To be completed on every engine released from the Shop	
I have reviewed the work packet for locomotive 854/	on this
date /-/0-// and take no exception to applicable laws,	
standards, policies and standards.	

Locomotive Release from Shop Form

	Sarvi	ce Operatio	ne.	UNIT	
	OCI VI	<u>-</u>	B INBOUND LOAD TESTS	DATE	ANN GRADE Prints International Company of the Company
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				
		THROT	TLE #1 STALL TEST		
OP Mode AMPS MGA Charging Rate	(PWR) - (300) - (1220) - (70v) -	74 NOT AP	PLICABLE TO B-23 AND C-30		

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		J Hortin
CHECK FOR LOW VOLTAGE GROUNDS (7 watt bulb)		T Hortin
WHILE IN THROTTLE 3 LOAD TEST, CHECK FOR AC GROUNDS		
CHECK OPERTION OF:		
A. HEATING		I Haitin
COMPLETE THE IN-BOUND LOAD TEST SHEETS		
GROUND RELAY-(TEST THREE TIMES TO VERY LOCK-OUT)(DYNAMIC &	POWER)	JIHA
CHECK THE FOLLOWING FOR PROPER OPERATION:		7 / (/ / / / / / / / / / / / / / / / /
A. CREW ALERT		J. Va
B. RADIO AND ANTENNA		J Hortin
C. AXLE ALT. SPEEDO		7 Hartin
D. MU ENGINE SHUTDOWN	· · · · · · · · · · · · · · · · · · ·	
E. FUEL CUT-OFF		
F. TEST WARNING DEVICES		<u> </u>
MECHANICAL		· · · · · · · · · · · · · · · · · · ·
CLEAN AND SERVICE TOILET AND RESTROOM		
DRAIN RETENTION TANK		
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		
CHECK OPERATION OF ENGINE PROTECTION DEVICES:		
A. CRANKCASE PRESSURE		
VISUALLY INSPECT AIR COMPRESSOR FOR WATER, AIR OR OIL LEAKS		
PERFORM MANUAL AIR BRAKE TEST		
Verify Flow Gauge	NOTE: 120-	
130 main reservoir is 64 + or - 3,	130-140 main	
reservoir is 60 + o		
PERFORM PENALTY BRAKE TEST		J Haritin
CHECK FOR CORRECT AIR PRESSURE SETTINGS:		
A. MAIN RESERVOIR (130 - 140 PSI)		
B. BRAKE PIPE (90 PSI)		
C. EQUALIZING RESERVOIR (90 PSI)		
D. BRAKE CYLINDER (72 - 74 PSI)		
E. COMPRESSOR CONTROL (130 - 140 PSI +/-5 PSI)		-
CHECK FLUID LEVELS BEFORE LOADING:		
A: ENGINE OIL		
B: COOLING WATER		
C: AIR COMPRESSOR OIL		
TEST OPERATION OF THE FOLLOWING DEVICES:		
A. BELL		-
B. SANDERS (FORWARD, REVERSE, EMERGENCY)		
C. RADIATOR SHUTTERS		

B-23, B-39, C-30, GP-7 MO3 INSPECTION	Revision Date: 8/18/2010 Issued By: Tim Scalia
Electrical in House [SERVICE THE BATTERIES AND COMPLETE JSP-010	WORKED BY:
VERIFY EVENT RECORDER IS WORKING CHECK & RECORD THE DATE ON HEAD END DEVICE 8-27-10	M. Corles
COMPLETE THE HEAD END DEVICE CONNECTOR SHEET 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	M. Corley
TRACTION MOTORS AND UNDERFRAME	
INSPECT TRACTION MOTOR COVERS AND ENSURE BOLTS ARE IN PLACE AND TIGHT	M. Corfey
CHECK M.U. RECEPTACLE PINS AND LIDS. MAKE NECESSARY REPAIRS MAKE SURE M.U. CABLES DO NOT FOUL COUPLERS Meds cradels	K Hussey

	<u>.</u>
B-23, B-39, 30, GP-7 MO3 INSPECTION	
G. IF THE SEAT MOVEMENT IS IMPEDED, REMOVE SEAT CUSHION AND INSPECT SEAT PAN	1
ROLLER TRACK FOR DEBRIS, MALFUNCTION, OR LACK OF LUBRICATION.	1 Ki Harry
H. INSPECT SEAT RAILS AND REPLACE IF DAMAGED OR WORN BEYOND PROVIDING SECURE,	17 17
STABLE MOUNTING OF SEAT.	Kr Hans
I. INSPECT THE FORE/AFT SEAT POSITIONING TRACK. INSPECT THE SEAT RAILS AND REPLACE	1/1/1/2
IF DAMAGED OR WORN BEYOND PROVIDING SECURE, STABLE MOUNTING OF SEAT.	1 Kr Hun!
