

3 Year Maintenance

In-Shop Mechanical

Signature

Change #1 injector and record serial # _____
Change #2 injector and record serial # _____
Change #3 injector and record serial # _____
Change #4 injector and record serial # _____
Change #5 injector and record serial # _____
Change #6 injector and record serial # _____
Change #7 injector and record serial # _____
Change #8 injector and record serial # _____
Change #9 injector and record serial # _____
Change #10 injector and record serial # _____
Change #11 injector and record serial # _____
Change #12 injector and record serial # _____
Change #13 injector and record serial # _____
Change #14 injector and record serial # _____
Change #15 injector and record serial # _____
Change #16 injector and record serial # _____

NO DOING

3 YR Maintenance

CON ROD BEARINGS

Signature _____

Replace 1 and 9 upper connecting rod bearing inspect lower bearing replace as needed	
Replace 2 and 10 upper connecting rod bearing inspect lower bearing replace as needed	
Replace 3 and 11 upper connecting rod bearing inspect lower bearing replace as needed	
Replace 4 and 12 upper connecting rod bearing inspect lower bearing replace as needed	
Replace 5 and 13 upper connecting rod bearing inspect lower bearing replace as needed	
Replace 6 and 14 upper connecting rod bearing inspect lower bearing replace as needed	
Replace 7 and 15 upper connecting rod bearing inspect lower bearing replace as needed	
Replace 8 and 16 upper connecting rod bearing inspect lower bearing replace as needed	
Inspect #2 and #9 lower main bearing Replace all lowers if a problem is found	

MAIN BEARINGS

CHANGE LOWER MAIN BEARING #1	
CHANGE LOWER MAIN BEARING #2	
CHANGE LOWER MAIN BEARING #3	
CHANGE LOWER MAIN BEARING #4	
CHANGE LOWER MAIN BEARING #5	
CHANGE LOWER MAIN BEARING #6	
CHANGE LOWER MAIN BEARING #7	
CHANGE LOWER MAIN BEARING #8	
CHANGE LOWER MAIN BEARING #9	
CHANGE LOWER MAIN BEARING #10	

THRUST WASHER READINGS

#1 THRUST WASHER READING _____	
#2 THRUST WASHER READING _____	
#3 THRUST WASHER READING _____	
#4 THRUST WASHER READING _____	
#5 THRUST WASHER READING _____	
#6 THRUST WASHER READING _____	
#7 THRUST WASHER READING _____	
#8 THRUST WASHER READING _____	
#9 THRUST WASHER READING _____	
#10 THRUST WASHER READING _____	
#11 THRUST WASHER READING _____	
#12 THRUST WASHER READING _____	
#13 THRUST WASHER READING _____	
#14 THRUST WASHER READING _____	
#15 THRUST WASHER READING _____	
#16 THRUST WASHER READING _____	

A READING OF .050" IS THE CONDEMING LIMIT FOR OLDER STYLE THRUST WASHERS AND .080" IS THE LIMIT FOR NEW SYTLE THRUST WASHERS.

PERFORM MANUAL AIR BRAKE TEST AND PENALTY BRAKE TESTS

Verify Flow Gauge
130 main reservoir is 64 + or - 3,
reservoir

NOTE: 120-
130-140 main

J. Black

TEST MR SAFETY VALVE (145 - 155 PSI)

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)

