSI MR)	DRS
CHECK ALL FLUID LEVELS, ENGINE OIL, COOLING WATER, AIR COMPRESSOR OIL	DRS
DRAIN RETENTION TANK	DRS
TOILET MAINTENANCE:	—
A. INSPECT/REPAIR AS NEEDED TOILET DRAIN VALVE & FLOOR SEALS NO PARTS	
A. INSPECT THE VERTICAL ADJUSTMENT LEVER. VERIFY THAT THE LEVER OPERATES AND THAT THE SEAT PAN ADJUSTS UP AND DOWN AND DOES NOT DROP SUDDENLY.	DRS
B. LUBRICATE PIVOT POINTS	DRS
C. INSPECT ROTATION ADJUSTMENT LOCKING PIN. VERIFY THAT THE LOCKING PIN OPERATES (PULL OUT TO RELEASE LOCK) AND THAT THE SEAT ROTATES WHEN UNLOCKED.	DRS
D. LUBRICATE THE PIN MECHANISM.	DRS
E. SEAT PAN COMPONENTS: INSPECT THE FORE-AFT FINE ADJUSTMENT LEVER.	DRS
F. VERIFY THAT THE LEVER SLIDES SIDEWAYS TO UNLOCK SEAT FOR/AFT ADJUSTMENT AND SEAT SLIDES FOR/AFT EASILY	DRS

B-23, B-39, C-30, GP-7 MO3 INSPECTION

G. IF THE SEAT MOVEMENT IS IMPEDED, REMOVE SEAT CUSHION AND INSPECT SEAT PAN ROLLER TRACK FOR DEBRIS, MALFUNCTION, OR LACK OF LUBRICATION.	DRS
H. INSPECT SEAT RAILS AND REPLACE IF DAMAGED OR WORN BEYOND PROVIDING SECURE, STABLE MOUNTING OF SEAT.	
I. INSPECT THE FORE/AFT SEAT POSITIONING TRACK. INSPECT THE SEAT RAILS AND REPLACE IF DAMAGED OR WORN BEYOND PROVIDING SECURE, STABLE MOUNTING OF SEAT.	
J. LUBRICATE THE SEAT RAILS WITH SILICONE LUBRICANT.	
K. INSPECT THE BACKREST RAKE ADJUSTMENT KNOW. VERIFY THAT THE KNOB ROTATES EASILY TO ADJUST BACKREST ANGLE.	
L. INSPECT KNOB FOR CRACKS OR SPLITS AND THAT IT IS SECURELY FASTENED.	
M. INSPECT GEAR MECHANISM FOR ANY WEAR OR DAMAGE.	
N. ENSURE THAT THE BACKREST MECHANICAL STOP IS INTACT AND FUNCTIONS AS INTENDED--PREVENTS THE SEAT BACKREST FROM RECLINING BEYOND APPROXIMATELY 45 DEGREES BACKWARDS FROM A VERTICAL POSITION.	
O: INSPECT THE LUMBAR SUPPORT ADJUSTMENT LEVER. VERIFY THAT THE ADJUSTMENT LEVER OPERATES EASILY TO ADJUST THE LUMBAR SUPPORT.	
P: VERIFY ALL ARMREST FASTENERS ARE SECURE. REPLACE ANY MISSING OR STRIPPED OUT FASTENERS.	
Q: INSPECT ARMREST SWIVEL FASTENERS. ENSURE SWIVEL FASTENER IS SECURE ON EACH ARMREST SUCH THAT THE ARMREST IS WITHOUT SIDE TO SIDE MOVEMENT. ARMREST SHOULD SWIVEL TO VERTICAL. ARMREST SHOULD NOT DROP DOWN PAST IT'S ORIGINAL STOP.	↓
R: INSPECT SEAT FABRIC ON SEAT PAN AND BACKREST. INSPECT FOR RIPS, TEARS, OR HOLES. SEAT PAN OR BACKREST COMPONENT MAY BE REPLACED IF THERE IS AN EXCESSIVE RIP, TEAR, OR HOLE.	
SEAT PART NUMBERS: Cab Seat, Freight with arms: 2043511 Cab Seat Mid Back: 20425731 Wall Mounted Pedestal: 20435541 Trunion Pedestal Assembly: 20425721 Seat Pedestal Rail Left Side 65": 20422211 Seat Pedestal Rail Right Side 46": 20422221	✓
INSPECT AND REPAIR AS REQUIRED:	Yes
A. CAB / CARBODY/DOORS/HINGES/WINDOWS/LATCH SEALS/WEATHER STRIPPING AND SEALS/MIRRORS. ALSO LUBRICATE/CHANGE AS NEEDED	DRS
A. CLEAN THE CAB, WINDOWS, AND EQUIPMENT	DRS
COMPLETE WINTERIZATION SHEET (AUGUST - APRIL)	DRS
WASH LOCOMOTIVE ENGINE/ENGINE ROOM/AND AIR COMPRESSOR ROOM	—
WASH THE LOCOMOTIVE	—