J. LUBRICATE THE SEAT RAILS WITH SILICONE LUBRICANT.	Ka Hand
K. INSPECT THE BACKREST RAKE ADJUSTMENT KNOW. VERIFY THAT THE KNOB ROTATES	11
EASILY TO ADJUST BACKREST ANGLE.	1 1/ Asses
L. INSPECT KNOB FOR CRACKS OR SPLITS AND THAT IT IS SECURELY FASTENED.	2. Basily
M. INSPECT GEAR MECHANISM FOR ANY WEAR OR DAMAGE.	R. Bosta
N. ENSURE THAT THE BACKREST MECHANICAL STOP IS INTACT AND FUNCTIONS AS INTENDED-	,), 9
PREVENTS THE SEAT BACKREST FROM RECLINING BEYOND APPROXIMATELY 45 DEGREES	
BACKWARDS FROM A VERTICAL POSITION.	1 Hory
O: INSPECT THE LUMBAR SUPPORT ADJUSTMENT LEVER. VERIFY THAT THE ADJUSTMENT	
LEVER OPERATES EASILY TO ADJUST THE LUMBAR SUPPORT.	Ky Hong
P: VERIFY ALL ARMREST FASTENERS ARE SECURE. REPLACE ANY MISSING OR STRIPPED OUT	1 V M. O
FASTENERS.	(C. Hung
Q: INSPECT ARMREST SWIVEL FASTENERS. ENSURE SWIVEL FASTENER IS SECURE ON EACH	, 0
ARMREST SUCH THAT THE ARMREST IS WITHOUT SIDE TO SIDE MOVEMENT. ARMREST SHOULD	1/20
SWIVEL TO VERTICAL. ARMREST SHOULD NOT DROP DOWN PAST IT'S ORIGINAL STOP.	K. Horry
R: INSPECT SEAT FABRIC ON SEAT PAN AND BACKREST. INSPECT FOR RIPS, TEARS, OR HOLES.	1 1
SEAT PAN OR BACKREST COMPONENT MAY BE REPLACED IF THERE IS AN EXCESSIVE RIP, TEAR,	
OR HOLE.	1x Horry
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	
	*
NSPECT AND REPAIR AS REQUIRED:	
A. CAB / CARBODY/DOORS/HINGES/WINDOWS/LATCH SEALS/WEATHER STRIPPING AND	
SEALS/MIRRORS. ALSO LUBRICATE/CHANGE AS NEEDED	
A. CLEAN THE CAB, WINDOWS, AND EQUIPMENT	
COMPLETE WINTERIZATION SHEET (AUGUST - APRIL)	
WASH LOCOMOTIVE ENGINE/ENGINE ROOM/AND AIR COMPRESSOR ROOM	
MASH THE LOCOMOTIVE	t .



B-23, B-39, 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	
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 CHANGE THE FOLLOWING FILTERS AND ASSOCIATED GASKETS:	
FUEL SPIN ON FILTERS. EMD ONLY	
SOAK BACK FILTER. EMD ONLY	
TURBO SPIN ON FILTER. EMD ONLY	
COMPLETE FRA INSPECTION (DAILY INSPECTION CHECKLIST)	
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.	M. Toulus
INSPECT COUPLERS & DRAFT GEARS. MAKE REPAIRS AS NECESSARY	M. Parts.
CHECK KNUCKLE CLEARANCE AND KNUCKLE THROWER, MAKE REPAIRS AS NEEDED AND APPLY	On A A
SPARE KNUCKLES (E AND F TYPE) (2.5")	11/ Orly
INSPECT PIN LIFTERS CHECKING FOR PROPER HAND CLEARANCE AND ANTI-CREEP	M. Gilepy
CHECK SNOWPLOW (IF EQUIPPED) FOR HANDHOLDS AND PROPER DISTANCE	M. Cerliny
CHECK AUTO BLOWDOWNS FOR PROPER OPERATIONS IN AUTOMATIC MODE	
ENSURE SUMP DRAINS ARE OPEN AND FREE OF DEBRIS	Modelley
TRUCKS	
INSPECT WICK BOLT SECUREMENT AND REPAIR IF NECESSARY CHECK SUSPENSION BEARING OIL LEVEL	Hi Coly
CHECK SUSPENSION BEARING OIL LEVEL CHECK JOURNAL BOX OIL LEVEL (FILL TO POINT OF OVERFLOW)	My Control
CHECK GEAR CASES AND INSPECT BULL GEAR (ADD 6lbs. OF GEARCASE GREASE)	M Carles
CHECK OIL FILLED GEAR CASES AND FILL (RECORD USAGE BELOW)	M. Toll
# 1 TRACTION MOTOR: OIL USED VeS	MET
has	Mary
	11. Olly
# 3 TRACTION MOTOR: OIL USED $\frac{\sqrt{eS}}{s}$	Molarly
#4 TRACTION MOTOR: OIL USED	MI. Corling
# 5 TRACTION MOTOR: OIL USED	
# 6 TRACTION MOTOR: OIL USED	
INSPECT ALL BRAKE HANGERS, HEADS, GUIDES AND STRAPS ENSURING BRAKE SHOES ARE IN	Manha
LINE WITH WHEELS	111. Corley
CAB	1/11
CHECK FIRE EXTINGUISHERS, DATE AND TAG. REPLACE IF USED OR OUT OF DATE. CHECK CAB SEATS FOR PROPER OPERATION INSURING ALL BOLTS ARE IN PLACE AND TIGHT.	XYTE PACY
CHECK CAB SEATS FOR PROPER OPERATION INSURING ALL BOLTS ARE IN FLACE AND TIGHT. CHECK HANDBRAKE AND INSPECT DATE. MAKE REPAIRS AS NECESSARY	M. S. Lud
MISC	11900
IN ACCORDANCE WITH FRA 229.23. VERIFY AIR GAUGES (+/- 3PSI) (CALIBRATE AT +/- 1PSI,	1/ 2 200 0
REQUIRES 130 PSI MR)	K. Hory //kle 6
CHECK ALL FLUID LEVELS, ENGINE OIL, COOLING WATER, AIR COMPRESSOR OIL	1
DRAIN RETENTION TANK	11. Corly
TOILET MAINTENANCE:	
A. INSPECT/REPAIR AS NEEDED TOILET DRAIN VALVE & FLOOR SEALS	· /
Cab Seat Inspection: 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.	Ky Horers.
