

## **INSTRUCTIONS FOR AIR TESTING OF 26L LOCOMOTIVE OR SLUG THAT IS TO BE TRANSPORTED AS A “DEAD ENGINE” IN A TRAIN**

### **Install Strato ABT500 Dead Engine Test Device and perform test as follows:**

- A.** Install Device on Front Brake Pipe Hose of locomotive to be tested (front is the preferred location). Keep Angle Cock in closed position.
- B.** **(1)** Open “Dead Engine Fixture” valve under cab floor. **(2)** Place MU2A valve handle in “Lead or Dead”. **(3)** Position Automatic Brake Valve handle in the off and pinned position with Pilot Valve Cut Out. **(4)** Place Independent Brake Valve Handle in release position. **(5)** Open one ACT Cock and one BCEQ cock, preferably the pair under the left front stairwell. **(6)** Set Auxiliary Main Reservoir Centrifugal Filter and Filter Drains (Spitter valves) to Manual Override. **All of these valves must remain in these positions during the test and during shipment of locomotive as a “Dead Engine”.**
- C.** Hook up shop air supply hose to test device, make sure Yellow Operating Handle on Device is in “Lap” position.
- D.** Set dial on Device Regulator to 90-psi.
- E.** Place Yellow Operating Handle on Device to “Charge” position.
- F.** Turn on shop air to Device, confirm 90-psi on Device Gauge, adjust Regulator if necessary.
- G.** Slowly open locomotive Brake Pipe Angle Cock on the end where the Device is attached.
- H.** Allow locomotive air system to charge.
- I.** Look at Main Reservoir Gauge on locomotive control stand in cab – the pressure should be 24-psi  $\pm$  3, for EMD and 40-psi  $\pm$  3 for GE. Any higher pressure must be corrected by adjusting the “Dead Engine” regulator or changing “Dead Engine Fixture” shims while bleeding #2 Main Reservoir. Pressures below the required must be corrected by repair of air leaks; or if no leakage, adjustment of “Dead Engine” regulator or changing of “Dead Engine” shims.
- J.** When pressure on Main Reservoir stabilizes, the system is charged.
- K.** Make a 20-psi brake pipe reduction by moving the Yellow Operating Handle of the test device to “Lap” position and push and hold down the Air Release Button until the brake pipe pressure drops to 70-psi.
- L.** Brakes should apply and stay applied for 5 minutes, verify that the Brake Cylinder Pressure, as shown on the Brake Cylinder Gauge on locomotive control stand does not exceed the criteria as shown in Step (I). Inspect Brake Cylinders for acceptable piston travel.
- M.** Recharge system by placing the Device Operating Handle back in the “Charge” position. Brakes should now release.
- N.** Now that the operation of the brakes has been checked, the next step is to check for Brake Pipe leakage.
- O.** Fully recharge the system. Check Main Reservoir Gauge on control stand to see that the pressure has stabilized at 24-psi  $\pm$  3 EMD or 40-psi  $\pm$  3 GE.
- P.** Make a 20-psi reduction using only the regulator by moving the dial on the regulator very slowly down to 70-psi. Brakes will apply.
- Q.** Wait at least 2 minutes to allow the system to stabilize and then move the Device Operating Handle to “Lap” position.
- R.** Wait one more minute, and then look at the air gauge on test device and check for leakage during the second minute. No more than 5-psi per minute is permitted.
- S.** Any air leak on the locomotive will affect this part of the test. Leakage must be corrected.
- T.** After the leakage test has been completed, the air supply may be turned off, the brake pipe and test device may then be bled and disconnected. The device should then be stored in its carrying case.