J. Black

LOAD TEST THE ENGINE FOR 30 MINUTES

<i>Out-Bound Loadtest Electrical/Mechanical</i>		WORKED BY:
ELECTRICAL		
CHECK FOR LOW VOLTAGE GROUNDS (7 watt bulb)		
WHILE IN THROTTLE 3 LOAD TEST, CHECK FOR AC GROUNDS		
PERFORM EXCITATION TEST (CHECK FOR AC GROUNDS)		
CHECK BEARING DOWN RELAY FOR PROPER SETTING		
RUN END OF TRAIN DEVICE TEST (USE #00001 FOR TESTING)		
TEST RADIO ANTENNA WITH MFJ-269 ANALYZER		
TRACK TEST LOCOMOTIVE AND VERIFY OPERATION OF ALL AXLE ALTERNATOR (TEST THREE TIMES TO VERY LOCK-OUT)(DYNAMIC & POWER)		
B. WINDSHIELD HEATERS/DEFOGGER (SEPTEMBER - FEBRUARY)		
CHECK OPERATION OF ALERTNESS DEVICES		
CHECK OPERATION OF ALL EMERGENCY FUEL SHUTOFF DEVICES		
A. EMERGENCY FUEL CUTOFFS		
B. MU ENGINE STOP		
CHECK OPERTION OF:		
A. HEATING/AIR CONDITIONING UNIT		
IF EQUIPPED, VERIFY THE OPERATION OF THE LDVR CAMERA		
MECHANICAL		
CHECK FLUID LEVELS: ADD OIL AND WATER AS REQUIRED		
A. AIR COMPRESSOR		<i>J. Black</i> <i>J. Black</i> <i>J. Black</i>
B. COOLING WATER		
C. ENGINE OIL		
INSPECT ENGINE OVERHEAD, ENGINE IDLING. CHECK FOR PROPER LUBRICATION, FUEL SYSTEM LEAKS, CAM ROLLER ROTATION, ETC.		
INSPECT FUEL SYSTEM HOSES AND PIPES FOR LEAKS		<i>J. Black</i> <i>J. Black</i>
TRIP THE CCOP DEVICE & ENSURE THE ENGINE SHUTS DOWN		
LOAD TEST FOR 20 MINUTES, THEN SHUT THE ENGINE DOWN THE TAKE TEMPERATURE READINGS ON EACH CON ROD BEARING AND THE TWO MAIN BEARINGS THAT WERE TAKEN LOOSE. WE ARE LOOKING FOR A DRASTIC TEMPERATURE DIFFERENCE (A BEARING RUNNING MORE HOT THAN THE OTHERS). RECORD THE TEMPS BELOW. CON ROD BEARINGS: #1 _____		
#2 _____ #3 _____ #4 _____		
#7 _____ #8 _____		
MAIN BEARING TEMPS: #2 _____ #9 _____		
VISUALLY INSPECT AIR COMPRESSOR FOR WATER, AIR OR OIL LEAKS		<i>J. Black</i>
INSPECT SAND TRAP, NOZZLES, HOSES AND BRACKETS		
SERVICE/INSPECT FIRE EXTINGUISHER AND BRACKET, CHECK TAG FOR DATE		
CHECK OPERATIONS OF AND INSPECT DISCHARGE ELBOWS ON ALL 580		
DRAIN MOISTURE FROM BOTH MAIN RESERVOIRS AND SALEM FILTERS		
CHECK OPERATION OF THE AUTOMATIC DRAIN VALVES		
TEST OPERATION OF THE FOLLOWING DEVICES:		
A. BELL		
B. SANDERS		
C. HORN		
D. ALERTNESS DEVICES		
E. RADIATOR SHUTTERS		

LOCOMOTIVE

3000

DATE

05-28-13

	Start Readings				Has Shims			END READING				Has Shims		OLD GAUGE
	Flange Height	Flange Thickness	Rim Thickness	Witness Groove	YES	NO		Flange Height	Flange Thickness	Rim Thickness	Witness Groove	YES	NO	
L#1	0-19	0-0	40				L#1							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"
L#2	0-19	0-0	36				L#2							
L#3	0-20	0-0	46				L#3							
L#4	0-21	0-0	46				L#4							
L#5	0-21	0-5	56				L#5	0-18	00	38				
L#6	0-21	0-0	44				L#6							
R#1	0-19	0-0	40				R#1							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 6-1-3/164"
R#2	0-19	0-0	36				R#2							
R#3	0-20	0-0	46				R#3							
R#4	0-21	0-0	46				R#4							
R#5	0-21	0-0	56				R#5							
R#6	0-21	0-0	44				R#6							

changed out wheel

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

NEW GAUGE	
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 - ROAD & SWITCH LOCOS - MIN. 92 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 1/2"	MMA 1/4"

WEAR LIMITS - PASSENGER LOCOS - MIN 92 DAY REQ

CONVERSION CHART FOR WHEEL DIAMETER

8= 37"	15= 37 7/8"	22= 38 3/4"	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 1/4"	17= 38 1/8"	24= 39"	31= 39 7/8"	38= 40 3/4"
11= 37 3/8"	18= 38 1/4"	25= 39 1/8"	32= 40"	39= 40 7/8"
12= 37 1/2"	19= 38 3/8"	26= 39 1/4"	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"

FLANGE THICKNESS MEASUREMENT

NEW GAUGE	
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 1/2" MIN 31 1/2"	FRA MAX 6" MIN 3"	4 1/2	FRA MIN 30" MMA MIN 30" FRA MAX 50" MMA MAX 50"	FRA MIN 2 1/2" MMA MIN 3"
MMA	MAX 34 1/2" MIN 32 1/2"	MMA MAX 6" MIN 3 1/2"	4		

