

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

Thave reviewed the work packet for locomotive 50/7 on this date and take no exception to applicable laws, rules and or MMA standards, policies and standards.

BAD PA 12 CCOP

CONFIDENTIAL MMA-0007598



UNIT Service Operations

THROTTLE 8 INBOUND LOAD TESTS DATE Lube Oil Pres Eng RPM (900) EMD Water Temp Eng RPM (1050) GEOverspeed Setting Horsepower RACK SETTING Volts (5.3) 13-23 Volts (7) C-30 Volts (720) B-39 THROTTLE #1 STALL TEST (PWR) OP Mode AMPS (300)NOT APPLICABLE TO B-23 AND C-30 MGΛ (1220)Charging Rate (70v)(1V) Throttle 1 Throttle 2 Throttle 3 Throttle 4 Throttle 5 Throttle 6 Throttle 7 Throttle 8 (72V)

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	B-23, B-39, C-30, GP-7 UNSCHEDULED	UNIT:
	Running Mechanical	WORKED
ITEM	MECHANICAL	BY
, , , , , , , , ,	INSPECT ENGINE OVERHEAD (WITH ENGINE AT IDLE):	
	PROPER LUBRICATION? FUEL LEAKS? CAM ROLLER ROTATION? ETC.	
. <u> </u>	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	
	C: AIR COMPRESSOR OIL	
	TEST OPERATION OF THE FOLLOWING DEVICES:	0.0570000000000000000000000000000000000
	A. BELL	
	B. SANDERS (FORWARD, REVERSE, EMERGENCY)	
	C. RADIATOR SHUTTERS	
	INSPECT AIR COMPRESSOR GOVERNOR SETTING. 135 TO 145 PSI	
	INSPECT SAFETY POP 155 PSI	1

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OP Mode

(PWR)

Service Operations THROTTLE 8 OUTBOUND LOAD TESTS UNIT

DATE

Lube Oil Pres Water Temp

Eng RPM (900) **EMD** Eng RPM (1050) GE Horsepower Overspeed Setting Volts (5.3) B-23 RACK SETTING Volts (7) C-30 Volts (720) B-39 THROTTLE #1 STALL TEST

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

TL 24T Throttle 1 (1V)Throttle 2 Throttle 3 Throttle 4 Throttle 5 Throttle 6 Throttle 7 Throttle 8 (72V)

BASE FOR PRESSURE Check C, C, O, P'S

Unit:	Date:	
	DEFECTS FOUND DURING INSPECTION	
DEFECT	L#2 PA BB CCOP	INSPECTED BY:
		TPG
REPAIR	Replaced Rings & P.A.	CORRECTED
		Me
DEFECT	#4 IM Bad GC BOH.	INSPECTED BY:
		JB_
REPAIR	Replaced Both	CORRECTED
		OB_
DEFECT	CON. Bad Older tripping Low oil pressure	INSPECTED BY:
REPAIR		CORRECTED BY:
and the second		INSPECTED BY:
DEFECT		· a
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REPAIR		CORRECTED BY:
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DEFECTS FOUND DURING INSE	PECTION
DEFECT	INSPECTED B1.
REPAIR	CORRECTED BY:
DEFECT	INSPECTED BY:
REPAIR	CORRECTED BY:
DEFECT	• • • • • • • • • • • • • • • • • • •
REPAIR	CORRECTED BY:
DEFECT	INSPECTED BY:
REPAIR	CORRECTED BY:
DEFECT	INSPECTED BY:
REPAIR	CORRECTED BY:

	Des ription of Work Perfe med	
ocomotive ID	Time Started Time Finished	
TPC 2-28-11	of tested Cold L#2 Bad Order	-
I	stalled New Rings & Power assembly	
F	rstalled New Rings & Power assembly. Hed w/ water and added treatment	
	at manometer on unit	. ·
	a) a vaceum 194 01 vaceum	
***	emtied trash in unit	ķe" "
	sov. Blo Tripping Low oil pussur	4.60g 1.60g
	200, BO Tripping Low oil pummy 70+ PSI @ Gov Sthotch 15 PSI @ Pamp > 8 notch	
	13 PDALCE THOUGHT	
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comotive ID	Time Started	Time F	inished
COMOLIVE ID			
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