B. LUBRICATE PIVOT POINTS	by this the
C. INSPECT ROTATION ADJUSTMENT LOCKING PIN. VERIFY THAT THE LOCKING PIN OPERATES	1
(PULL OUT TO RELEASE LOCK) AND THAT THE SEAT ROTATES WHEN UNLOCKED.	de Lares
D. LUBRICATE THE PIN MECHANISM.	By Hasel
E. SEAT PAN COMPONENTS: INSPECT THE FORE-AFT FINE ADJUSTMENT LEVER.	KI HENE
F. VERIFY THAT THE LEVER SLIDES SIDEWAYS TO UNLOCK SEAT FOR/AFT ADJUSTMENT AND	11 11 11
SEAT SLIDES FOR/AFT EASILY	KITUST
Change out whalk unine felters + fuel filter-	K. Hssed
CONFIDENTIAL	MMA-0008005
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COMPLETE THE IN-BOUND LOAD TEST SHEETS GROUND RELAY-(TEST THREE TIMES TO VERY LOCK-OUT)(DYNAMIC & POWER) CHECK THE FOLLOWING FOR PROPER OPERATION: A. CREW ALERT B. RADIO AND ANTENNA C. AXLE ALT. SPEEDO D. MU ENGINE SHUTDOWN E. FUEL CUT-OFF F. TEST WARNING DEVICES MECHANICAL CLEAN AND SERVICE TOILET AND RESTROOM DRAIN RETENTION TANK PROPER LUBRICATION? FUEL LEAKS? CAM ROLLER ROTATION? ETC. INSPECT FUEL SYSTEM HOSES AND PIPES FOR LEAKS A. CHECK HOSES AND PIPES FOR LEAKS CHECK OPERATION OF ENGINE PROTECTION DEVICES: A. CRANKCASE PRESSURE VISUALLY INSPECT AIR COMPRESSOR FOR WATER, AIR OR OIL LEAKS PERFORM MANUAL AIR BRAKE TEST Verify Flow Gauge NOTE: 120- 130 main reservoir is 64 + or - 3, 130 main reservoir is 64 + or - 3, 130 main reservoir is 64 + or - 3, 130 main reservoir is 64 + or - 3, 140 main reservoir is 64 + or - 3, 150 PERFORM PENALTY BRAKE TEST CHECK FOR CORRECT AIR PRESSURE SETTINGS: A. MAIN RESERVOIR (130 - 140 PSI) B. BRAKE PIPE (90 PSI) C. EQUALIZING RESERVOIR (90 PSI) D. BRAKE CHUDDER (72 - 74 PSI) CHECK FLUID LEVELS BEFORE LOADING: C. HOW PERSOR CONTROL (130 - 140 PSI +/-5 PSI) C. HEALTH CHECK FLUID LEVELS BEFORE LOADING:	B-23, B-39, C-30, GP-7 MO3 INSPECTION	
VERIFY THE OPERATION OF THE GROUND RELAY CHECK FOR LOW VOLTAGE GROUNDS (7 wat bulb) WHILE IN THROTTLE 3 LOAD TEST, CHECK FOR AC GROUNDS CHECK OPERTION OF: A HEATING COMPLETE THE IN-BOUND LOAD TEST SHEETS GROUND RELAY-(TEST THREE TIMES TO VERY LOCK-OUT)(DYNAMIC & POWER) CHECK THE FOLLOWING FOR PROPER OPERATION: A CREW ALERT B. RADIO AND ANTENNA C. AXLE ALT. SPEEDO D. MU ENGINE SHUTDOWN E. FUEL CUT-OFF F. TEST WARNING DEVICES MECHANICAL CLEAN AND SERVICE TOILET AND RESTROOM DRAIN RETENTION TANK PROPPER LUBRICATION? FUEL LEAKS? CAM ROLLER ROTATION? ETC. INSPECT FUEL SYSTEM HOSES AND PIPES FOR LEAKS CHECK HOSES AND PIPES FOR WATER, AIR OR OIL LEAKS PERFORM MANUAL AIR BRAKE TEST WISUALLY INSPECT AIR COMPRESSOR FOR WATER, AIR OR OIL LEAKS PERFORM MANUAL AIR BRAKE TEST CHECK FOR CORRECT AIR PRESSURE SETTINGS: A. MAIN RESERVOIR (130 - 140 PSI) B. BRAKE PIPE (90 PSI) C. EQUALIZING RESERVOIR (130 - 140 PSI) B. BRAKE CYLINDER (72 - 74 PSI) C. ECUALIZING RESERVOIR (100 - 140 PSI) C. ECUALIZING RESERVOIR (101 - 140 PSI) C. ECUALIZING RESERVOIR (102 - 140 PSI) C. ECUALIZING RESERVOIR (103 - 140 PSI) C. ECUALIZING RESERVOR (104 - 140 PSI) C. ECUALIZING RESERVOR (105 - 140 PSI) C. ECUALIZING RESERVOR (106 - 140 PSI) C. ECUALIZING RESERVOR (107 - 140 PSI) C. ECUALIZING RESERVOR (108 - 140 PSI) C. ECUALIZING RESERVOR (109 PSI) C. ECUALIZING RESERVOR (Out Bound Loadtest Electrical/Mechanical	WORKED BY:
CHECK FOR LOW VOLTAGE GROUNDS (7 watt builb) WHILE IN THROTTLE 3 LOAD TEST, CHECK FOR AC GROUNDS CHECK OPERTION OF: A. HEATING COMPLETE THE IN-BOUND LOAD TEST SHEETS GROUND RELAY-(TEST THREE TIMES TO VERY LOCK-OUT)(DYNAMIC & POWER) CHECK THE FOLLOWING FOR PROPER OPERATION: A. CREW ALERT B. RADIO AND ANTENNA C. AXLE ALT. SPEEDO D. MU ENGINE SHUTDOWN E. FUEL CUT-OFF F. TEST WARNING DEVICES MECHANICAL CLEAN AND SERVICE TOILET AND RESTROOM DRAIN RETENTION TANK PROPER LUBRICATION? FUEL LEAKS? CAM ROLLER ROTATION? ETC. MISPECT FUEL SYSTEM HOSES AND PIPES FOR LEAKS MISPECT FOOLING SYSTEM: A. CHECK HOSES AND PIPES FOR LEAKS CHECK OPERATION OF ENGINE PROTECTION DEVICES: A. CRANKASE PRESSURE WISUALLY INSPECT AIR COMPRESSOR FOR WATER, AIR OR OIL LEAKS WISUALLY INSPECT AIR COMPRESSOR FOR WATER, AIR OR OI	ELECTRICAL	