B-23, B-39, C-30, GP-7 MO3 INSPECTION

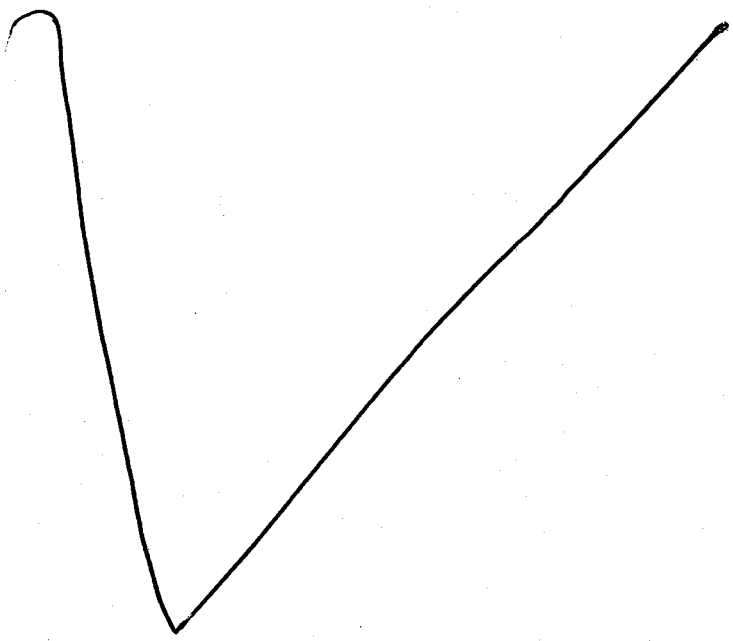
Revision Date: 06/26/2010
Issued By: Tim Scalia

ELECTRICAL IN HOUSE	WORKED BY:
SERVICE THE BATTERIES	J. Hart
VERIFY EVENT RECORDER IS WORKING	J. Hart
CHECK & RECORD THE DATE ON HEAD END DEVICE out of date	J. Hart
CLOSELY INSPECT THE HEAD END DEVICE CONNECTOR. ENSURE IT IS TIGHTLY CONNECTED AND NOT CROSS THREADED	J. Hart
CHECK THE FOLLOWING EQUIPMENT AND THEIR RELATED GUARDS AND LENSES FOR PROPER OPERATION:	
CHECK ALL GROUND AND STEP LIGHTS, FRONT AND REAR HEADLIGHTS, DITCH LIGHTS, CAB LIGHTS, GAUGE LIGHTS, NUMBER PLATES, PLATFORM LIGHTS, ALL WARNING AND INDICATOR LIGHTS	J. Hart
TRACTION MOTORS AND UNDERFRAME	
CHECK THE TRACTION MOTOR LEADS, VERIFY NO LEADS ARE RUBBING ON THE FRAME	J. Hart
INSPECT TRACTION MOTOR COVERS AND ENSURE BOLTS ARE IN PLACE AND TIGHT	J. Hart
CHECK M.U. RECEPTACLE PINS AND LIDS. MAKE NECESSARY REPAIRS	J. Hart
MAKE SURE M.U. CABLES DO NOT FOUL COUPLERS	

