






2-3000/6000/7000 Series Daily Inspection

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DEPARTMENT/OFFICE/INDIVIDUAL OF PRIMARY RESPONSIBILITY (OPR) Vehicle Program Services (CENV)			
APPROVAL: <div style="border: 1px solid red; padding: 5px;">  Date: 1/12/2021 Brand Loney General Superintendent (Acting) Office of Car Maintenance (CMNT) </div>		NOTES: Formerly known as Daily Safety Test (DST).	
APPROVAL: <div style="border: 1px solid red; padding: 5px;">  Date: 1/12/2021 Anthony S. Johnson Deputy Chief Engineer Vehicle Program Services (CENV) </div>		DIRECTED BY: <div style="border: 1px solid red; padding: 5px;">  Date: 1/12/2021 Shushil Ramnaress Deputy Chief Mechanical Officer Vehicle Program Services (CENV) </div>	

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Revision History

Revision	Reason	Performed By	Revision Date
1.0	Initial Release	CENV	11/16/2016
2.0	Removal of 1K & 4K, Minor Formatting	CENV	1/19/2018
2.0	¶2.2.9: Update procedure 5K/6K/7K for Manual uncoupling arm.	CENV	1/19/2018
2.0	Add: ¶2.2.10: 7K Only: Brake Pipe C/O valve in Normal position.	CENV	1/19/2018
3.0	Table 3-1: Change Door Selector Mode to AUTO/MANUAL, and Step 3.3.4 to AUTO/MANUAL	CENV	12/26/2018
4.0	Removal of the 5K Series	CENV	8/16/2019
4.0	Inserted new inspection @ §3.4: 2000/3000 Series Special Master Controller Check via ECN 180014 & SBB 624.	CENV	8/16/2019
5.0	Added Document Control Number via QMSP/DCR	CENV	12/10/2020
5.0	ECN 000011: §3.6, First Caution Block, Removed referenced Fleets (2/3K, 6K) so the Caution is for “All” fleets.	CENV	12/10/2020

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1. INFORMATION

The goal of the walk around Daily Inspection (DI) is to identify problems that cannot wait until the next inspection, as well as problems that may impact passenger safety and comfort. Throughout the entire inspection, the inspector should look for irregularities or excessive damage on all equipment, excessive trash or debris build up, leaking oil, grease, and fluid, and tightness and security of mounting hardware for safety or critical components. This inspection shall be performed by qualified personnel only.



Danger: All safety rules shall be strictly followed when operating equipment in close proximity to the third rail.



Caution: For 2K/3K/6K Only: Ensure that at least one parking brake is set in the train consist prior to performing the Daily Inspection.



Special Instruction: Document any defects found when performing the DI tasks and inform the supervisor.

2. EXTERIOR WALK-AROUND

2.1. EXTERIOR WALK-AROUND PREPARATION

- 2.1.1. Verify that the marker lights and taillights on the front ends are illuminated while the car is keyed down. Replace taillights if defective.
- 2.1.2. Key up the console. Verify that the brake pipe is charged so that air leaks may be detected.
- 2.1.3. Verify that the headlight breaker is on, and verify that the headlights and running lights are functioning properly. Next turn on the high beams and verify that they are functioning. Replace defective headlights ensuring that the headlight beams are pointed forward in the down direction.
- 2.1.4. **For 2K/3K/6K Only:** Move the DESTINATION SIGN INPUT switch on the KL panel to AUTO, and the SELECTOR SWITCH to MANUAL. Input destination code 75 to perform the destination sign functional test. Verify that the test begins to cycle on the destination sign display LCD screen. Allow the test to cycle while inspecting the next station sign system and the front and side exterior destination signs.



Special Instruction: If test message times out before completing the verification, re-initialization of procedure may be required.

- 2.1.5. **For 7K Only:** Set the Maintenance Key to ON position. Select MAINTENANCE SCREEN on TCD and select TEST MESSAGE. “This is a test” will be broadcasted on speakers. Verify that Ceiling Transition Display, Door Pocket Display, Window Valence Display, Exterior Destination Signs (Front & Side) shows Test Pattern without dead LED or unexpected line or dot. Select TEST MESSAGE on TCD and Set maintenance Key to OFF position.
- 2.1.6. Make a PA announcement warning that the doors will be opening, then open the left and right side doors.
- 2.1.7. Leave the console keyed up and verify that the destination sign test is progressing while performing the exterior walk-around.

2.2. FRONT END EQUIPMENT

- 2.2.1. Verify that the front destination signs and associated lamps are operating properly. Replace the lamp if defective.
- 2.2.2. Ensure that both the inboard and outboard inter-car barriers are present and securely mounted on the car.
- 2.2.3. **For 2K/3K/6K Only:** Inspect the coupler on the leading and trailing ends. Open the electrical coupler heads and inspect for any pins stuck in the recessed position, excessive corrosion, or other damage. Ensure that the cover plates spring back into position.
- 2.2.4. **For 7K Only:** Verify electrical coupler heads on the leading and trailing ends are fully retracted and covered without any exposure of pins.
- 2.2.5. **For 2K/3K/6K Only:** Verify that the coupler rotary switches are down if on the leading/trailing end, or up if in the “belly”.
- 2.2.6. **For 7K Only:** Verify that the airline rotor handle is down.
- 2.2.7. **For 2K/3K/6K Only:** Verify that the train line switch at the end of each car is in the train line position (handle aligned perpendicular to the road bed).
- 2.2.8. **For 7K Only:** Verify that all of the coupler heads on belly cars are in full forward (coupled) position.



2.2.9. **For 6K/7K Only:** Ensure the manual uncoupling arm is in the coupled position, with the locking device in the stowed position and secured with a clevis pin.

2.2.10. **For 7K Only:** Verify that Brake Pipe Train line isolation Cut-out valve between Cars are in NORMAL (Not Cut-out) position.

NOTE: Front Brake Pipe Train line isolation Cut-out valves are located Front Right (by the Rotary Switch) and Rear Brake Pipe Train line isolation Cut-out valves are located Rear Right of each car.

2.2.11. Visually check for loose shear bolts on the draft gear and ensure that the safety wire is present.

2.2.12. **For 7K Only:** Check that the red plastic shear indicator on the coupler is in place.

