



8528

CAME IN DEAD COMPRESSOR Popping INNER COOLER

POP

Locomotive Release from Shop Form

To be completed on every engine released from the Shop

I have reviewed the work packet for locomotive 8528 on this date 7-2-10 and take no exception to applicable laws, rules and or MMA standards, policies and standards.

Inner cooler pressure 40 PSI



# 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	_____		

*unit came in dead*

## THROTTLE #1 STALL TEST

OP Mode	(PWR)	_____	NOT APPLICABLE TO B-23 AND C-30
AMPS	(300)	_____	
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)	_____



REVISION:  
 REVISION DATE: 06/22/2010  
 ISSUED BY: T. A. Scalia

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

**UNIT:**

ITEM	<i>In-Bound Or Running Electrical</i> <b>ELECTRICAL</b>	<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)	
	CHECK OPERATION OF ALERTNESS DEVICES	
	CHECK OPERATION OF ALL EMERGENCY FUEL SHUTOFF DEVICES	
	A. EMERGENCY FUEL CUTOFFS	
	B. MU ENGINE STOP	

*Came in Dead*



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

**UNIT:**

ITEM	<i>In-Bound Or Running Mechanical</i> <b>MECHANICAL</b>	WORKED BY:
	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	
	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	

*Came in Dead*



English

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

**UNIT:**

*Out-Bound Loadtest Electrical/Mechanical*

WORKED

ITEM	MECHANICAL	BY:
	INSPECT ENGINE OVERHEAD (WITH ENGINE AT IDLE):	OK M. Corley
	PROPER LUBRICATION? FUEL LEAKS? CAM ROLLER ROTATION? ETC.	OK M. Corley, W. Cleary
	INSPECT FUEL SYSTEM HOSES AND PIPES FOR LEAKS	OK M. Corley, W. Cleary
	INSPECT COOLING SYSTEM:	OK M. Corley
	A: CHECK HOSES AND PIPES FOR LEAKS	OK W. Cleary
	VISUALLY INSPECT AIR COMPRESSOR FOR WATER, AIR OR OIL LEAKS	OK W. Cleary
	TEST AIR BRAKE EQUIPMENT PER RULE 212	OK M. Corley
	PERFORM PENALTY BRAKE TEST	OK M. Corley
	CHECK FLUID LEVELS BEFORE LOADING:	OK W. Cleary
	A: ENGINE OIL	OK W. Cleary
	B: COOLING WATER	OK W. Cleary
	C: AIR COMPRESSOR OIL	OK 150 M. Corley
	INSPECT SAND TRAP, NOZZLES, HOSES AND BRACKETS	OK W. Cleary
	TEST OPERATION OF THE FOLLOWING DEVICES:	
	A. BELL	OK M. Corley
	B. SANDERS' (FORWARD, REVERSE, EMERGENCY)	OK M. Corley
	C. RADIATOR SHUTTERS	<i>n/a</i>
	<b>ELECTRICAL</b>	
	CHECK FOR LOW VOLTAGE GROUNDS (7 watt bulb)	OK
	IF A TRACTION MOTOR WAS REPALCED, ROLL TEST THE LOCOMOTIVE TO ENSURE THE TM LEADS ARE PROPERLY HOOKED UP	NA
	WHILE IN THROTTLE 3 LOAD TEST, CHECK FOR AC GROUNDS. DOES NOT APPLY TO C-30, B-23 AND B-39.	NA
	CHECK OPERATION OF:	
	A. HEATING	OK M. Corley
	COMPLETE THE LOAD TEST SHEETS	OK
	INSPECT AIR COMPRESSOR GOVERNOR SETTING. 135 TO 145 PSI	OK M. Corley
	INSPECT SAFETY POP. 155 PSI	OK M. Corley



UNIT 8578

# Service Operations

DATE 7-5-10

## THROTTLE & OUTBOUND LOAD TESTS

Eng RPM (900)	<del>800</del>	<u>1047</u>	Lube Oil Pres	_____
Eng RPM (1050)	GE	_____	Water Temp	<u>150</u>
Horsepower		<del>300</del> <u>370</u>	Overspeed Setting	<u>1160</u>
Volts (5.3)	B-23	_____	RACK SETTING	<u>23.5</u>
Volts (7)	C-30	_____		
Volts (720)	B-39	<u>705</u>		

## THROTTLE #1 STALL TEST

OP Mode.	(PWR)	<u>OK</u>	
AMPS	(300)	_____	
MGA	(1220)	_____	NOT APPLICABLE TO B-23 AND C-30
Charging Rate	(70v)	<u>74V</u>	

## 1724 DYN BRAKE

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

TRAINING POTENTIAL

0-72

17 24 CG

Unit: \_\_\_\_\_

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

### DEFECTS FOUND DURING INSPECTION

DEFECT	Compressor not working Properly	INSPECTED BY:	M. Coiley	B. Cleary
REPAIR	took High Pressure head off found bad valve changed valve	CORRECTED BY:	M. Coiley	B. Cleary

DEFECT	NO Brake Shoe on Eng. #3	INSPECTED BY:	M. Coiley	B. Cleary
REPAIR	Replaced Shoe & Key.	CORRECTED BY:	M. Coiley	B. Cleary

DEFECT	left Rear Brake cylinder Ext. Travel	INSPECTED BY:	M. Coiley	B. Cleary
REPAIR	Adjusted Brake travel.	CORRECTED BY:	M. Coiley	B. Cleary

DEFECT	Conductor side Ditch Light Burned out.	INSPECTED BY:	M. Coiley	
REPAIR	Replaced Bulb.	CORRECTED BY:	M. Coiley	

DEFECT	wire on Ditch light had NO connector wire was wrapped around light bulb terminal	INSPECTED BY:	M. Coiley	
REPAIR	Cut wire back & added wire connectors.	CORRECTED BY:	M. Coiley	

Unit: \_\_\_\_\_

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

### DEFECTS FOUND DURING INSPECTION

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

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

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

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

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



# Description of Work Performed

Locomotive ID 8578 Time Started .0700 Time Finished 1300

Unit came in Dead. Compressor popping  
Pressure relief on innercooler. Took  
High pressure head off found bad valve.  
Changed out valve new gaskets Reinstalled  
head took limit out ran fine. Dried  
fuel drained containment tank. Replaced  
Brake Shoes & Adj. Stick adj.

40 PSI on innercooler ! OK

Fueled unit - changed out 1 Ditch  
Light. Wire on ditch light had no connector.  
Wire wrapped around bulb connection. Repaired.

M. Wiley  
W. Clancy



