

Locomotive Release from Shop Form

To be completed on every engine released from the Shop

I have reviewed the work packet for locomotive 8592 on this date 1-26-11 and take no exception to applicable laws, rules and or MMA standards, policies and standards.

# 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)	_____	

**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
- CHECK FOR LOW VOLTAGE GROUNDS (7 watt bulb)
- WHILE IN THROTTLE 3 LOAD TEST, CHECK FOR AC GROUNDS
- CHECK OPERATION 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
- 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: 120-130-140 main  
 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 (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

		WORKED BY:
<b>Electrical in House</b>		
SERVICE THE BATTERIES AND COMPLETE JSP-010		<u>J. Martin</u>
VERIFY EVENT RECORDER IS WORKING		<u>J. Martin</u>
CHECK & RECORD THE DATE ON HEAD END DEVICE _____	12-4-10	<u>J. Martin</u>
COMPLETE THE HEAD END DEVICE CONNECTOR SHEET		
CHECK THE FOLLOWING EQUIPMENT AND THEIR RELATED GUARDS AND LENSES FOR PROPER OPERATION:		<u>J. Martin</u>
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		<u>J. Martin</u>
<b>TRACTION MOTORS AND UNDERFRAME</b>		
CHECK THE TRACTION MOTOR LEADS, VERIFY NO LEADS ARE RUBBING ON THE FRAME		
INSPECT TRACTION MOTOR COVERS AND ENSURE BOLTS ARE IN PLACE AND TIGHT		<u>J. Martin</u>
CHECK M.U. RECEPTACLE PINS AND LIDS. MAKE NECESSARY REPAIRS		<u>J. Martin</u>
MAKE SURE M.U. CABLES DO NOT FOUL COUPLERS		<u>J. Martin</u>

B-23, B-39, C, 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)

*Fuel Filter changed J. McCall*

*Handwritten marks*

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.

*see defect sheet*

INSPECT COUPLERS & DRAFT GEARS. MAKE REPAIRS AS NECESSARY

CHECK KNUCKLE CLEARANCE AND KNUCKLE THROWER, MAKE REPAIRS AS NEEDED AND APPLY SPARE KNUCKLES (E AND F TYPE) (2.5")

INSPECT PIN LIFTERS CHECKING FOR PROPER HAND CLEARANCE AND ANTI-CREEP

CHECK SNOWPLOW (IF EQUIPPED) FOR HANDHOLDS AND PROPER DISTANCE

CHECK AUTO BLOWDOWNS FOR PROPER OPERATIONS IN AUTOMATIC MODE

ENSURE SUMP DRAINS ARE OPEN AND FREE OF DEBRIS

*Handwritten signatures: K. Hanson, K. Hanson, K. Hanson, K. Hanson, K. Hanson*

TRUCKS

INSPECT WICK BOLT SECUREMENT AND REPAIR IF NECESSARY

CHECK SUSPENSION BEARING OIL LEVEL

CHECK JOURNAL BOX OIL LEVEL (FILL TO POINT OF OVERFLOW)

*TINKEN 6800*

CHECK GEAR CASES AND INSPECT BULL GEAR (ADD 6lbs. OF GEARCASE GREASE)

CHECK OIL FILLED GEAR CASES AND FILL (RECORD USAGE BELOW)

# 1 TRACTION MOTOR: OIL USED 100 - DRAINED water off

# 2 TRACTION MOTOR: OIL USED 100 "

# 3 TRACTION MOTOR: OIL USED 100 "

# 4 TRACTION MOTOR: OIL USED 100 "

# 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

*see defect sheet*

*Handwritten signatures: K. Hanson, K. Hanson, K. Hanson, K. Hanson, K. Hanson, Jake McCall, Jake McCall*

CAB

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.

CHECK HANDBRAKE AND INSPECT DATE. MAKE REPAIRS AS NECESSARY

*Handwritten signatures: K. Hanson, J. McCall, J. McCall*

MISC

IN ACCORDANCE WITH FRA 229.23. VERIFY AIR GAUGES (+/- 3PSI) (CALIBRATE AT +/- 1PSI, REQUIRES 130 PSI MR)

CHECK ALL FLUID LEVELS, ENGINE OIL, COOLING WATER, AIR COMPRESSOR OIL

DRAIN RETENTION TANK

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.

B. LUBRICATE PIVOT POINTS

C. INSPECT ROTATION ADJUSTMENT LOCKING PIN. VERIFY THAT THE LOCKING PIN OPERATES (PUSH OUT TO RELEASE LOCK) AND THAT THE SEAT ROTATES WHEN UNLOCKED.