WHILE IN THROTTLE 3 LOAD TEST, CHECK FOR AC GROUNDS CHECK OPERTION OF: A HEATING COMPLETE THE IN-BOUND LOAD TEST SHEETS GROUND RELAY.(TEST THREE TIMES TO VERY LOCK-OUT)(DYNAMIC & POWER) CHECK THE FOLLOWING FOR PROPER OPERATION: A CREW ALERT B. RADIO AND ANTENNA C. AXLE ALT. SPEEDO D. MU ENGINE SHUTDOWN E. FUEL CUT-OFF F. TEST WARNING DEVICES MECHANICAL CLEAN AND SERVICE TOILET AND RESTROOM DRAIN RETENTION TANK PROPER LUBRICATION? FUEL LEAKS? CAM ROLLER ROTATION? ETC. INSPECT FUEL SYSTEM HOSES AND PIPES FOR LEAKS A. CHECK HOSES AND PIPES FOR LEAKS CHECK OPERATION OF ENGINE PROTECTION DEVICES: A. CRANKCASE PRESSURE VISUALLY INSPECT AIR COMPRESSOR FOR WATER, AIR OR OIL LEAKS VERTY OF THE CONTROL OF	VERIFY THE OPERATION OF THE GROUND RELAY	Harlin
CHECK OPERTION OF: A HEATING COMPLETE THE IN-BOUND LOAD TEST SHEETS GROUND RELAY-(TEST THREE TIMES TO VERY LOCK-OUT)(DYNAMIC & POWER) CHECK THE FOLLOWING FOR PROPER OPERATION: A CREW ALERT B. RADIO AND ANTENNA C. AXLE ALT. SPEEDO D. MU ENGINE SHUTDOWN E. FUEL CUT-OFF F. TEST WARNING DEVICES MECHANICAL CLEAN AND SERVICE TOILET AND RESTROOM DRAIN RETENTION TANK 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 A. CRANKCASE PRESSURE VISUALLY INSPECT AIR COMPRESSOR FOR WATER, AIR OR OIL LEAKS VISUALLY INSPECT AIR COMPRESSOR FOR WATER, AIR OR OIL LEAKS VISUALLY INSPECT AIR COMPRESSOR FOR WATER, AIR OR OIL LEAKS PERFORM MANUAL AIR BRAKE TEST CHECK FOR CORRECT AIR PRESSURE SETTINGS: A. MAIN RESERVOIR CHECK FOR CORRECT AIR PRESSURE SETTINGS: A. MAIN RESERVOIR (130 - 140 PSI) B. BRAKE PIPE (90 PSI) C. EQUALIZING RESERVOIR (190 PSI) D. BRAKE CYLINDER (72 - 74 PSI) CHECK FULID LEVELS BEFORE LOADING: C. ECOMPRESSOR CONTROL (130 - 140 PSI + 1-5 PSI) CHECK FULID LEVELS BEFORE LOADING: C. HORDERS OR CONTROL (130 - 140 PSI + 1-5 PSI) CHECK FULID LEVELS BEFORE LOADING: C. HORDERS OR CONTROL (130 - 140 PSI + 1-5 PSI) CHECK FULID LEVELS BEFORE LOADING:	CHECK FOR LOW VOLTAGE GROUNDS (7 watt bulb)	A Hartin
A HEATING COMPLETE THE IN-BOUND LOAD TEST SHEETS GROUND RELAY-(TEST THREE TIMES TO VERY LOCK-OUT)(DYNAMIC & POWER) CHECK THE FOLLOWING FOR PROPER OPERATION: A. CREW ALERT B. RADIO AND ANTENNA C. AXLE ALT. SPEEDO D. MU ENGINE SHUTDOWN E. FUEL CUT-OFF F. TEST WARNING DEVICES MECHANICAL CLEAN AND SERVICE TOILET AND RESTROOM DRAIN RETENTION TANK PROPPER LUBRICATION? FUEL LEAKS? CAM ROLLER ROTATION? ETC. INSPECT FUEL SYSTEM HOSES AND PIPES FOR LEAKS CHECK OPERATION OF ENGINE PROTECTION DEVICES: A. CRANKCASE PRESSURE VISUALLY INSPECT AIR COMPRESSOR FOR WATER, AIR OR OIL LEAKS VERIFY Flow Gauge 130 main reservoir is 64 + or - 3, reservoir is 64 + or - 3, reservoir is 64 + or - 3, reservoir is 60 + o PERFORM PENALTY BRAKE TEST CHECK FOR CORRECT AIR PRESSURE SETTINGS: A. MAIN RESERVOIR (130 - 140 PSI) B. BRAKE PIPE (90 PSI) C. EQUALIZING RESERVOIR (130 - 140 PSI) B. BRAKE PIPE (90 PSI) C. EQUALIZING RESERVOIR (130 - 140 PSI) B. BRAKE PIPE (90 PSI) C. EQUALIZING RESERVOIR (130 - 140 PSI) B. BRAKE CYLINDER (72 - 74 PSI) CHECK FLUID LEVELS BEFORE LOADING: CHECK FLUID LEVELS BEFORE LOADING: CHECK FLUID LEVELS BEFORE LOADING:	WHILE IN THROTTLE 3 LOAD TEST, CHECK FOR AC GROUNDS	y Hartin
COMPLETE THE IN-BOUND LOAD TEST SHEETS GROUND RELAY-(TEST THREE TIMES TO VERY LOCK-OUT)(DYNAMIC & POWER) CHECK THE FOLLOWING FOR PROPER OPERATION: A. CREW ALERT B. RADIO AND ANTENNA C. AXLE ALT. SPEEDO D. MU ENGINE SHUTDOWN E. FUEL CUT-OFF F. TEST WARNING DEVICES MECHANICAL CLEAN AND SERVICE TOILET AND RESTROOM DRAIN RETENTION TANK PROPER LUBRICATION? FUEL LEAKS? CAM ROLLER ROTATION? ETC. INSPECT FUEL SYSTEM HOSES AND PIPES FOR LEAKS A. CHECK HOSES AND PIPES FOR LEAKS CHECK OPERATION OF ENGINE PROTECTION DEVICES: A. CRANKCASE PRESSURE VISUALLY INSPECT AIR COMPRESSOR FOR WATER, AIR OR OIL LEAKS PERFORM MANUAL AIR BRAKE TEST Verify Flow Gauge NOTE: 120- 130 main reservoir is 64 + or - 3, 130 main reservoir is 64 + or - 3, 130 main reservoir is 64 + or - 3, 130 main reservoir is 64 + or - 3, 140 main reservoir is 64 + or - 3, 150 PERFORM PENALTY BRAKE TEST CHECK FOR CORRECT AIR PRESSURE SETTINGS: A. MAIN RESERVOIR (130 - 140 PSI) B. BRAKE PIPE (90 PSI) C. EQUALIZING RESERVOIR (90 PSI) D. BRAKE CHUDDER (72 - 74 PSI) CHECK FLUID LEVELS BEFORE LOADING: C. HOW PERSOR CONTROL (130 - 140 PSI +/-5 PSI) C. HEALTH CHECK FLUID LEVELS BEFORE LOADING:	CHECK OPERTION OF:	
