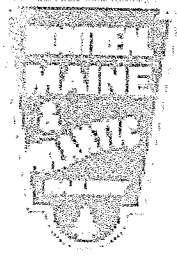


UNScheduled



Locomotive Release from Shop Form

To be completed on every engine released from the Shop

I have reviewed the work packet for locomotive 8578 on this date 5-20-13 and take no exception to applicable laws, rules and or MMA standards, policies and standards.



# Service Operations

UNIT 8578

DATE 5-20-13

## THROTTLE 8 INBOUND LOAD TESTS

Eng RPM (900)	EMD	_____	Lube Oil Pres	<u>87</u>
Eng RPM (1050)	GE	_____	Water Temp	<u>180</u>
Horsepower		_____	Overspeed Setting	_____
Volts (5.3)	B-23	_____	RACK SETTING	<u>24.50</u>
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)	_____	



REVISION DATE: 8/18/2010  
ISSUED BY: Tim. Scalia

**B-23, B-39, C-30, GP-7 UNSCHEDULED**

**UNIT: 8578**

ITEM	<p align="center"><i>In-Bound Or Running Electrical</i></p> <p align="center"><b>ELECTRICAL</b></p>	<b>WORKED BY:</b>
	ONLY INBOUND LOAD BOX A SWITCHER IF IT'S NECESSARY AND REPORTED WITH LOADING ISSUES. OTHERWISE THE LOAD BOX ON A SWITCHER WILL BE DONE ON THE OUTBOUND	
	REVIEW COMPUTER ARCHIVE DATA AND NOTE ON DEFECT SHEETS IF APPLICABLE	
	NOTE SIGNIFICANT FAULTS ON DEFECT SHEETS.	
	DOWNLOAD & TEST EVENT RECORDER SYSTEM,	
	TEST RADIO ANTENNA WITH MFJ-269 ANALYZER	
	CLOSELY INSPECT THE HEAD END DEVICE CONNECTOR. ENSURE IT IS TIGHTLY CONNECTED AND NOT CROSS THREADED	
	PERFORM ALL LOCOMOTIVE SELF TEST FUNCTIONS	
	B. CHECK FOR AC GROUNDS IN COOLING FAN CIRCUIT WITH TEST LIGHT (30 watt bulb) ONLY APPLIES TO GP-7.	
	CHECK OPERATION OF GROUND RELAY	
	(TEST THREE TIMES TO VERY LOCK-OUT)(DYNAMIC & POWER)	
	CHECK FOR LOW VOLTAGE GROUNDS (7 watt bulb)	
	WHILE IN THROTTLE 3 LOAD TEST, CHECK FOR AC GROUNDS. DOES NOT APPLY TO C-30, B-23 AND B-39.	
	CHECK OPERATION OF:	
	A. HEATING	
	B. WINDSHIELD HEATERS/DEFOGGER (SEPTEMBER - FEBRUARY)	<i>to brock</i>
	CHECK OPERATION OF ALERTNESS DEVICES	↓
	CHECK OPERATION OF ALL EMERGENCY FUEL SHUTOFF DEVICES	
	A. EMERGENCY FUEL CUTOFFS	
	B. MU ENGINE STOP	✓



B-23, B-39, C-30, GP-7 UNSCHEDULED

UNIT:

ITEM	MECHANICAL	WORKED BY:
	<i>In-Bound Or Running Mechanical</i>	
	INSPECT ENGINE OVERHEAD (WITH ENGINE AT IDLE):	
	PROPER LUBRICATION? FUEL LEAKS? CAM ROLLER ROTATION? ETC.	<i>J. Bourde</i>
	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:	
	A. BELL	
	B. SANDERS (FORWARD, REVERSE, EMERGENCY)	
	C. RADIATOR SHUTTERS	
	INSPECT AIR COMPRESSOR GOVERNOR SETTING. 135 TO 145 PSI	
	INSPECT SAFETY POP. 155 PSI	

Unit: 8578

Date: 5-20-13

### DEFECTS FOUND DURING INSPECTION

DEFECT	<u>Loading problems - Trips Alarm in 1st notch</u>	INSPECTED BY:
		<u>TP Goodrich</u>
REPAIR	<u>load fault said RMI rectifier fuses blown Replaced Rectifier w/used one tested good afterwards</u>	CORRECTED BY: <u>B. White</u>