2.2.13. **For 6K Only:** Ensure that the coupler spring safety cables and associated hardware are in place.

2.2.14. Inspect the TWC antenna and ATP coils for cracking, or other damage, and insecure mounting.

2.3. TRUCK AND FRICTION BRAKE EQUIPMENT



Danger: When the car is in the yard, all shoes are hot. Use caution when working near current collector assemblies.

2.3.1. Inspect for wheel defects in the visible portions of the wheel: unusual wear patterns, cracks, flats, spalling, and/or other damage. All instances of wheel defects should be reported.

2.3.2. Listen for air leaks from the air bag, leveling valve, and brake caliper and actuator assemblies, and associated air line connections.

2.3.3. Visually inspect for any loose, damaged or improper alignment of any high voltage cabling, sensor wiring, and ground strap connections.

2.3.4. **For 6K Only:** Verify that the “J-hooks” are not in a stowed position, but are installed so as to capture the truck.

2.3.5. Visually inspect the brake discs for signs of cracks, excessive wear, or other damage.

2.3.6. Visually inspect all brake disc bolts and associated safety tabs/wires for irregularities.



- 2.3.7. Inspect all brake pads for an approximate minimum thickness of ¼ inch.
- 2.3.8. Visually inspect the brake pads for cracks, broken pieces, excessive looseness, or have sections missing.
- 2.3.9. Visually inspect and ensure that the brake pad snap lock gate is properly secured at each disc.
- 2.3.10. **For 2K/3K Only:** Check the HP-4 brake actuators for hydraulic and/or air leaks.
- 2.3.11. **For 2K/3K Only:** Visually inspect each HP-4 indicator flag and ensure it is between the two marks on the flag shield.
- 2.3.12. Visually inspect the brake actuator hose assemblies for correct routing and that there is no visible chaffing.
- 2.3.13. Visually inspect collector shoes that are visible for insecure mounting and excessive wear. Report if light can be seen through any portion of the wear indicator, or if 1/3 or more of the shoe width has been worn away.
- 2.3.14. Visually check collector shunts for fraying, swelling from strain hardening, and other damage. Report if 50% or more of the strands are broken or frayed.
- 2.3.15. Check to see if the fuse indicators show a blown fuse. Report if the indicator has popped out.

2.4. UNDERCAR EQUIPMENT

- 2.4.1. Listen for air leaks from pneumatic components.
- 2.4.2. **For 2K/3K/6K Only:** Listen for short cycling of the HVAC compressor-condenser units or any indication of abnormal operation.
- 2.4.3. Perform a general inspection of the air compressor unit, checking for noisy operation, excessive vibration, air/oil leaks, etc. (A-car only).



Danger: Do not touch any circuit breaker that has a damaged or missing plastic switch.

- 2.4.4. Open the KP circuit breaker panels or Auxiliary Power Distribution Box (APDB) covers and check for tripped or open circuit breakers. Attempt to reset any tripped breakers. Report if any breaker does not reset. Close the covers and latch shut.



- 2.4.5. Ensure that equipment box covers are closed and latched, and that all exterior test fittings and computer terminal ports have their cap covers in place.
- 2.4.6. Ensure that all cut-out valves and switches are in their correct operating position.

2.5. UPPER BODY EQUIPMENT

- 2.5.1. Look for signs of separation of the door threshold gap reducer mounting plates from the car body or any loose or missing rubber sections.
- 2.5.2. Look through the open doors into the interior to verify that the side door threshold lights are illuminated. Replace lamp if defective.
- 2.5.3. Verify that the exterior red door open indicator lights on each side of car are illuminated. Replace lamp if defective.
- 2.5.4. Verify that the side destination signs and associated lamps operate properly. Replace the lamp if defective.
- 2.5.5. Verify that the inboard and outboard inter-car barriers are present and securely mounted between the A and B cars.
- 2.5.6. **For 2K/3K/6K Only:** Verify that the overhead amber light is illuminated, indicating that brakes are applied.
- 2.5.7. Verify that there are no illuminated exterior trouble indicators.
- 2.5.8. Verify presence of cover plates on emergency door release, exterior environmental control and crew switches. Ensure that they are not “funny-keyed”.

2.6. REAR END SEMI-PERMANENT COUPLER AND SURROUNDING AREA

- 2.6.1. Visually check the coupler assembly for any loose shear bolts. Report if any shear indicator is missing from a coupler or draw bar assembly.
 - 2.6.1.1. **For 2K/3K Only:** Ensure that the safety wire is present.
 - 2.6.1.2. **For 6K Only:** Visually check for the red plastic shear indicator located on the coupler assembly (both cars).
 - 2.6.1.3. **For 7K Only:** Check that the red painted screw shear indicator is in place (B-car only).
- 2.6.2. Check the visible bolts and nuts that join the drawbar halves together for any sign of loosening.
- 2.6.3. Verify that all car-to-car jumper cables are mechanically secure.

3. INTERIOR INSPECTION

3.1. CAB AREAS



Special Instruction: The following tests shall be performed on all cabs in the consist. Before testing a new cab, all previous cabs tested must be keyed down.

- 3.1.1. Key up the console if it is not already keyed up.



Special Instruction: If doors are not already open, make PA announcement that doors are opening, then open left and right side doors.

- 3.1.2. For the first cab inspected, make a PA announcement warning that the doors will be closing, then close the right side doors. Verify that the proper chimes and voice announcements are heard and that doors have proper delays before closing. The doors will remain closed for remainder of the inspection.
- 3.1.3. From the left hand door control position, make a PA announcement that the doors will be closing, then close the left side doors. Verify that the proper chimes and voice announcements are heard, that the ALL DOORS CLOSED indicator illuminates, and that the doors have proper delays before closing. The doors will remain closed for the remainder of the inspection.
- 3.1.4. Check the operation of the radio by performing a radio transmission check on the local yard channel only.
- 3.1.5. Verify that all Operator's Console control labels and equipment markings are legible.
- 3.1.6. **For ALL Series:** Visually inspect left and right side door control pushbuttons to verify that none are in the pushed in position, either wholly or partially.
- For 2K/3K/6K Only:** If any of the switch barriers are missing (**Figure 1**), they must be replaced before the car can be released for revenue service.
- 3.1.7. **For 2K/3K/6K Only:** Verify that there are no Motor Overload (MOL) or trainline tripped indications on the operator's console, or tripped circuit breakers on the BD circuit breaker panel. Verify circuit breaker switch positions in **Table 3-1**.
- 3.1.8. **For 7K Only:** Verify that there are NO active faults displayed on TCD with Maintenance Key ON position. Report any faults on TCD to the Supervisor. Verify circuit breaker switch positions in **Table 3-1**.