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

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

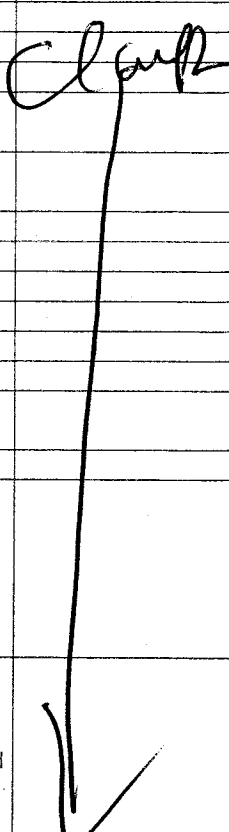
- 3/4" IS THE MAXIMUM VARIATION ALLOWED, IN WHEEL DIAMETER, BETWEEN ANY 2 WHEELS IN THE SAME TRUCK WITHOUT SHIMS.
- 1 1/2" IS THE MAXIMUM VARIATION ALLOWED, IN WHEEL DIAMETER, BETWEEN ANY 2 WHEELS IN THE SAME TRUCK WITH SHIMS APPLIED.
- 1" IS THE MAXIMUM VARIATION ALLOWED, IN WHEEL DIAMETER, BETWEEN 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
0 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 1/2" 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 1/4" OR MORE.

EMPLOYEE'S SIGNATURE

Jeff Black

SUPERVISOR'S SIGNATURE

WINTERIZATION	Signature	
Winterization – All MMA Locomotives. (August - April)		
Inspect front and rear cab door seals replace, as needed (NO TAPE)		
Inspect left and right side window seals replace as needed.		
Inspect Electric cabinet door seals replace as needed.		
Operate Cab Heaters-Check condition of Heater Assembly @ 45o F above Ambient Temperature.		
Operate Window Defrosters-Check condition of Defroster @ 45o F above Ambient Temperature.		
If equipped, test the Auto Dump valve for proper operation.		
Test Manual Water Dump Valves, Proper Handle, Location, Orifice is Open.		
Close Winter/ Summer doors if equipped.		
Check Traction Motor cover gaskets, install as needed.		
Check condition of Cab Door Hinges (Lubricate all Hinges)		
Check condition of Cab Door Locks (Lubricate all Locks)		
Inspect Cab Windows Slider Rail, Adjust Top Rail as needed, Lubricate with Silicone Grease.		
Renew all Wiper Blades.		
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.		

Montreal, Maine, & Atlantic Railway
Locomotive

Unit 3000

Date 5-31-13

3 Month Federal Air Work

Signature

1. Inspect and repair air piping and valves for leaks RS/CF/JAM
2. Test all air gauges with gauge tester and set if required..... Clark
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..... RAS
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..... C.F.
5. Reduce main reservoir pressure to 85 lbs. by draining #2 main reservoir.(*). Check cab gauge for leakage from main reservoirs and piping for 3 minutes. Leakage must not exceed an average of 3 lb. per minute during the test..... RAS
6. Drain #1 main reservoir (*) completely and test check valve between reservoirs. Pressure should remain on the main reservoir gauge in the cab as #1 main reservoir is drained..... C.F.
7. Check all MU valve handles to ensure the locking devices work properly. Lubricate or replace as necessary..... R.A.S.
8. Check knuckle thrower to make sure it opens the knuckle. Lubricate or repair as necessary..... R.A.S.

Note (*) #1 reservoir is without the check valve.# 2 is with the check valve.



B-23, B-39, C-30, GP-7 M12 MAINTENANCE

LOCOMOTIVE INSPECTION REPORT AIR99			SIGNATURE
	RECORDED DATE	(STENCIL DATE)	
26 INDEPENDENT BRAKE VALVE	5/28/13	Yes	Cant Cant
26 C AUTOMATIC BRAKE VALVE	5/28/13	✓	
HB5D RELAY AIR VALVE (NOTE IF	5/28/13	✓	
26 F CONTROL VALVE	5/28/13	✓	
A-1 CHARGING VALVE	5/28/13	✓	
P-2-A PENALTY BRAKE APPLICATION	5/28/13	✓	
F-1 SELECTOR VALVE (NOTE IF NOT	5/28/13	✓	
MU2A VALVE	5/28/13	✓	
J-1 RELAY AIR VALVE	5/28/13	✓	
J-1.6-16 RELAY AIR VALVE	5/28/13	✓	
QUICK RELEASE PORTION	5/28/13	✓	
#8 VENT ENGINEER'S SIDE (NOTE IF	5/28/13	✓	
#8 VENT FIREMAN'S SIDE (NOTE IF	5/28/13	✓	
MAIN RESERVOIR POP VALVE Check	5/28/13	✓	
CHANGE ALL MAIN RESERVOIR AND DIRT COLLECTOR ELEMENTS	5/28/13	✓	