GROUND RELAY-(TEST THREE TIMES TO VERY LOCK-OUT)(DYNAMIC & POWER) CHECK THE FOLLOWING FOR PROPER OPERATION: A. CREW ALERT B. RADIO AND ANTENNA C. AXLE ALT. SPEEDO D. MU ENGINE SHUTDOWN E. FUEL CUT-OFF F. TEST WARNING DEVICES MECHANICAL CLEAN AND SERVICE TOILET AND RESTROOM DRAIN RETENTION TANK PROPER LUBRICATION? FUEL LEAKS? CAM ROLLER ROTATION? ETC. INSPECT FUEL SYSTEM HOSES AND PIPES FOR LEAKS CHECK HOSES AND PIPES FOR LEAKS CHECK OPERATION OF ENGINE PROTECTION DEVICES: A. CHECK HOSES AND PIPES FOR WATER, AIR OR OIL LEAKS PERFORM MANUAL AIR BRAKE TEST Verify Flow Gauge 130 main reservoir is 64 + or - 3, reservoir is 60 + o PERFORM PENALTY BRAKE TEST CHECK FOR CORRECT AIR PRESSURE SETTINGS: A. MAIN RESERVOIR (130 - 140 PSI) B. BRAKE PIPE (90 PSI) C. EQUALIZING RESERVOIR (130 - 140 PSI) B. BRAKE PIPE (90 PSI) C. HOLLOW THE POWER SOR CONTROL (130 - 140 PSI) D. BRAKE CYLINDER (72 - 74 PSI) CHECK FLUID LEVELS BEFORE LOADING: C. HOLLOW THE PROPER TORE TORED TO THE PROPER TORED TO THE PROPERT TO THE PROPERT TORED TO THE PROPERT TORED TO THE PROPERT TO THE PROPERT TORED TO THE PROPERT TORED TO THE PROPERT TO THE PROPERT TORED TO THE PROPERT TO THE	A. HEATING	M. Cocley
CHECK THE FOLLOWING FOR PROPER OPERATION: A. CREW ALERT B. RADIO AND ANTENNA C. AXLE ALT. SPEEDO D. MU ENGINE SHUTDOWN E. FUEL CUT-OFF F. TEST WARNING DEVICES MECHANICAL CLEAN AND SERVICE TOILET AND RESTROOM DRAIN RETENTION TANK 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 CHECK OPERATION OF ENGINE PROTECTION DEVICES: A. CRANKCASE PRESSURE VISUALLY INSPECT AIR COMPRESSOR FOR WATER, AIR OR OIL LEAKS Verify Flow Gauge NOTE: 120- 130 main reservoir is 64 + or - 3, 130-140 main reservoir is 60 + o PERFORM MANUAL AIR BRAKE TEST CHECK FOR CORRECT AIR PRESSURE SETTINGS: A. MAIN RESERVOIR (130 - 140 PSI) B. BRAKE PIPE (90 PSI) C. EQUALIZING RESERVOIR (130 - 140 PSI + /-5 PSI) CHECK FUILD LEVELS BEFORE LOADING: W. College C. COUPRESSOR CONTROL (131 - 140 PSI + /-5 PSI) CHECK FUILD LEVELS BEFORE LOADING:	COMPLETE THE IN-BOUND LOAD TEST SHEETS	l J
A. CREW ALERT B. RADIO AND ANTENNA C. AXLE ALT. SPEEDO D. MU ENGINE SHUTDOWN E. FUEL CUT-OFF F. TEST WARNING DEVICES MECHANICAL CLEAN AND SERVICE TOILET AND RESTROOM DRAIN RETENTION TANK PROPER LUBRICATION? FUEL LEAKS? CAM ROLLER ROTATION? ETC. INSPECT FUEL SYSTEM HOSES AND PIPES FOR LEAKS INSPECT FUEL SYSTEM HOSES AND PIPES FOR LEAKS A: CHECK HOSES AND PIPES FOR LEAKS CHECK OPERATION OF ENGINE PROTECTION DEVICES: A. CRANKCASE PRESSURE VISUALLY INSPECT AIR COMPRESSOR FOR WATER, AIR OR OIL LEAKS PERFORM MANUAL AIR BRAKE TEST Verify Flow Gauge NOTE: 120- 130 main reservoir is 64 + or - 3, 130 main reservoir is 64 + or - 3, 130 main reservoir is 60 + o PERFORM PENALTY BRAKE TEST CHECK FOR CORRECT AIR PRESSURE SETTINGS: A. MAIN RESERVOIR (130 - 140 PSI) B. BRAKE PIPE (90 PSI) C. EQUALIZING RESERVOIR (90 PSI) D. BRAKE CYLINDER (72 - 74 PSI) CHECK FULID LEVELS BEFORE LOADING: CHECK FULID LEVELS BEFORE LOADING:		2 Houter
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C. AXLE ALT. SPEEDO D. MU ENGINE SHUTDOWN E. FUEL CUT-OFF F. TEST WARNING DEVICES MECHANICAL CLEAN AND SERVICE TOILET AND RESTROOM DRAIN RETENTION TANK 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 CHECK OPERATION OF ENGINE PROTECTION DEVICES: A. CRANKCASE PRESSURE VISUALLY INSPECT AIR COMPRESSOR FOR WATER, AIR OR OIL LEAKS PERFORM MANUAL AIR BRAKE TEST Verify Flow Gauge NOTE: 120- 130 main reservoir is 64 + or - 3,	A. CREW ALERT	Whi Covery