B-23, B-39, C-30, GP-7 MO3 INSPECTION

Out-Bound Loadtest Electrical/Mechanical	WORKED BY:
ELECTRICAL	
VERIFY THE OPERATION OF THE GROUND RELAY	won't trip but will load
CHECK FOR LOW VOLTAGE GROUNDS (7 watt bulb)	DRS
WHILE IN THROTTLE 3 LOAD TEST, CHECK FOR AC GROUNDS	
CHECK OPERTION OF:	
A. HEATING	DRS/BC
COMPLETE THE OUTBOUND LOAD TEST SHEETS	DRS/BC
GROUND RELAY-(TEST THREE TIMES TO VERY LOCK-OUT)(DYNAMIC & POWER)	
IF EQUIPPED, VERIFY THE OPERATION OF THE LDVR CAMERA	—
MECHANICAL	
PROPER LUBRICATION? FUEL LEAKS? CAM ROLLER ROTATION? ETC.	DRS/BC
INSPECT FUEL SYSTEM HOSES AND PIPES FOR LEAKS	DRS/BC
INSPECT COOLING SYSTEM:	DRS/BC
A: CHECK HOSES AND PIPES FOR LEAKS	DRS/BC
CHECK OPERATION OF ENGINE PROTECTION DEVICES:	
A. CRANKCASE PRESSURE	DRS/BC
VISUALLY INSPECT AIR COMPRESSOR FOR WATER, AIR OR OIL LEAKS	DRS/BC
PERFORM MANUAL AIR BRAKE TEST	DRS/BC
Verify Flow Gauge 130 main reservoir is 64 + or - 3, reservoir is 60 + o — NOTE: 120-130-140 main	DRS/BC
PERFORM PENALTY BRAKE TEST	DRS/BC
CHECK FOR CORRECT AIR PRESSURE SETTINGS:	DRS/BC
A. MAIN RESERVOIR (130 - 140 PSI)	DRS/BC
B. BRAKE PIPE (90 PSI)	DRS/BC
C. EQUALIZING RESERVOIR (90 PSI)	DRS/BC
D. BRAKE CYLINDER (72 - 74 PSI)	DRS/BC
E. COMPRESSOR CONTROL (130 - 140 PSI +/-5 PSI)	DRS/BC
CHECK FLUID LEVELS BEFORE LOADING:	
A: ENGINE OIL	DRS/BC
B: COOLING WATER	DRS/BC
C: AIR COMPRESSOR OIL	
TEST OPERATION OF THE FOLLOWING DEVICES:	DRS/BC
A. BELL	DRS/BC
B. SANDERS (FORWARD, REVERSE, EMERGENCY)	DRS/BC
C. RADIATOR SHUTTERS	

WINTERIZATION	
	Signature
Winterization – All MMA Locomotives. (August - April)	✓
Inspect front and rear cab door seals replace, as needed (NO TAPE)	DRS
Inspect left and right side window seals replace as needed.	DRS/BC
Inspect Electric cabinet door seals replace as needed.	DRS/BC
Operate Cab Heaters-Check condition of Heater Assembly @ 45o F above Ambient Temperature.	DRS/BC
Operate Window Defrosters-Check condition of Defroster @ 45o F above Ambient Temperature.	N/A
If equipped, test the Auto Dump valve for proper operation.	DRS
Test Manual Water Dump Valves, Proper Handle, Location, Orifice is Open.	DRS
Close Winter/ Summer doors if equipped.	OK
Check Traction Motor cover gaskets, install as needed.	DRS
Check condition of Cab Door Hinges (Lubricate all Hinges)	DRS
Check condition of Cab Door Locks (Lubricate all Locks)	DRS
Inspect Cab Windows Slider Rail, Adjust Top Rail as needed, Lubricate with Silicone Grease.	DRS
Renew all Wiper Blades.	OK DRS
Criteria for Door seal Replacement: A. Seal shows signs of Deterioration and or Medium to Heavy Cracking. B. Door seal is Torn or Loose from Door. C. With Door in the fully closed position has noticeable crack between door jam and cab carbody.	DRS
Criteria for Window seal Replacement: A. Seals shows signs of Deterioration and or Medium to Heavy Cracking. B. Seal is Torn or Loose from window seal. C. With windows fully in the closed position there is a gap between window frame and carbody.	DRS



	LOCOMOTIVE		DATE

	Start Readings				Has Shims			END READING				Has Shims	
	Flange Height	Flange Thickness	Rim Thickness	Witness Grove	YES	NO		Flange Height	Flange Thickness	Rim Thickness	Witness Grove	YES	NO
L#1	15/16"	17/64"	3½"	40		✓	L#1						
L#2	1¼"	17/64"	2½"	40		✓	L#2						
L#3	1 13/32"	17/64"	3 5/16"	40		✓	L#3	1 12/32"					
L#4	1¼"	17/64"	2½"	40		✓	L#4						
L#5							L#5						
L#6							L#6						
R#1	15/16"	17/64"	3½"	40		✓	R#1						
R#2	15/16"	17/64"	2½"	40		✓	R#2						
R#3	1 13/32"	17/64"	3 5/16"	40		✓	R#3	1 17/32"					
R#4	1¼"	17/64"	2½"	40		✓	R#4						
R#5							R#5						
R#6							R#6						