Table 3-1: BD Circuit Breaker Panel Switch Positions

SWITCH	POSITION	APPLICABILITY
VMS	Sealed in ON	2K, 3K, 6K
Door Mode Selector	Sealed in AUTO/MANUAL.	All Series
Door Off Side L/O	Sealed in BYPASS	2K, 3K
Platform Detection Bypass Right	Sealed in NORMAL	6K
Platform Detection Bypass Left	Sealed in NORMAL	6K
Headlight Bypass	Sealed in NORMAL	All Series
Power Knockout	Sealed in NORMAL	All Series
Regenerative Brake C/O	In NORMAL	All Series
Dynamic Braking C/O	Sealed in NORMAL	All Series
Door Control T/L C/O	Sealed in NORMAL	All Series
Door Interlock	Sealed in NORMAL	All Series
Propulsion C/O	In NORMAL	2K, 3K, 6K
Platform Detection C/O	In CUT-OUT	6K
Convenience Outlet	In OFF	2K, 3K, 6K, 7K
Zero Speed Bypass	Sealed in NORMAL	7K
Battery Box Interlock Bypass	Sealed in NORMAL	7K
White Light ACK	Sealed in NORMAL	7K
Event Recorder	Sealed in ON	7K
Video Surveillance System	Sealed in ON	7K
VMDS/TCN1	Sealed in ON	7K
VMDS/TCN2	Sealed in ON	7K
VMDS/TCN3	Sealed in ON	7K
APS	Sealed in ON	7K
Ethernet Network	Sealed in ON	7K



Special Instruction: Do not sound horn in West Falls Church Yard.

- 3.1.9. Test the pneumatic horn.
- 3.1.10. Verify that the cab and yard buzzers operate properly.
- 3.1.11. Verify that the fire extinguisher is securely mounted in place and that the operating lever seal and hose assembly is intact. Verify that the pressure gauge indicator is in the green area and that the inspection tag is present and up to date. Replace as necessary.
- 3.1.12. Verify the condition and operation of the windshield wiper blade.
- 3.1.13. Verify that the sun visor is preset and operates freely.

- 3.1.14. Test the cab overhead light. Replace as necessary.
- 3.1.15. Verify that the ATP cut-out switch is sealed properly in the CUT-IN position.
- 3.1.16. Open both cab windows and ensure that the windows slide smoothly without restriction. Close both cab windows and ensure that the windows latch properly (Does not apply to 7K B-Cars).
- 3.1.17. Test the cab heater and defroster. Without opening access panels, check for proper operation of the cab overhead evaporators and heating unit. Ensure that the access panels are secure and not vibrating while the evaporator fans are running.
- 3.1.18. Turn the interior car lights on and verify the operation of the cab light.
- 3.1.19. Verify that no door key switches are “funny-keyed” (KL panel switch, non-operator-side door panel switch, bulkhead door, and cab door).
- 3.1.20. **For 2K/3K/6K Only:** Verify that the front bulkhead door stop is securely mounted.
- 3.1.21. Check bulkhead door closer assembly is secure and functioning properly.
- 3.1.22. Verify that the cab door secures in place at both door jambs.
- 3.1.23. **For 7K Only:** Verify functionality of cab sliding pocket door. Verify that the door key switch is not “funny-keyed” and that the door locks in the closed position.

3.2. LAMP TEST PROCEDURE

- 3.2.1. Rotate console light control to its low, medium, and high positions. Verify that the intensities of the console lamps vary accordingly.



Special Instruction: For 7K Only: The CONSOLE LIGHT switch has no effect on the TCD and ADU on 7K Series Cars. Please refer to **Figure 7** through **Figure 9** in Appendix B for details of 7K Operator Console.

- 3.2.2. Rotate the console light control to the test position. See **Figure 2** through **Figure 9** in Appendix B – Figures to determine which indicators should light and which should not. Each indicator is lit by two to four lamps. Reduction in illumination of one corner of an indicator is a sign of a defective lamp. Verify that the filter for each button is the correct color. Replace lamps if necessary.

3.3. DAILY SAFETY TEST (DST)



Special Instruction: For 7000 Series cars, see Procedure 3.5.



Caution: Ensure that at least one parking brake is set in the train consist prior to performing the Daily Safety Test.



Special Instruction: It will be necessary to manually depress the OPEN DOORS and CLOSE DOORS buttons on each side as the test progresses when testing a single uncoupled married pair.

- 3.3.1. Key up the console if it is not already keyed up.
- 3.3.2. Ensure that the brake pipe is fully charged and that the BRAKES ON and ALL DOORS CLOSED indicators are illuminated.
- 3.3.3. Ensure that both the master controller and the mode direction switch are set to the AUTO/STORE position.
- 3.3.4. Ensure that the door mode selector switch is in the AUTO/MANUAL position.
- 3.3.5. Insert the test key into the DST panel and turn to the AUTO position. Verify that the DST sequence operates normally.



Special Instruction: The overspeed alarm should sound during each simulated overspeed portion of the test.



Special Instruction: The train identity destination display will show the DST pass/fail codes. Any failing codes will halt the DST.

- 3.3.6. **For 2K/3K/6K Only:** Allow the DST to finish at least one complete test. When finished, move the test key to the OFF position and remove the key.

3.4. 2000/3000 SERIES SPECIAL MASTER CONTROLLER CHECK



Special Instruction: The entire consist will require to cut-out the propulsion system from the cab (each car) to perform the Special Master Controller Check (ref. [SBB 624, Rev. 02](#)).

Perform the following procedures as indicated in SBB 624, Rev. 02. Test only the 2/3K Series Rails Cars on the consist under inspection.