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CHECK FLUID LEVELS BEFORE LOADING:		1/1/200//-//
		Vicaner
A' ENGINE OIL	A: ENGINE OIL	
	B: COOLING WATER	W. Contes
	C: AIR COMPRESSOR OIL	
	TEST OPERATION OF THE FOLLOWING DEVICES:	
	A. BELL	Wilorles
	B. SANDERS (FORWARD, REVERSE, EMERGENCY)	
C. RADIATOR SHUTTERS	C. RADIATOR SHUTTERS	

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:	
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.	Molarley
Battery Qualification/Maintenance	J
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.	111-Corley
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.	M. Corley
5. The float reading at the water line is the uncorrected charge level of the battery.	M. Corley
 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.	M. Coiley M. Citry
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. YES	M. City
8. Return acid to cell from which it was drawn.	Il Corley
9. Be sure all vent plugs are replaced and tight.	Mr Corley
10. With Unit shut down measure the voltage reading across each battery at the terminals, record readings on the chart below.	V
11. Make a general check of the battery as to proper blocking, clean and tight connections at all points, and any unusual appearance or condition. If any unusual appearance or conditions exit, like corrosion, clean with scotch-brite buffer or wire br	M. Gray
12. Apply approved protective coating to connections after terminals are cleaned and dried	Malarleys
13. Add water as required (Add water to bottom of filler neck).	111 lorker
Battery Cranking Voltage Test	111- Corley
14. Close battery knife switch, and circuit breakers.	1 VI Tortes
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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16. O	16. On MUI engines, pull the Governor button and hold back the Lay-shaft while cranking									· · · · · · · · · · · · · · · · · · ·
	the engine over to prevent unit from starting.									
18. Based on the cranking voltages, is any battery suspect of needing replaced? YES NO										
2 Battery Units	Specific Gravity Water Added									ry Replaced- Reason
Battery 1	Cell	1 Cell 2	Cell 3	Cell 4	Yes		No	Yes	0	
Section A	127	5 1300	1300	1275		,				-
Section B	127	3 1275	1250	1300	B					
Section C	127	5 1275	1300	1275	ee	\overline{v}				
Section D	1250	1275	1275	1275		4				
2 Battery					<u></u>					
Units		Specific Gr	-		V	Vate	r Added			y Replaced- Reason
Battery 2	Cell	1 Cell 2	Cell 3	Cell 4	Yes		No	Yes	0	
Section A	122	5 1300	1300	1275						
Section B	127	1275	1250	1275		ι				
Section C	1275	1275	1250	12-75		ンシ				
Section D	1275	LAK.	1125	120		ν				
8 Battery		Charitie Ce	:4			4.4.	A 1 1 1		Batter	y Replaced-
Units	····	Specific Gr	-				r Added			Reason
	Cell	1 Cell 2	Cell 3	Cell 4	Yes		No	Yes	0	
Battery 1										
Battery 2										
Battery 3										
Battery 4										
Battery 5								¥ 1		
Battery 6										
Battery 7										
Battery 8	Z CD A	NIZING V	OLTAGE C	TIADT	1					
BAILER	CKA	Battery 1	Battery 2	Battery 3	Battery	a ·	Battery 5	Battery 6	Battery 7	Dattonico
Battery Vo	ltage	34,2	34.1	Datterly	Dattery	4	Dattery D	Dallely 0	Dattery /	Battery 8
1		Battery 1	Battery 2	Battery 3	Battery	4	Battery 5	Battery 6	Battery 7	Battery 8
Battery Vo	itage		Datter, 2	Daniel	Duttery		Balloty 3	Dattery	- Buntery,	Dattery
· · · · · · · · · · · · · · · · ·		Battery 1	Battery 2	Battery 3	Battery	1	Battery 5	Battery 6	Battery 7	Battery 8
CrankingBa	attery	Datterly (Dallely Z	marrer 3 7	Parreil	-	Datterly U	Dattery	Dallely /	Darrer A O
Voltage	3									
Battery Vo	ltage									
		Battery 1	Battery 2	Battery 3	Battery	4	Battery 5	Battery 6	Battery 7	Battery 8
CrankingBa Voltagi										

			LOCOM	OTIVE					DATE		
Star	t Readings		<u></u>			END RE	ADING		Mark	25 1.7	SEC SAUGE
Fig. 18 Fig. 8 feets mercial of Mark by	Fire Addition	. 6.5	٠, .		in anderste utif	1 12 mag	Angle Design	Autoria Proper	153	٠.	HUNNES THOMASS MESSIESMENT