DEFECT	<u>Crew Alert not loud enough</u>	INSPECTED BY:
		<u>TP Goodrich</u>
REPAIR	<u>Replaced w/used one out of 8592 tested good after installation good &amp; loud - 48 sec. delay</u>	CORRECTED BY: <u>TP Goodrich</u>

DEFECT	<u>missing 1 Red Flag</u>	INSPECTED BY:
		<u>TP Goodrich</u>
REPAIR	<u>Added 1 Red Flag to kit</u>	CORRECTED BY: <u>TP Goodrich</u>

DEFECT	<u>Both Fr. Sanders plugged sand box 1/2 full</u>	INSPECTED BY:
		<u>TP Goodrich</u>
REPAIR	<u>unplugged both - work good now</u>	CORRECTED BY: <u>TP Goodrich</u>

DEFECT	<u>6" low on H<sub>2</sub>O see no visible leaks while load boxed</u>	INSPECTED BY:
		<u>TP Goodrich</u>
REPAIR	<u>Filled</u>	CORRECTED BY: <u>TP Goodrich</u>

Unit: 8578

Date: 5-20-13

### DEFECTS FOUND DURING INSPECTION

DEFECT <u>LF Ditch lite &amp; Fr. platform lite out</u>	INSPECTED BY: <u>B. White</u>
REPAIR <u>Replaced both bulbs - work now</u>	CORRECTED BY: <u>B. White</u>

DEFECT <u>Hand set not working - Booked by engineer</u>	INSPECTED BY: <u>J. P. [Signature]</u>
REPAIR <u>Replaced</u>	CORRECTED BY: <u>J. P. [Signature]</u>

DEFECT <u>Fr. MR spitter valve shut off</u>	INSPECTED BY: <u>J. P. [Signature]</u>
REPAIR <u>Dramed tank &amp; turned back on works properly</u>	CORRECTED BY: <u>J. P. [Signature]</u>

DEFECT _____	INSPECTED BY: _____
REPAIR _____	CORRECTED BY: _____

DEFECT _____	INSPECTED BY: _____
REPAIR _____	CORRECTED BY: _____



## Description of Work Performed

Locomotive ID 8578 Time Started 0730 Time Finished 1100

unit booked for loading issues, independent Brake Fault  
in Remote & Crew Alert not loud enough

Tested loading issue - Tripped Alarm in 1st notch  
comp. showed RM1 rectifier fuses blown - load reduced  
Replaced RM1 rectifier bank with used one out of 8544  
tested after installation - good - Note: this could  
also be affecting the remote problem along with crew alert

Crew Alert was booked by engineers as going off with no  
indication or sound -

Found Alarm volume very low  
Replaced with used one out of 8592  
tested after installation - <sup>Alarm light flashes &</sup> good & loud and dumps properly

Hand set booked for being bad

Replaced -

RF Truck/wheel booked for Flat spot on wheel  
possibly caused by hand brake left on?

Flat spots measured almost  $1\frac{7}{8}$  - 2" long - non condensing

5-20-13

J. P. Peralta

1100 hrs



# Description of Work Performed

Locomotive ID

Time Started

Time Finished

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



English

### B-23, B-39, C-30, GP-7 UNSCHEDULED

UNIT:

#### Out-Bound Loadtest Electrical/Mechanical

ITEM		WORKED
	<b>MECHANICAL</b>	
	INSPECT ENGINE OVERHEAD (WITH ENGINE AT IDLE):	
	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	
	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	
	INSPECT SAND TRAP, NOZZLES, HOSES AND BRACKETS	
	TEST OPERATION OF THE FOLLOWING DEVICES:	
	A. BELL	
	B. SANDERS (FORWARD, REVERSE, EMERGENCY)	
	C. RADIATOR SHUTTERS	
	<b>ELECTRICAL</b>	
	CHECK FOR LOW VOLTAGE GROUNDS (7 watt bulb)	
	IF A TRACTION MOTOR WAS REPALCED, ROLL TEST THE LOCOMOTIVE TO	
	ENSURE THE TM LEADS ARE PROPERLY HOOKED UP	
	WHILE IN THROTTLE 3 LOAD TEST, CHECK FOR AC GROUNDS. DOES NOT	
	APPLY TO C-30, B-23 AND B-39.	
	CHECK OPERATION OF:	
	A. HEATING	
	COMPLETE THE LOAD TEST SHEETS	
	INSPECT AIR COMPRESSOR GOVERNOR SETTING. 135 TO 145 PSI	
	INSPECT SAFETY POP. 155 PSI	

BY:

*[Handwritten Signature]*

*[Handwritten Mark]*



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