- 3.4.1. Blue Flag the track under work,
- 3.4.2. Key up the cab under test,
- 3.4.3. Close all doors and verify ADC indication,
- 3.4.4. Cut out all the propulsion system from each cab of the consist using the switch on the BD panel,
- 3.4.5. Open both side doors,
- 3.4.6. Charge the brake pipe,
- 3.4.7. Verify no ADC indication,
- 3.4.8. Move the selector switch to manual mode on the master controller,
- 3.4.9. Move the master controller to all positions including emergency and verify that the ADC indication stays off each time. Any blinks in the ADC indicator is not allowed,
- 3.4.10. Repeat the test in all cabs in the consist,
- 3.4.11. Normalize all the cabs when test is ended.

3.5. 7000 SERIES DAIL SAFETY TEST (DST)



Special Instruction: Procedure 3.5 is only applicable for 7000 Series cars.



Special Instruction: No cars shall be released to Revenue Service with active DAILY SAFETY TEST FAILURE trouble message on TCD.



Special Instruction: DST can only be performed from A-car cab.

- 3.5.1. Daily Safety Test is performed on Aspect Display Unit (ADU) with Daily Safety Test Switch, located on the Daily Safety Test Panel, with Control Key ON.



Danger: The vehicle doors open and close during the Daily Safety Test. Warn personnel to stand clear of the vehicle doors until the test is completed. The ATP enforces door closure of all train doors at the end of the test, even if the test is aborted.



Special Instruction: For Daily Inspection purposes, DST in AUTOMATIC mode is recommended, and the test steps are performed without mechanic's input. The test steps automatically advance to the next step in the sequence upon completion of the current step, regardless if the step passes or fails.

- 3.5.2. Initialize the test by pressing the OK key on the ADU. Allow the DST to finish at least one complete test and report any test failures to the supervisor.



Special Instruction: DAILY SAFETY TEST FAILURE message on TCD is local to that married pair and can ONLY be seen from the TCD of that married pair.

- 3.5.3. If the DST is interrupted by pressing C key or by removing any pre-conditions for DST, the test is terminated and the ADU returns to the DST configuration screen and trouble message DAILY SAFETY TEST FAILURE will be displayed and latched on TCD. This message can be cleared only by performing a complete and successful DST cycle in automatic mode.



Special Instruction: The DST Door Test (Automatic or Manual DST modes) of a married pair of a 7000 Series train must be done ONLY with Door Mode Selector switch in MAN/MAN. Doors need to be manually operated as prompted and confirmed that all doors open before test times out. If doors are not operated as prompted and test times out in DST Automatic mode, trouble message DAILY SAFEY TEST FAILURE will be displayed and latched on TCD. This message can be cleared ONLY by performing complete and successful DST cycle in Automatic mode.

- 3.5.4. After performing complete and successful DST cycle, verify green DST PASSED – REMOVE MAINTENANCE KEY message on ADU. Remove DST key and Control key.

3.6. BRAKE PRESSURE TEST

- 3.6.1. Key up the console if it is not already keyed up.
- 3.6.2. Verify that the BRAKES ON and ALL DOORS CLOSED indicators are illuminated, then move the mode/direction switch to MAN FWD.



Caution: Do not select CST or a “point-of-power” during the procedure.



Caution: For 7K Only: Manually apply holding brake using Manual Holding Brake Apply/Release switch on Auxiliary Control Panel. Verify Red Apply indicator is ON.



Danger: Do not move the mode/direction switch to MAN REV, as this will cause the horn to sound, which may pose a hazard.

- 3.6.3. Dump the train using all of the following methods. Each time, verify that the brake pipe gauge drops to zero psi, and that the brake cylinder gauge reading is emergency pressure. Recharge the brake pipe after each test.
- 3.6.3.1. Release the dead-man in B3.
- 3.6.3.2. Depress all emergency stop push buttons (“mushroom”).
- 3.6.3.3. Move the master controller to the EMERGENCY position.

- 3.6.4. After recharging the brake pipe, verify that the brake pipe console gauge reads between 130 and 150 psi.
- 3.6.5. Hold over travel button and move the master controller arm to A/S. Turn the mode/direction switch back to AUTO/STORE.
- 3.6.6. Key down console.

3.7. 7000 SERIES ATC SYSTEM EQUIPMENT INSPECTION



Special Instruction: Procedure 3.7 is only applicable for 7000 Series cars.

- 3.7.1. Check the ATC Control Rack for the following:
 - Ensure enclosure exterior is clean and free of dents, damage, and corrosion.
 - Ensure two Harting-style connectors at ports P1 and P2 on front of enclosure are fully inserted and latched into their receptacles (J1 and J2).
 - Ensure enclosure cables are free of nicks, cuts, fraying, or other signs of damage.
 - Ensure all cardfile PCBs are fully inserted in their cardfile slots, upper and lower mounting screws on each PCB are hand-tight, and PCBs show no visible signs of deterioration.
 - Ensure decelerometer compartment cover plate is securely fastened on front of ATC enclosure with four screws and cover security seal and wire are intact.
- 3.7.2. Check the ATS Amplifier for the following:
 - Ensure ATS amplifier enclosure is clean and free of dents, damage, and corrosion.
 - Ensure two Harting-style connectors on front of amplifier enclosure are fully inserted and latched into their receptacles.
 - Ensure ATS amplifier cables are free of nicks, cuts, fraying, or other signs of damage.

3.8. PASSENGER AREAS

- 3.8.1. Key up the console if it is not already keyed up.
- 3.8.2. Replace any burnt out, discolored, flickering, spiraling, or slow illuminating lamps. Replace only with “warm white” light bulbs.

For 7K Only: Replace any burnt-out or dim LEDs.



- 3.8.3. Inspect the carpet/floor covering for any trip hazard to passengers.
- 3.8.4. Ensure that there are no sharp protrusions that can create unsafe condition for passengers or employees.
- 3.8.5. **For 7K Only:** Verify that all Equipment, Cab Partition and End Locker access doors in Passenger Area are secured and locked. Also verify front and rear HVAC return air Grill assemblies on low ceiling panels properly secured.
- 3.8.6. Verify that handrails and stanchions do not move when pushed or pulled. Listen for rattling hardware in the stanchions when lightly hit.
- 3.8.7. Ensure that seat cushions fit properly without gaps, or wrinkling.
For 2K/3K Only: Ensure that back-to-back seat retaining straps are not exposed.
- 3.8.8. Ensure that all emergency signage and “PLEASE DO NOT LEAN ON DOORS” signs are intact and legible.
- 3.8.9. Test all passenger call stations and verify proper operation.
- 3.8.10. Verify that the side door operator trouble indicators are neither illuminated nor blinking.
- 3.8.11. Verify that the emergency door release levers (on door numbers 3 and 10) have their seals intact.