OLD GAUGE

FLANGE THICKNESS MEASUREMENT

0 – on 0 – 1 - 17/64"
1 – on 0 – 1 - 15/64"
2 – on 0 – 1 - 7/32"
3 – on 0 – 1 - 5/32"
4 – on 0 – 1 - 7/64"
5 – on 0 – 1 - 3/64"
6 – on 0 – 1 - /32"
7 – on 0 – 63/64"
8 – on 0 - 15/16"

OLD GAUGE

FLANGE HEIGHT MEASUREMENT

0-on-0---1"
0-on-1---1-1/16"
0-on-2---1-1/8"
0-on-3---1-3/16"
0-on-4---1-1/4"
0-on-5---1-5/16"
0-on-6---1-3/8"
2-on-6---1-13/32"
4-on-6---1-7/16"
6-on-6---1-31/64"

NEW GAUGE

FLANGE HEIGHT MEASUREMENT

0-on-17---1- 1/16"
0-on-18---1-1/8"
0-on-19---1-3/16"
0-on-20---1-1/4"
0-on-21---1-5/16"
0-on-22---1-3/8"
2-on-22---1-13/32"
4-on-22---1-7/16"
6-on-22---1-15/32"
8-on-22---1-1/2"

WEAR LIMITS FOR ROAD & SWITCH LOCOMOTIVES – MINIMUM DAILY REQUIREMENTS

FRA 1 ½"	MMA 1 7/16"	Flange Height
FRA 7/8"	MMA 15/16"	Flange Thickness
FRA 1"	MMA 1 1/16"	Rim Thickness
FRA 5/16"	MMA ¼"	Tread Wear

WEAR LIMITS – ROAD & SWITCH LOCOS – MIN. 92 DAY REQ

FLANGE Height	Flange THICKNESS	Rim THICKNESS		Tread WEAR
FRA 1 ½"	FRA 7/8"	FRA 1"		FRA 5/16"
MMA 1 7/16"	MMA 1 1/32"	MMA 1 1/8"		MMA ¼"

WEAR LIMITS – PASSENGER LOCOS – MIN 92 DAY REQ

Flange HEIGHT	Flange THICKNESS	Rim THICKNESS	Tread WEAR
FRA 1 ½"	FRA 7/8"	FRA 1"	FRA 5/16"
MMA 1 7/16"	MMA 1"	MMA 1 ¼"	MMA ¼"

CONVERSION CHART FOR WHEEL DIAMETER

8=	37"	15=	37 7/8"	22=	38 ¾"	29=	39 5/8"	36=	40 ½"
9=	37 1/8"	16=	38"	23=	38 7/8"	30=	39 ¾"	37=	40 5/8"
10=	37 ¼"	17=	38 1/8"	24=	39	31=	39 7/8"	38=	40 ¾"
11=	37 3/8"	18=	38 ¼"	25=	39 1/8"	32=	40"	39=	40 7/8"
12=	37 ½"	19=	38 3/8"	26=	39 ¼"	33=	40 1/8"	40=	41"
13=	37 5/8"	20=	38 ½"	27=	39 3/8"	34=	40 ¼"	41=	41 1/8"
14=	37 ¾"	21=	38 5/8"	28=	39 ½"	35=	40 3/8"	42=	41 ¼"

NEW GAUGE

FLANGE THICKNESS MEASUREMENT

0 – on 0 – 1 - 17/64"
1 – on 0 – 1 - 15/64"
2 – on 0 – 1 – 7/32"
3 – on 0 – 1 – 5/32"
4 – on 0 – 1 – 7/64"
5 – on 0 – 1 – 3/64"
6 – on 0 – 1 – 1/32"
7 – on 0 - 63/64"
8 – on 0 – 15/16"