The equipment above is to be changed out every 24 months. If the date dictates it needs changed, please change it.

unit no. _____

Date _____

26" L EQUIPMENT, UNITS 20-24, 300-307, 40-4305 and 81-83

- 1. Change Automatic Brake Valve Portion. Oil
- 2. Change Independent Brake Valve. Oil
- 3. Change A-1 Charging Cutoff Pilot Valve. Oil
- 4. Change Control Valve Portion:
 - a. Service Portion. Oil
 - b. Quick Release Portion. Oil
- 5. Change P-2-A Application Valve. Oil
- 6. Change Overspeed Magnet Valve (Salem 816-1). Oil
- 7. Change Compressor Unloader Magnet Valve. Oil
- 8. Change Out Compressor Intake Air Filters. Oil
- 9. Remove and Wash Inertial Air Separators. Oil
- 10. Change J-relay air valve. Oil
- 11. Clean Six 2-Way Checks. Oil
- 12. Change Air Compressor Intake Air Filters. Oil
- 13. Change Oil in Air Compressor. In Black
- 14. Change #8 vent valve. Oil

Comments:

Unit: _____

Date: _____

DEFECTS FOUND DURING INSPECTION

DEFECT <u>Oil Level Over Filled</u>	INSPECTED BY:
REPAIR <u>oil level 2" below Below Full MARK - (OK)</u>	CORRECTED BY: <u>J. Black</u>

DEFECT <u>Check valve between #1 & #2 air tanks leak</u>	INSPECTED BY: <u>CF, RAS</u>
REPAIR <u>Check valve replaced.</u>	CORRECTED BY: <u>RAS, CF</u>

DEFECT _____	INSPECTED BY:
REPAIR _____	CORRECTED BY:

DEFECT _____	INSPECTED BY:
REPAIR _____	CORRECTED BY:

DEFECT _____	INSPECTED BY:
REPAIR _____	CORRECTED BY:

Unit: 3000

Date: 5-29-13

DEFECTS FOUND DURING INSPECTION

DEFECT <u>#3 T. MOTOR LOOSE gear CASE Bolt</u>	INSPECTED BY: <u>J. Blah</u>
REPAIR <u>Tightend</u>	CORRECTED BY: <u>RAS</u>

DEFECT <u>#1 T. MOTOR BRAD clip Bolt LOOSE</u>	INSPECTED BY: <u>J. Blah</u>
REPAIR <u>Tightend</u>	CORRECTED BY: <u>RAS</u>

DEFECT <u>#5 wheel Thin / High Flange wheel is (1") larger than the next</u>	INSPECTED BY: <u>J. Blah</u>
REPAIR <u>changed out wheel SAME MOTOR</u>	CORRECTED BY: <u>JB/AC</u>

DEFECT <u>L-#2 BRAKE cyl slide worn out</u>	INSPECTED BY: <u>J. Blah</u>
REPAIR <u>L-#2 SLIDES Replaced</u>	CORRECTED BY: <u>RAS</u>

DEFECT <u>R-4 Brake cyl slide worn out</u>	INSPECTED BY: <u>J. Blah</u>
REPAIR <u>Replaced slide</u>	CORRECTED BY: <u>J. Blah</u>

Unit: _____

Date: _____

DEFECTS FOUND DURING INSPECTION

DEFECT	L-3 Brake cyl Bolts Backed OUT	INSPECTED BY:	J. White
REPAIR	Replaced Bolts and and Bushings Bracket Bushings gone Replaced Bracket Heli coil damaged Replaced	CORRECTED BY:	RAS/JS

DEFECT	L-4 wheel small shell spots STARTED, possibly caused by Big wheel in #5 pos	INSPECTED BY:	J. White
REPAIR	Recheck on next 92 Day	CORRECTED BY:	

DEFECT	Main Gen Slip Ring Needs To be Stoned	INSPECTED BY:	B. White
REPAIR	.	CORRECTED BY:	

DEFECT	MV Jumper stuck in front M-V.	INSPECTED BY:	D. Stv.
REPAIR	removed pin #13 was stuck on cleaned and sanded it Down	CORRECTED BY:	B. White

DEFECT	1/2" liquid tight conduit going to fuel pump is broken in 3 places	INSPECTED BY:	D. Stv.
REPAIR	Returned pulled wires back and Installed a new piece of 1/2" liquid tight ②	CORRECTED BY:	B. White