D. LUBRICATE THE PIN MECHANISM.

E. SEAT PAN COMPONENTS: INSPECT THE FORE-AFT FINE ADJUSTMENT LEVER.

F. VERIFY THAT THE LEVER SLIDES SIDEWAYS TO UNLOCK SEAT FOR/AFT ADJUSTMENT AND SEAT SLIDES FOR/AFT EASILY

*Handwritten signatures: K. Hanson, K. Hanson, Jake McCall, Jake McCall, J. McCall*

*Handwritten arrow pointing down*

**B-23, B-39, C ), 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.		
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.		
<b>SEAT PART NUMBERS:</b> 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		
<b>INSPECT AND REPAIR AS REQUIRED:</b>		
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		
WASH THE LOCOMOTIVE		

# 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.

J. Hart

### Battery Qualification/Maintenance

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.

J. Hart

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.

J. Hart

5. The float reading at the water line is the uncorrected charge level of the battery.

J. Hart

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.

J. Hart

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

no

J. Hart

8. Return acid to cell from which it was drawn.

J. Hart

9. Be sure all vent plugs are replaced and tight.

J. Hart

10. With Unit shut down measure the voltage reading across each battery at the terminals, record readings on the chart below.

J. Hart

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

J. Hart

12. Apply approved protective coating to connections after terminals are cleaned and dried

J. Hart

13. Add water as required (Add water to bottom of filler neck).

J. Hart

### Battery Cranking Voltage Test

14. Close battery knife switch, and circuit breakers.

J. Hart

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.**

LOCOMOTIVE		DATE
8592		7-26-11
Start Readings		END READING

Flange Height	Flange Thickness	Rim Thickness	Tread	Flange Height	Flange Thickness	Rim Thickness	Tread	FLANGE HEIGHT MEASUREMENT
L#1	0-18 0-0	2.2		L#1				
L#2	4-22 0-0	2.4		L#2				
L#3	8-22 0-0	2.5		L#3				
L#4	4-22 0-0	2.4		L#4				
L#5				L#5				
L#6				L#6				
R#1	0-19 0-0	2.2		R#1				
R#2	8-22 0-0	2.2		R#2				
R#3	6-22 0-0	2.2		R#3				
R#4	4-22 0-0	2.4		R#4				
R#5				R#5				
R#6				R#6				

WEAR LIMITS FOR ROAD & SWITCH LOCOMOTIVES - MINIMUM DAILY REQUIREMENTS

FRA 1 1/2" 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 1/4" Tread Wear

*See Defect sheet*

FLANGE HEIGHT MEASUREMENT

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

NEW GAUGE

WEAR LIMITS - ROAD & SWITCH LOCOMOTIVES - MIN 52 DAY REQ

WEAR LIMITS - PASSENGER LOCOMOTIVES - MIN 52 DAY REQ

FLANGE HEIGHT	FLANGE THICKNESS	RIM THICKNESS	TREAD WEAR	FLANGE HEIGHT	FLANGE THICKNESS	RIM THICKNESS	TREAD WEAR
FRA 1 1/2"	FRA 7/8"	FRA 1"	FRA 5/16"	FRA 1 1/2"	FRA 7/8"	FRA 1"	FRA 5/16"
MMA 1 7/16"	MMA 1 1/32"	MMA 1 1/8"	MMA 1/4"	MMA 1 7/16"	MMA 1"	MMA 1 1/4"	MMA 1/4"

FLANGE HEIGHT MEASUREMENT  
 0-on-0-1  
 0-on-1-1/16"  
 0-on-2-1/16"  
 0-on-3-1/16"  
 0-on-4-1/16"  
 0-on-5-1/16"  
 0-on-6-1-13/32"  
 0-on-7-1/16"  
 0-on-8-1/16"

CONVERSION CHART FOR WHEEL DIAMETER

8=	37"	15=	37 7/8"	22=	38 1/4"	29=	39 5/8"	36=	40 1/2"
9=	37 1/8"	16=	38"	23=	38 7/8"	30=	39 3/4"	37=	40 5/8"
10=	37 1/2"	17=	38 1/2"	24=	39"	31=	39 7/8"	38=	40 3/4"
11=	37 3/8"	18=	38 3/4"	25=	39 1/8"	32=	40"	39=	40 7/8"
12=	37 1/4"	19=	38 3/8"	26=	39 1/2"	33=	40 1/8"	40=	41"
13=	37 5/8"	20=	38 1/2"	27=	39 3/8"	34=	40 1/4"	41=	41 1/8"
14=	37 3/4"	21=	38 5/8"	28=	39 1/2"	35=	40 3/8"	42=	41 1/4"

LOCOMOTIVE RAIL CLEARANCE

COUPLER HEIGHT		PILOT HEIGHT		HEIGHT OF HORIZONTAL END HANDHOLD OR UNCOUPLING LEVER IF USED AS HORIZONTAL HANDHOLD		LOCO RAIL CLEARANCE	
FRONT	REAR	FRONT	REAR	FRONT	REAR	FRONT	REAR
MAY 34"	32 1/2"	MAY 34"	32 1/2"	4"		FRA 1 1/2"	
JUN 31 1/2"		JUN 31 1/2"				MMA 1 1/8"	
MAY 34"	33"	MAY 34"	33"	5 1/4"		FRA 1 1/2"	
JUN 32"		JUN 32"				MMA 1 1/8"	