LOCOMOTIVE RAIL CLEARANCE

COUPLER HEIGHT		FRONT	PILOT HEIGHT		FRONT	HEIGHT OF HORIZONTAL END HANDHOLD OR UNCOUPLING LEVER IF USED AS HORIZONTAL HANDHOLD	LOCO RAIL CLEARANCE
FRA	MAX 34 ½" MIN 31 ½"	33½"	FRA	MAX 6" MIN 3"	5¼"	FRA MIN 30" MMA MIN 30" FRA MAX 50" MMA MAX 50"	FRA MIN 2 ½" MMA MIN 3"
MMA	MAX 34 ½" MIN 32 ½"	REAR 33½"	MMA	MAX 6" MIN 3 ½"	REAR 5½"		

WHEEL DIAMETER MEASUREMENTS ARE TAKEN FROM THE TOP OF THE WITNESS GROOVE 40" DIAMETER WHEELS WITNESS GROVE = 36"
42" DIAMETER WHEEL WITNESS GROOVE = 38"

WHEEL MATCHING STANDARDS FOR 6 AXLE LOCOMOTIVES (FRA & MMA STANDARDS ARE THE SAME)

¾" IS THE MAXIMUM VARIATION ALLOWED, IN WHEEL DIAMETER, BETWEEN ANY 2 WHEELS IN THE SAME TRUCK WITHOUT SHIMS.
1 ¼" IS THE MAXIMUM VARIATION ALLOWED, IN WHEEL DIAMETER, BETWEEN ANY 2 WHEELS IN THE SAME TRUCK WITH SHIMS APPLIED
1 ¼" IS THE MAXIMUM VARIATION ALLOWED, IN WHEEL DIAMETER, BETWEEN ANY 2 WHEELS ON DIFFERENT TRUCKS.

NOTE
WHEN FIGURING THE DIFFERENCE IN WHEEL DIAMETER, TO DETERMINE IF SHIMS ARE REQUIRED, YOU MUST USE THE AVERAGE WHEEL DIAMETER FIGURES
REMEMBER THIS RULE
6 TO 5 DIAMETER DIFFERENCE NO SHIMS REQUIRED 6 TO 10 DIAMETER DIFFERENCE ADD APPROPRIATE SHIMS TO BOTH BOXES ON BOTH SIDES OVER 10 IN DIAMETER DIFFERENCE REQUIRES WHEEL CHANGE OR TRUED ***NOTE:*** *ON EMD LOCOMOTIVES USE ONLY ONE ½" SHIM EMD PART NUMBER 8455981 SHELLED TREAD AND FLAT SPOTS MUST BE TRUED OR CHANGED WHEN FOUND ON PERIODIC OR UNSCHEDULED MAINTENANCE KCS CONDEMNING LIMITS FOR SHELLED TREAD ON A SERVICE TRACK •ONE SHELLED SPOT 1" OR GREATER IN LENGTH •ONE SHELLED SPOT WITH A DEPTH OF ½" OR MORE*

EMPLOYEES SIGNATURE DMC

SUPERVISORS SIGNATURE

Unit: _____ Date: _____

DEFECTS FOUND DURING INSPECTION

DEFECT elec con. to crew starter is off	INSPECTED BY: DRS
REPAIR Replaced	CORRECTED BY: DRS
DEFECT R/R sand nozzle missing	INSPECTED BY: DRS
REPAIR Added / installed nozzle	CORRECTED BY: DRS
DEFECT Wheels high flanges L/R 3	INSPECTED BY: DRS
REPAIR Trimmed wheels to 1 17/32 F.H.	CORRECTED BY: DRS/BC
DEFECT Cond. side window incorrect	INSPECTED BY: DRS
REPAIR Repaired	CORRECTED BY: DRS
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 _____ Time Started _____ Time Finished _____

Description of Work Performed

Locomotive ID	Time Started	Time Finished

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

UNIT#					
DATE	DESCRIPTION	PART #	QUANITY	INSTALLED	AWP

UNIT _____

Service Operations

DATE _____

THROTTLE 8 OUTBOUND LOAD TESTS

Eng RPM (900)	EMD	X	Lube Oil Pres	45 psi
Eng RPM (1050)	GE	1080	Water Temp	194
Horsepower		3710	Overspeed Setting	OK
Volts (5.3)	B-23	—	RACK SETTING	OK
Volts (7)	C-30	—		
Volts (720)	B-39	706		

THROTTLE #1 STALL TEST

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

TL 24T

Throttle 1	(1V)	5.01
Throttle 2		10.3
Throttle 3		28.8
Throttle 4		32.14
Throttle 5		52.49
Throttle 6		60.43
Throttle 7		68.61
Throttle 8	(72V)	72.53