

## Individual Car Tests

### **82797**

<b>COT&amp;S Date:</b>	9/16/2014	<b>Cylinder Pressuers</b>	
<b>120 Day PM Inspection:</b>	5/8/2015	Full Service Application:	43 psi
<b>Main Reservoir Pressure:</b>	134 psi	Emergency Application:	50 psi
<b>Brake Pipe Pressure:</b>	110 psi		

#### **Notes:**

TBUs disconnected and capped: 4L, 4R  
DBUs Disconnected and capped:

### **43346**

<b>COT&amp;S Date:</b>	4/25/2012	<b>Cylinder Pressuers</b>	
<b>120 Day PM Inspection:</b>	5/11/2015	Full Service Application:	38 psi
<b>Main Reservoir Pressure:</b>	136 psi	Emergency Application:	47 psi
<b>Brake Pipe Pressure:</b>	110 psi		

#### **Notes:**

TBUs disconnected and capped: 4L, 4R, 3L, 3R, 1R  
DBUs Disconnected and capped: 1R  
#8 Vent Valve replaced, Main reservoir tank drain valve replaced, A-1 reduction relay torn off, capped at the Brake Pipe, Bypassed the B-End GV-18 with hoses due to damage

### **82761**

<b>COT&amp;S Date:</b>	4/17/2013	<b>Cylinder Pressuers</b>	
<b>120 Day PM Inspection:</b>	4/24/2015	Full Service Application:	39 psi
<b>Main Reservoir Pressure:</b>	134 psi	Emergency Application:	50 psi
<b>Brake Pipe Pressure:</b>	110 psi		

#### **Notes:**

TBUs disconnected and capped: 4L, 3L  
DBUs Disconnected and capped:  
Main reservoir tank drain valve replaced, hose used to connect tank to main reservoir pipe, brake pipe end-of-car hose replaced on B-end

### **82644**

<b>COT&amp;S Date:</b>	5/4/2015	<b>Cylinder Pressuers</b>	
<b>120 Day PM Inspection:</b>	5/6/2015	Full Service Application:	38 psi
<b>Main Reservoir Pressure:</b>	134 psi	Emergency Application:	52 psi
<b>Brake Pipe Pressure:</b>	110 psi		

#### **Notes:**

TBUs disconnected and capped: 4L, 3L, 3R  
DBUs Disconnected and capped:  
Hose run to bypass GV-18 directly to truck distribution blocks on B-end

## 82776

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<b>COT&amp;S Date:</b>	11/19/2013	<b>Cylinder Pressuers</b>	
<b>120 Day PM Inspection:</b>	5/9/2015	Full Service Application:	40 psi
<b>Main Reservoir Pressure:</b>	134 psi	Emergency Application:	49 psi
<b>Brake Pipe Pressure:</b>	110 psi		

### Notes:

TBUs disconnected and capped: 1R  
DBUs Disconnected and capped:  
Main reservoir end-of-car hose replaced

## 82981

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<b>COT&amp;S Date:</b>	9/16/2011	<b>Cylinder Pressuers</b>	
<b>120 Day PM Inspection:</b>	5/8/2015	Full Service Application:	38 psi
<b>Main Reservoir Pressure:</b>	134 psi	Emergency Application:	44 pi
<b>Brake Pipe Pressure:</b>	110 psi		

### Notes:

TBUs disconnected and capped:  
DBUs Disconnected and capped:  
Hose run from GV-18 to truck distribution block on B-end