Danger: Do not attempt to remove debris from floor heater assembly with the power connected. Notify your supervisor of any debris.

- 3.8.12. Inspect floor heater assemblies for trash or debris. If found, turn off the floor heater circuit breaker, attach red tags, and report to supervisor.
- 3.8.13. **For 7K Only:** Listen for short cycling of the Front and Rear HVAC compressor-condenser overhead unit or any indication of abnormal operation.

3.9. REAR END INSPECTION

- 3.9.1. Without opening access panels, check for proper operation of the rear end overhead evaporator and heating unit. Ensure that the access panels are secure and not vibrating while the evaporator fans are running.
- 3.9.2. Verify that the fire extinguisher is securely mounted in place and that the operating lever seal and hose assembly is intact. Verify that the pressure gauge indicator is in the green area and that the inspection tag is present and up to date. Replace as necessary.



- 3.9.3. **For 2K/3K/6K Only:** Verify that the rear bulkhead door stop is securely mounted.
- 3.9.4. Check bulkhead door closer assembly is secure and functioning properly.

3.10. 7000 SERIES HOSTLER & BD PANEL INSPECTIONS (B-CAR ONLY)



Special Instruction: Procedure 3.10 is only applicable for 7000 Series cars.

- 3.10.1. Gain access to the hostler panel.
- 3.10.2. Check the ANNUNCIATORS for the following normal conditions:
 - ATP CUT OUT – Lights red when the active hostler is in the Manual Mode with the ATP cut out. Consist speed will not be restricted by ATP.
 - EM BRAKE TL ENERGIZED - Lights green when the Emergency Brake (EB) Trainline is healthy and is not lit when there is a failure in the Trainline.
 - EMV ENERGIZED - Lights green when the Emergency Magnet Valve (EMV) is energized and is not lit when it is de-energized.
 - FSB TL ENERGIZED - This light will be lit green when the Full Service Brake (FSB) Trainline is energized and is not lit when it is de-energized.
 - ALL DOOR CLOSED - Lights green when all doors are closed and locked.
 - BRAKES ON - This amber light will be lit when the friction brakes are applied with no white light condition detected.
 - BRAKES OFF - Lights green light when the friction brakes are released with no white light condition detected.
 - TROUBLE - Any trouble message that is displayed on the TCD will be indicated by a lit red trouble annunciator.
- 3.10.3. Make a PA announcement warning that the doors will be opening. Press OPEN LEFT doors button and OPEN RIGHT doors button verify all the doors in the consist are open.
- 3.10.4. Make a PA announcement warning that the doors will be closing. Press CLOSE ALL DOORS button and verify all doors in the consist close.
- 3.10.5. Make a PA announcement by selecting the TALK PA button and verify that the sound level from the passenger area is of sufficient volume.



- 3.10.6. Verify that the windshield wiper on end door functions properly.
- 3.10.7. Open both the left and right side BD panels and verify the circuit breaker positions in **Table 3-2:**.

Table 3-2: 7000 Series B-car BD Circuit Breaker Panel Switch Positions

SWITCH	POSITION
Video Surveillance System	Sealed in ON
VMDS/TCN1	Sealed in ON
VMDS/TCN2	Sealed in ON
VMDS/TCN3	Sealed in ON
APS	Sealed in ON
Ethernet Network	Sealed in ON

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APPENDIX A – PART NUMBERS

2000/3000 Series

WMATA PART NUMBER	DESCRIPTION
L62-10-3006	Taillight
R62-40-0004	Headlight
L18-40-3022	Front Destination Sign
L18-40-3023	Side Destination Sign
L18-40-3136	Light, Side Door Threshold
L62-10-3016	Light, Exterior Red Indicator
R18-40-0007	Fire Extinguisher
R42-40-0044	Seal, Operating Lever
R99-99-0194	Inspection Tag
R62-40-0438	Bulb, 24" Tube
R62-40-0437	Bulb, 36" Tube
R62-40-0415	Bulb, 48" Tube
L62-10-3013	Light, Cab Overhead
	Seal, Emergency Door Release Lever
R18-40-0277	LED, Blue
R18-40-0278	LED, Red
	LED, Amber
R18-40-0280	LED, White
	LED, Green

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6000 Series

WMATA PART NUMBER	DESCRIPTION
A18-40-7050	LED Taillight
A18-40-7083	Taillight
A18-11-7109	Headlight
M18-40-3022	Front Destination Sign
M18-40-3023	Side Destination Sign
A18-11-7127	LED, Side Door Threshold RH
A18-11-7260	LED, Side Door Threshold LH
A18-11-7168	Assembly, LED Threshold
A18-40-7049	LED, Door Open Indicator Exterior
R42-10-0006 or 0007	Fire Extinguisher
R42-10-0010	Seal, Operating Lever
R99-99-0194	Inspection Tag
A18-11-7104	Bulb, 16.5" U-tube
C62-40-6001	Bulb, 22.5" U-tube
C62-40-6002	Bulb, 48" Tube
A18-11-7123	Light, Cab Overhead
R42-40-0044	Seal, Emergency Door Release Lever
	LED, Operators Console Eyebrow Assembly

7000 Series

WMATA PART NUMBER	DESCRIPTION
	Taillight
K18334063	Headlight
K60044071	Front and Side Destination Sign
K18334085	LED, Side Door Threshold
K18334089	LED, Exterior Red Indicator
R18-40-0007	Fire Extinguisher
R42-40-0044	Seal, Operating Lever
R99-99-0194	Inspection Tag
K18334084	LED, 25" - TWO
K18334084	LED, 37" - THREE
K18334084	LED, 49" - FOUR
K18334063	Light, Cab Overhead
R42-40-0044	Seal, Emergency Door Release Lever

