



Amtrak Maintenance Analysis Program  
Cab Signal and Speed Control Inspection

Unit: 601 Location: WFCM Date: 5-19-15 Time: 2pm Periodic:  Failure:

Relay Group 6-Year Expiration Date OK Until Next 92-Day Inspection  Yes  No  N/A

F-End Receiver Bar Height (6 1/2" - 9 1/2") (Mini Bar 3 1/2" - 6") N/A Right Height N/A Left Height

R-End Receiver Bar Height (6 1/2" - 9 1/2") (Mini Bar 3 1/2" - 6") N/A Right Height N/A Left Height

Verify Resistance Readings Between Components and Chassis Ground Are Greater Than 1 Meg Ohm

Component	Record Resistance	Component	Record Resistance
Power Supply Positive:	<u>[scribble]</u>	Track Receiver Bars F-End:	<u>[scribble]</u>
Power Supply Negative:	<u>[scribble]</u>	Track Receiver Bars R-End:	<u>[scribble]</u>
Speed Sensor A:	<u>[scribble]</u>	Magnet Valve:	<u>[scribble]</u>
Speed Sensor B:	<u>[scribble]</u>		

Adjust / Record Wheel Diameters

Except P42 Locomotives Which Are Permanently Set At 39 Inches

Adjust / Record Primary Wheel Diameter: Found: 44 Left: 44

P40, HHP and HST Only Adjust / Record Secondary Wheel Diameter: Found: \_\_\_\_\_ Left: \_\_\_\_\_

Record System Power Supply Voltage

HHP/HST System Voltage (30-33 VDC): \_\_\_\_\_ VDC

P42 System Voltage (28 +/-2 VDC): \_\_\_\_\_ VDC

System Voltage {Except HHP/HST & P42}(32 VDC +/-2 VDC): Record Measured Voltage: 31.98 VDC

Most Favorable Aspect - F-End	Limit (amps)	Found	Left
UP (60 Hz):	0.4 - 0.6		
AMTRAK (100 Hz):	1.2 - 1.8	<u>2.11</u>	
AMTRAK (250 Hz):	0.7 - 0.9	<u>.9</u>	
Most Favorable Aspect - R-End			
AMTRAK (100 Hz):	1.2 - 1.8	<u>Not Tested</u>	
AMTRAK (250 Hz):	0.7 - 0.9	<u>Not Tested</u>	

For All Applicable Signal Codes

	F-End:	R-End:
Verify Aspects Illuminate	<input checked="" type="checkbox"/> PASS <input type="checkbox"/> Fail	<input checked="" type="checkbox"/> PASS <input type="checkbox"/> Fail
Verify Audible Alarm Sounds	<input checked="" type="checkbox"/> PASS <input type="checkbox"/> Fail	<input checked="" type="checkbox"/> PASS <input type="checkbox"/> Fail
Time Audible Alarm Starts To Penalty Application Begins 8 Second Max.	F-End:	R-End:
75 Code to No Code:	<u>6</u> Seconds	_____ Seconds
Depress and Hold Acknowledgement Switch:	<u>6</u> Seconds	_____ Seconds
Brake Cylinder Pressure After Penalty Brake Application Occurs:	<u>68</u> PSI	_____ PSI

Speed Control Inspection (Refer to Page 2 - 3 Of This Document And Applicable Procedures)

Speed - Code Rate	Overspeed Frequency (MPH)		Speed - Code Rate	Overspeed Frequency (MPH)	
	Found	Left		Left	Found
180/180			120	<u>235</u>	
180	<u>645</u>		75/75	<u>159</u>	
270/270	<u>517</u>		75	<u>159</u>	
120/120	<u>416</u>		0	<u>109</u>	
270	<u>313</u>		S/C Cut-Out	<u>410</u>	

Overspeed Audible Alarm Sounds  Yes  No Overspeed Indicator Illuminates  Yes  No

Does The Zero Speed Indication Go Out Above 3 MPH? \_\_\_\_\_

Departure Test

Record Self-Test Board Serial Number: 3012004

Not Required For Self Calibrating PHW Equipped P32ACDM & P40 Locomotives

Record Date Self Test Board Was Calibrated During Annual Periodic Inspection: \_\_\_\_\_

Record New Calibration Date If Self Test Board 1 YR Calibration Date Expires Before Next 92-Day PM: \_\_\_\_\_

Departure Test Complete.  Yes  No

Submit Software Configuration Management SCMP2 (NRCP 3281) Form when replacing components with software

Remarks / Corrective Action F End Trk Bars bent upward  
R End Trk Bars bent up R Cab signals  
not tested

Electrician's Signature: \_\_\_\_\_ Foreman's Signature: \_\_\_\_\_ PII