L=1 0-2/0-1	> 37/1	1		_41							
L#2 RV210-0	3%			 L#2	<u></u>						
L#2 0-210-0 L#3 1-210-0	356		•	L#3:	<u> </u>	.,			÷	<u>:</u>	6 - unit site (32°)
40 00 A	2011			1					- 	:	5 - 30 - 3 - 3 - 3 - 3 - 3 - 3 - 3 - 3 -
L#4 0-20 0-C) 0/16			L#4	ļ			· · · · · · · · · · · · · · · · · · ·			
L#5	·			!_#5							
L#6				L#6			·		<u> </u>		OLD GAUGE
4 3 5	20.7/					ļ.	+		ļ		HEIGHT MEASUREMENT
R#1 0-21 0-0	3/14	-	ļ	R#1			<u> </u>				0-gas
R#2 D 21 0 - C	3 3 3/16	-		R#2			-		-		0-663 - 1-1/15/ 0-664 - 1-1/41
R#3 /-12 0-0	2 3 2/4		<u> </u>	R#3	 ,		-				0-06 - 1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-
R#4 0-21 0-0	0/4			R#4 R#5			 				2-on-61-13/32" 4-on-61-7/16 6-on-61-31/64
R#6		-		R#6		 	-			 	1
AR LIMITS FOR ROAD & S	VITCH LOCOMOTIVES	<u>i</u> i – Miniciúm (L DAILY REGU	I JIREIZENTS		1	<u> </u>	L		 	NEW GAUG
ANGE Flange ght THICKNESS A 1 1/3" FRA 7/8"	Rim THICKNESS FRA 1"	Tread WEAR FRA 5/16"	Flange HEIGHT FRA 1 ½"	Flange	Rim THICKNESS	Tread WEAR					2-on-221-13/32 4-on-221-15/32* 6-on-221-15/32* 8-on-221-1/0
3.1.7/16" MMA.1.1/32"	MMA 1 1/8"	MMA 7/1	MMA 1 7/16"	MMA 1"	FRA 1" MMA 1 ¼"	FRA 5/16" MMA 1/4"					
NVERSION CHART FOR W	MMA 1 1/8" VHEEL DIAMETER	MMA %"	MMA 1 7/16"	MMA 1"	MMA 1 ¼"	MMA 1/4"					NEW GAUG
NVERSION CHART FOR W 37" 15= 37 1/8" 16=	MMA 1 1/8" VHEEL DIAMETER . 37 7/8" . 38"	22= 23=	38 34" 38 7/8"	29= 30=	39 5/3" 39 3/4"	36= 37=	40 % 40 % 40 5/8				11 maii - 1 - 177 1 - 169 - 1 - 159
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NVERSION CHART FOR W 37" 15= 37 1/8" 16= 37 1/8" 17= 37 3/8" 18= 37 1/8" 19= 37 5/8" 20=	MMA 1 1/8" WHEEL DIAMETER	22= 23= 24= 25= 26= 27=	38 %" 38 %" 38 7/8" 39 39 1/8" 39 %" 39 3/8"	29= 30= 31= 32= 33= 34=	39 5/3" 39 ½" 39 ½" 40" ' 40 1/8" 40 1/8"	36= 37= 38= 39= 40= 41=	40 5/8" 40 34" 40 7/8" 41" 41 1/8"			FLANGE THICKNESS MEASUREMEN	0 088 - 1 177 1 089 - 1 19 2 00 5 1 - 77 1 0 1 1 1 50 4 0 0 1 1 1
NVERSION CHART FOR W 37" 15= 37 1/8" 16= 37 ½" 17= 37 3/8" 18= 37 ½" 19= 37 5/8" 20= 37 3%" 21= 0MOTIVE RAIL CLEARANCE	MMA 1 1/8" VHEEL DIAMETER 37, 7/8" 36" 36 1/8" 38 1/8" 38 3/8"	22= 23= 24= 25= 26= 27= 28=	38 %" 38 7/8" 39 39 1/8" 39 %" 39 %" 39 %"	29= 30= 31= 32= 33= 34= 35=	39 5/3" 39 ½" 39 ½" 39 7/8" 40" : 40 1/8"	36= 37= 38= 39= 40= 41= 42=	40 5/8" 40 %" 40 7/8" 41"		LOCO PA	THICKNESS	5 00 0 1 1 17/ 5 00 5 1 1 19/ 3 00 5 1 1 1/ 5 00 0 1 1 1/
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37 1/8" 16= 37 ½" 17= 37 3/8" 18= 37 ½" 19= 37 5/8" 20= 37 ½" 21= 0MOTIVE RAIL CLEARANCE FRONT MAY 34 1	MMA 1 1/8" VHEEL DIAMETER 37,7/8" 36" 36 1/8" 38 1/4" 38 3/8" 38 5/6"	MMA 4/1" 22= 23= 24= 25= 26= 27= 28= MA (6) MA (6) MA (6)	38 %" 38 7/8" 39 39 1/8" 39 %" 39 %" 39 %"	29= 30= 31= 32= 33= 34= 35= MEIGHT OF F	39 5/3" 39 5/3" 39 5/3" 39 7/8" 40 1/8" 40 1/8" 40 3/8" ORIZONTAL ENELING LEVER IF U	36= 37= 38= 39= 40= 41= 42=	40 5/8" 40 %" 40 7/8" 41 " 41 1/8" 41 1/8"		CONTROLS	THICKNESS MEASUREMEN WIL CLEARANCE	5 - or 0 - 1 - 1
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NVERSION CHART FOR W 37" 15= 37 1/8" 16= 37 1/8" 17= 37 3/8" 18= 37 5/8" 20= 37 5/8" 20= 37 5/8" 21= 0MOTIVE REIGHT MAY 34 1 MA	MMA 1 1/8" VHEEL DIAMETER 37, 7/8" 36 1/8" 38 1/8" 38 3/8" 38 3/8" 38 5/8" PILOT HEIG APPA MALE MALE GROOVE = 38" GROOVE = 38"	MMA 4/" 22= 23= 24= 25= 26= 27= 28= MM	38 34" 38 778" 39 39 39 178" 39 378" 39 378" 39 378" 39 378" 4 5 1/2 REAP 1/2	29= 30= 31= 32= 33= 34= 35= HEIGHT OF FOR UNCOUP HANDHOLD	39 5/3" 39 5/3" 39 7/5" 40" 40 1/8" 40 3/8" 40 3/8" 40 3/8" FEA AU 30 FEA AU 30 FEA WHEELS WI	36= 37= 38= 39= 40= 41= 42= D HANDHOLD SED AS HORIZO	40.5/8" 40.5%" 49.7%" 41.1/8" 41.1/8" 41.1%"		CONTROLS	THICKNESS MEASUREMEN WIL CLEARANCE	5 00 0 1 1 17/ 5 00 5 1 1 19/ 3 00 5 1 1 1/ 5 00 0 1 1 1/
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		Montreal, Maine, & Atlantic Railway Locomotive
Un	rit_	Date 1-10-11 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.