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APPENDIX B – FIGURES

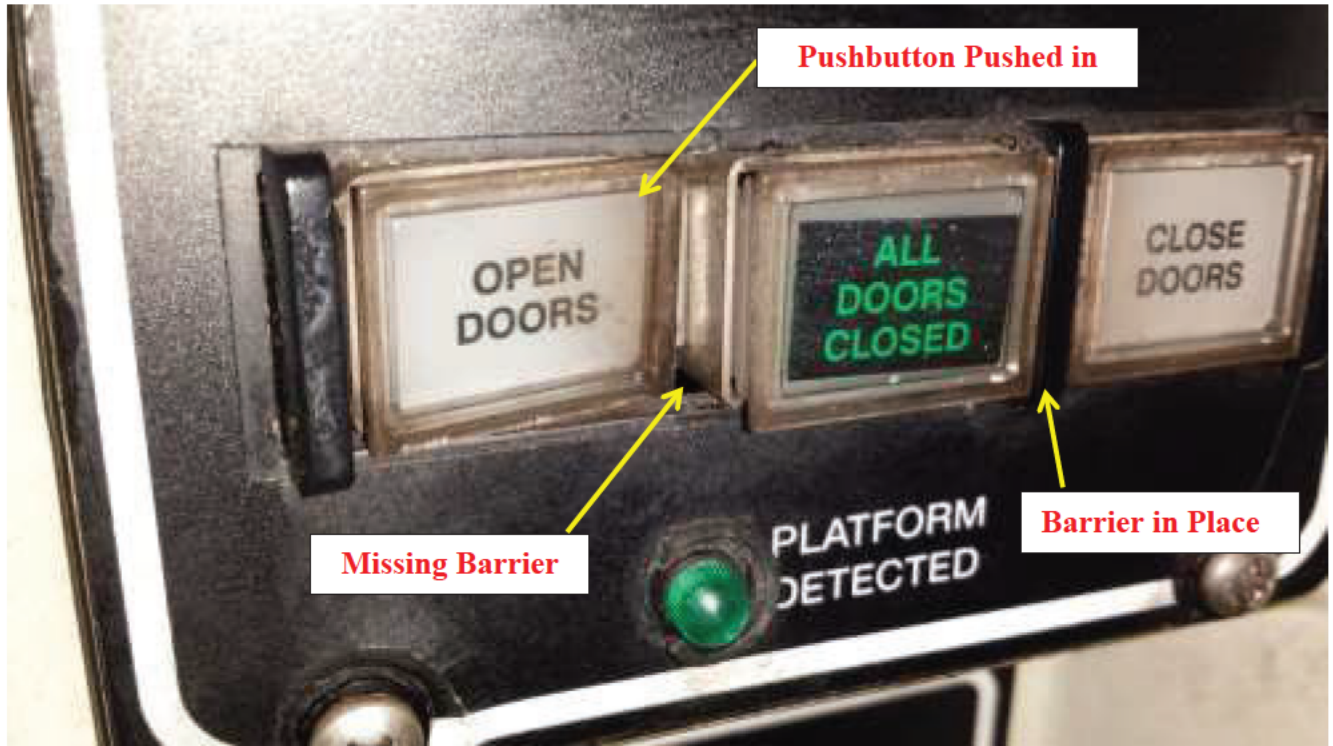


Figure 1: Door Control Pushbutton – Missing Barrier

NOTE: Shaded box indicates illuminated lamps during Lamp Test Procedure 3.2