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

WHEEL WITNESS GROOVE DEPTH = 0.015" FROM THE TOP OF THE WHEEL WITNESS GROOVE TO THE WITNESS GROOVE

FOR THE 42" DIAMETER WHEEL WITNESS GROOVE DEPTH = 0.015" FROM THE TOP OF THE WHEEL WITNESS GROOVE TO THE WITNESS GROOVE

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REMEMBER THIS RULE

EMPLOYEES SIGNATURE

*R. A. Harg*

SUPERVISORS SIGNATURE



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

J. Hart

2 Battery Units	Specific Gravity				Water Added			Battery Replaced-Reason
	Cell 1	Cell 2	Cell 3	Cell 4	Yes	No	Yes	
Battery 1								0
Section A	1275	1275	1275	1275		✓		
Section B	1275	1275	1275	1275		✓		
Section C	1275	1275	1275	1275		✓		
Section D	1275	1275	1275	1275		✓		

2 Battery Units	Specific Gravity				Water Added			Battery Replaced-Reason
	Cell 1	Cell 2	Cell 3	Cell 4	Yes	No	Yes	
Battery 2								0
Section A	1300	1275	1300	1300		✓		
Section B	1300	1275	1275	1300		✓		
Section C	1275	1300	1300	1275		✓		
Section D	1300	1275	1275	1275		✓		

8 Battery Units	Specific Gravity				Water Added			Battery Replaced-Reason
	Cell 1	Cell 2	Cell 3	Cell 4	Yes	No	Yes	
Battery 1								0
Battery 2								
Battery 3								
Battery 4								
Battery 5								
Battery 6								
Battery 7								
Battery 8								

**BATTERY CRANKING VOLTAGE CHART**

	Battery 1	Battery 2	Battery 3	Battery 4	Battery 5	Battery 6	Battery 7	Battery 8
Battery Voltage	32.8	32.9						
	Battery 1	Battery 2	Battery 3	Battery 4	Battery 5	Battery 6	Battery 7	Battery 8
Battery Voltage								
	Battery 1	Battery 2	Battery 3	Battery 4	Battery 5	Battery 6	Battery 7	Battery 8
Cranking Battery Voltage	25.6	25.6						
Battery Voltage								
	Battery 1	Battery 2	Battery 3	Battery 4	Battery 5	Battery 6	Battery 7	Battery 8
Cranking Battery Voltage								

# Description of Work Performed

Locomotive ID

Time Started

Time Finished

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



Date

DEFECTS FOUND DURING INSPECTION

DEFECT	High Flanges L 2 + 3 + 4	INSPECTED BY:	K. Hasey
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REPAIR	Cut wheels to <u>0-22</u>	CORRECTED BY:	K. Hasey Paul Conroy
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DEFECT	High Flanges R 2 + 3 + 4	INSPECTED BY:	K. Hasey
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REPAIR	cut wheels to 0-22	CORRECTED BY:	Paul Conroy
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DEFECT	front Sanders, Mounts bent Both Side	INSPECTED BY:	K. Hasey
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REPAIR	Reffy say ok	CORRECTED BY:	K. Hasey
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DEFECT	Rear plow broke (pilot)	INSPECTED BY:	K. Hasey
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REPAIR	Weld it	CORRECTED BY:	K. Hasey
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DEFECT	#2 Right Side brake rigging bent	INSPECTED BY:	K. Hasey
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REPAIR	bent back	INSPECTED BY:	K. Hasey J. Mc
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Unit: \_\_\_\_\_

Date: \_\_\_\_\_

DEFECTS FOUND DURING INSPECTION

DEFECT	unit came in drained of water	INSPECTED BY:	<i>[Signature]</i>
REPAIR	filled	CORRECTED BY:	<i>K. Horn</i>

DEFECT	unit needs to be sanded	INSPECTED BY:	<i>[Signature]</i>
REPAIR		CORRECTED BY:	

DEFECT	unit need water treatment	INSPECTED BY:	<i>[Signature]</i>
REPAIR	put in unit	CORRECTED BY:	<i>[Signature]</i>

DEFECT	4 bad brake shoes	INSPECTED BY:	<i>[Signature]</i>
REPAIR	put 4 new ones on	CORRECTED BY:	<i>[Signature]</i>

DEFECT		INSPECTED BY:	
REPAIR		CORRECTED BY:	

**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
- CHECK FOR LOW VOLTAGE GROUNDS (7 watt bulb)
- WHILE IN THROTTLE 3 LOAD TEST, CHECK FOR AC GROUNDS
- CHECK OPERATION 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
- 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
- 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