	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 no section with the Automatic, move the cutoff exceed 5 lb. per minute.
	Ch Lea	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
	icsi	
	Pre	Drain #1 main reservoir (*) completely and test check valve between reservoirs. ssure should remain on the main reservoir gauge in the cab as #1 main reservoir is
, -	dra –	ined
	or 1	Check all MU valve handles to ensure the locking devices work properly. Lubricate replace as essary.
		Check knuckle thrower to make sure it opens the knuckle. Lubricate or repair as ecessary
	No	ote (*) #1 reservoir is without the check valve.# 2 is with the check valve.

CONFIDENTIAL

	Description of Work Performed							
Locomotive ID		Time Finished						
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comotive ID	Time Started	· · · · · · · · · · · · · · · · · · ·	Time Finished				
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DEFECTS FOUND DURING INSPECTION):
DEFECT <u>Qil Comp</u> Motor Starp Running	INSPECTED BY:
REPAIR OK Wy G	CORRECTED BY:
DEFECT # 2 Dun, Brake Blower not Turnin	a INSPECTED BY:
motor 1.7 ohms should be 19 ohms	JH_
REPAIR Changed out Motor	CORRECTED BY. MC/JA
DEFECT	INSPECTED BY:
REPAIR Installed Cradulo	CORRECTED BY:
DEFECT Front flow Bent	INSPECTED BY:
DEFECT TOTAL	- mc
REPAIR Repaired flow	CORRECTED BY:
DEFECT Both Front Ditch lights out	INSPECTED BY:
REPAIR Installed new bulbs	CORRECTED MBY:

Unit:	DEFECTS FOUND DURING INSPECTION	
DEFECT	Comp. Breather bad order	INSPECTED BY:
REPAIR	Changed tinsel	CORRECTED
DEFECT	Walkway light bunt out	INSPECTED BY:
REPAIR	Replaced bulb	CORRECTED BY:
DEFECT	RXL 4 3 TM High Flanges	INSPECTED BY:
REPAIR		CORRECTED BY:
	Rear Sandbox Rotted out	
DEFECT	KEON Sanotox ROTTED BUS	INSPECTED BY:
REPAIR		CORRECTED BY:
DEFECT		INSPECTED BY:
REPAIR		CORRECTED BY:

WINTERIZION	
	Signature
vilitenzation - Air winiA Locomotives. (August - April)	4
Inspect front and rear cab door seals replace, as needed (NO TAPE)	Hussey
Inspect left and right side window seals replace as needed.	& August
Inspect Electric cabinet door seals replace as needed.	Ph- Contry
Operate Cab Heaters-Check condition of Heater Assembly @ 45o F above Ambient	Morler
Temperature.	0011
Operate Window Defrosters-Check condition of Defroster @ 45o F above Ambient	Whowing
Temperature.	
If equipped, test the Auto Dump valve for proper operation.	Manten
Test Manual Water Dump Valves, Proper Handle, Location, Orifice is Open.	1) Anstal
Close Winter/ Summer doors if equipped.	The line
Check Traction Motor cover gaskets, install as needed.	Justin
Check condition of Cab Door Hinges (Lubricate all Hinges)	Khirsen
Check condition of Cab Door Locks (Lubricate all Locks)	1211
Inspect Cab Windows Slider Rail, Adjust Top Rail as needed, Lubricate with Silicone	K Hussey
Grease.	Klaren
Renew all Wiper Blades.	10000
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.	
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.	
oursey.	

				UNIT
	Servi	ice Operatior	1S OUTBOUND LOAD TESTS	DATE
Eng RPM (900)	EMD	··	Lube Oil Pres	
Eng RPM (1050)	GE .		Water Temp	
Horsepower		37 <u>40</u>	Overspeed Setting	1/2_5'
Volts (5.3)	B-23		RACK SETTING	<u> </u>
Volts (7)	C-30			
Volts (720)	B-39	705		
		THROT	TLE #1 STALL TEST	
OP Mode AMPS MGA Charging Rate	(PWR) (300) (1220) (70v)	300 NOT AP	PLICABLE TO B-23 AND C-30	