2000/3000 Series

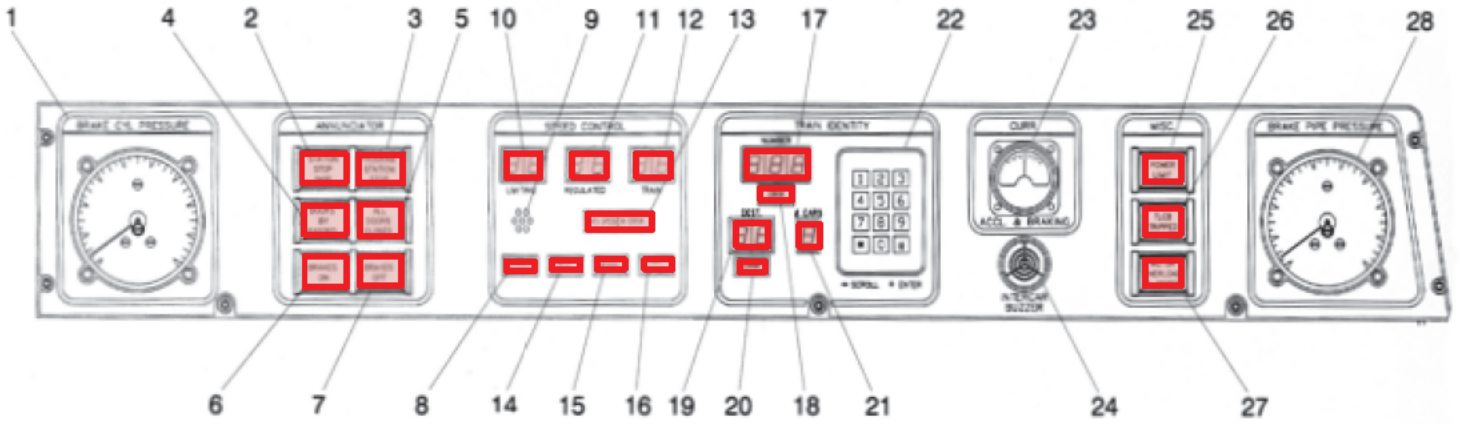


Figure 2: 2000/3000 Series Operator's Indicator Panel

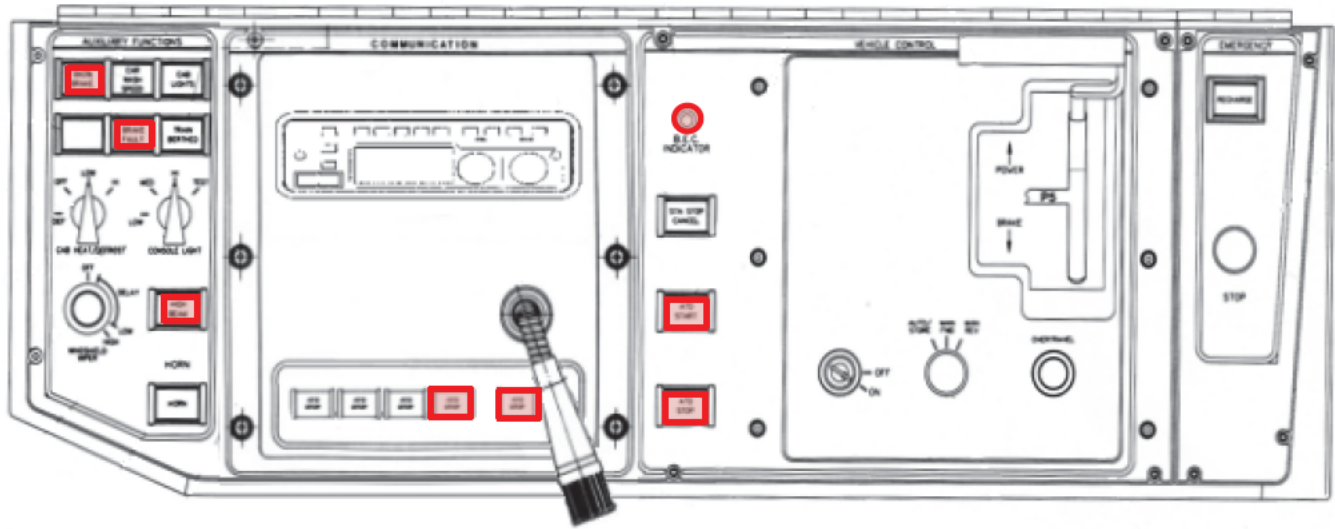
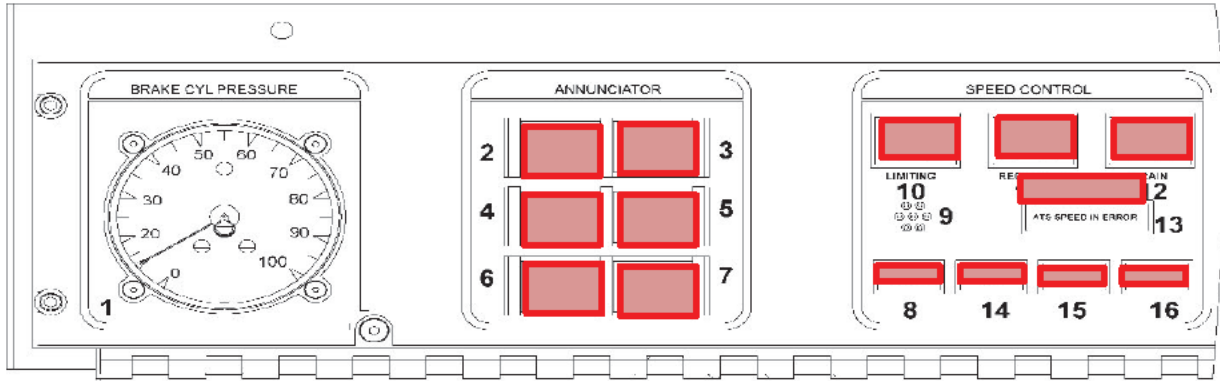