MONTREAL, MAINE, & ATLANTIC RAILWAY
BRUSH RECORD

UNIT # 3000

EP _____

MAIN ALTERNATOR

POS	1	2	3	4	B	W
9						
10						
11						
12						
1						
2						

SIGNATURE B. Weymold

NO. 1 TRACTION MOTOR

POS	1	2	3	B	W
3					
6					
9					
12					

SIGNATURE B. Weymold

NO. 2 TRACTION MOTOR

POS	1	2	3	B	W
3					
6					
9					
12					

SIGNATURE B. Weymold

NO. 3 TRACTION MOTOR

POS	1	2	3	B	W
3					
6					
9					
12					

SIGNATURE B. Weymold

NO. 4 TRACTION MOTOR

POS	1	2	3	B	W
3					
6					
9					
12					

SIGNATURE B. Weymold

AUXILIARY GENERATOR

POS	1	2	3	B	W
2	-	-	-		-
4	-	-	-		-
8	-	-	-		-
10	-	-	-		-

SIGNATURE B. Weymold

NO. 5 TRACTION MOTOR

POS	1	2	3	B	W
3	✓			✓	
6					
9					
12					

SIGNATURE B. Weymold

NO. 6 TRACTION MOTOR

POS	1	2	3	B	W
3					
6					
9					
12					

SIGNATURE B. Weymold

EXCITER GENERATOR

POS	1	2	3	B	W
2					
4					
8					
10					

SIGNATURE B. Weymold

CAB HEATER BRUSHES OK - D. J. Spach

DYNAMIC BRAKING BLOWER MOTORS

FRONT

POS	1	3	W
2			
4			
8			
10			

SIGNATURE _____

REAR

POS	1	B	W
2			
4			
8			
10			

SIGNATURE _____

FUEL PUMP MOTOR

POS	1	B	W
3			
9			

SIGNATURE D. J. Spach



Service Operations

UNIT _____

DATE _____

THROTTLE 8 OUTBOUND LOAD TESTS

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)	_____	

TL 24T

Throttle 1	(1V)	_____
Throttle 2		_____
Throttle 3		_____
Throttle 4		_____
Throttle 5		_____
Throttle 6		_____
Throttle 7		_____
Throttle 8	(72V)	_____

Manufacturer is QEI Version # S45E
Serial Number is 0203110741
Customer is ----

Data was removed on - 07:08:46 on 07/12/13
Last Downloaded on - 08:12:00 on 11/28/12
Battery was installed on - 09/19/03
Locomotive Number is - 3000

Downloaded by - David Stupakewicz
Location - Derby, Maine, US
Train - MMA#1
Wheel Size Entry - 42.6
Wheel Size used by program:
Circumference = 133.8 Diameter = 42.6
No memo present.

Wheel size used for printout is 133.83



Quantum Desktop Playback
Data Scan Report

Report Date: 07-12-2013
Locomotive 3000

Data Removed on 07-12-13

SPEED (MPH)	OK
TRACTION MOTOR CURRENT	OK
BRAKE PIPE PRESSURE	OK
INDEPENDENT BRAKE	OK
END-OF-TRAIN PSI	Never above 20.
EP BRAKE REQUESTED	Never ON/ACTIVE
THROTTLE	Low Idle never reported.
REVERSE	OK
EIE	Never ON/ACTIVE
PCS	OK
HORN	OK
EOT MOVING	Never ON/ACTIVE
EOT MSG. JUST RX	Never ON/ACTIVE
EOT LIGHT	Never ON/ACTIVE
EP OPERATING MODE	Never ON/ACTIVE
EP PENALTY BRAKE	Never ON/ACTIVE
EP ENGINEER EMERGENCY	Never ON/ACTIVE

Unit: 3000

Date: 2/28/13

DEFECTS FOUND DURING INSPECTION

DEFECT	Front Coupler Knuckle allows for passage of go-no-go gauge - more than 5/16" opening	INSPECTED BY:	<i>Clay</i>
REPAIR	Replaced Replaced	CORRECTED BY:	BY:

DEFECT	Can not download Recorder	INSPECTED BY:	JS
REPAIR	Downloads with Randy's laptop	CORRECTED BY:	JH

DEFECT	Right Rear MAIN Res 1/4 of Discharging hose line air in off position position	INSPECTED BY:	<i>Clay</i>
REPAIR		CORRECTED BY:	

DEFECT	OUT Rear Engineers side step light	INSPECTED BY:	B White
REPAIR	replace bulb	CORRECTED BY:	B White

DEFECT	Rear conductors number light burned out	INSPECTED BY:	B White
REPAIR	Replaced bulb	CORRECTED BY:	B White