Figure 3: 2000/3000 Series Operator's Control Console

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6000 Series



6K-02-0030

Figure 4: 6000 Series Operator's Indicator Panel, Left Side

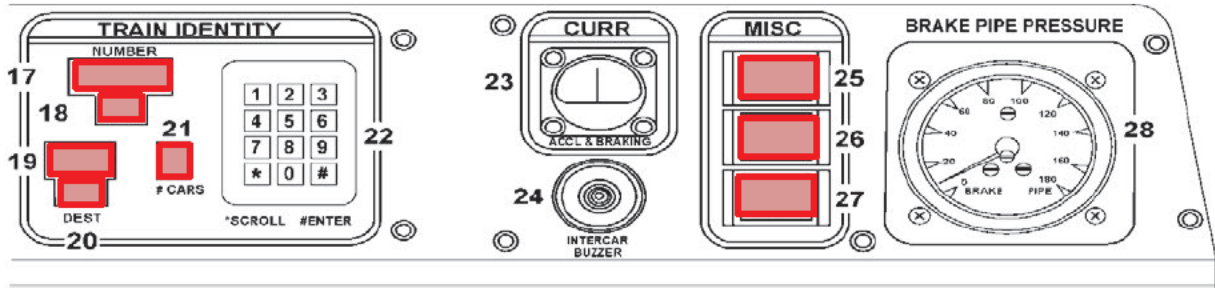


Figure 5: 6000 Series Operator's Indicator Panel, Right Side

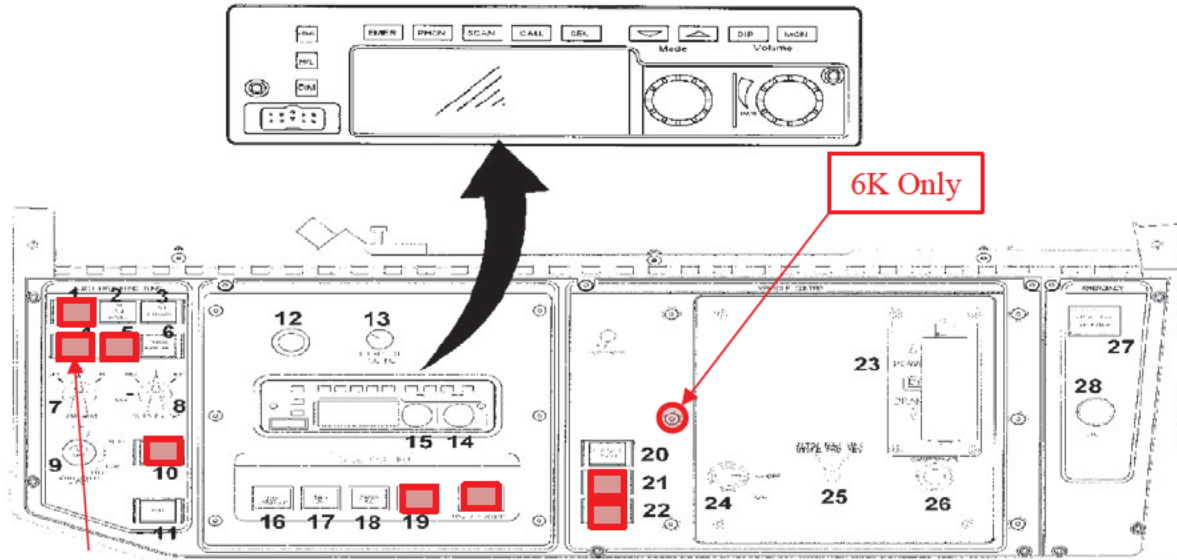


Figure 6: 6000 Series Operator's Control Console

5K Blank

6K Only

7000 Series

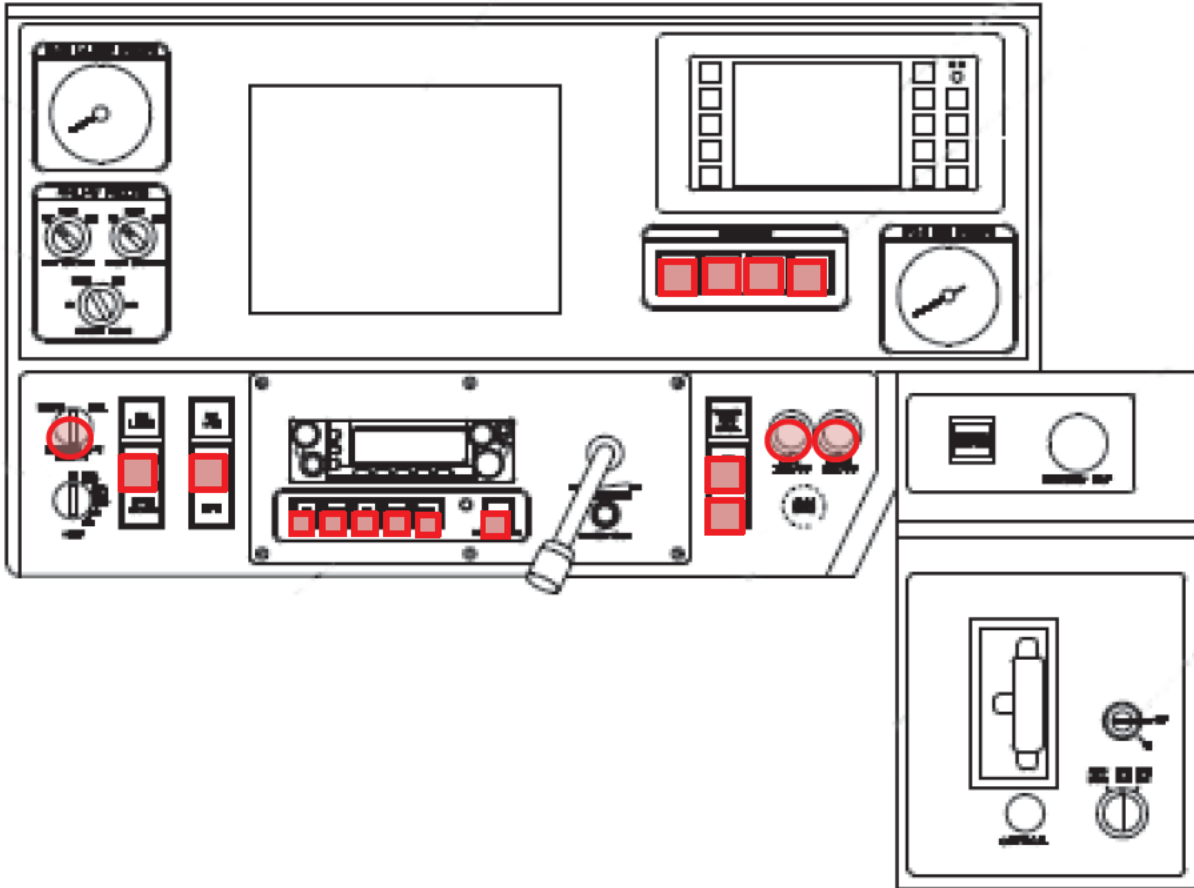
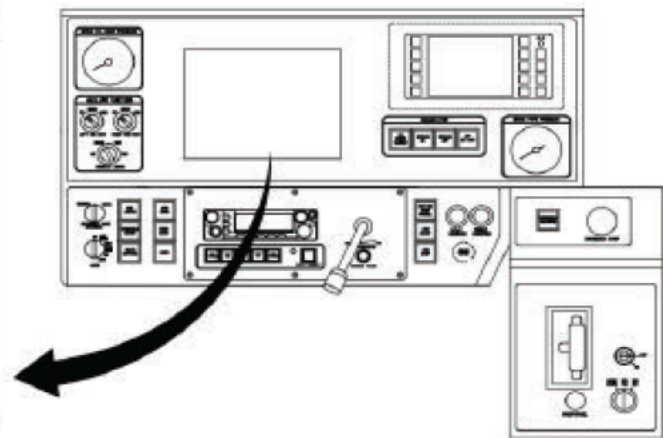
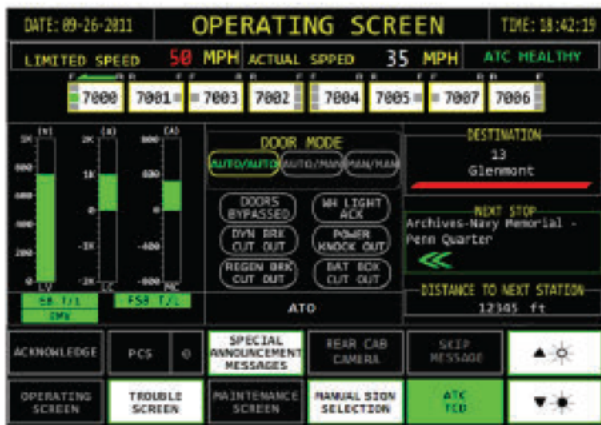


Figure 7: 7000 Series Train Operator's Console



7K-OM-0014

Figure 8: 7000 Series Train Control Display (TCD) – Typical Operating Screen

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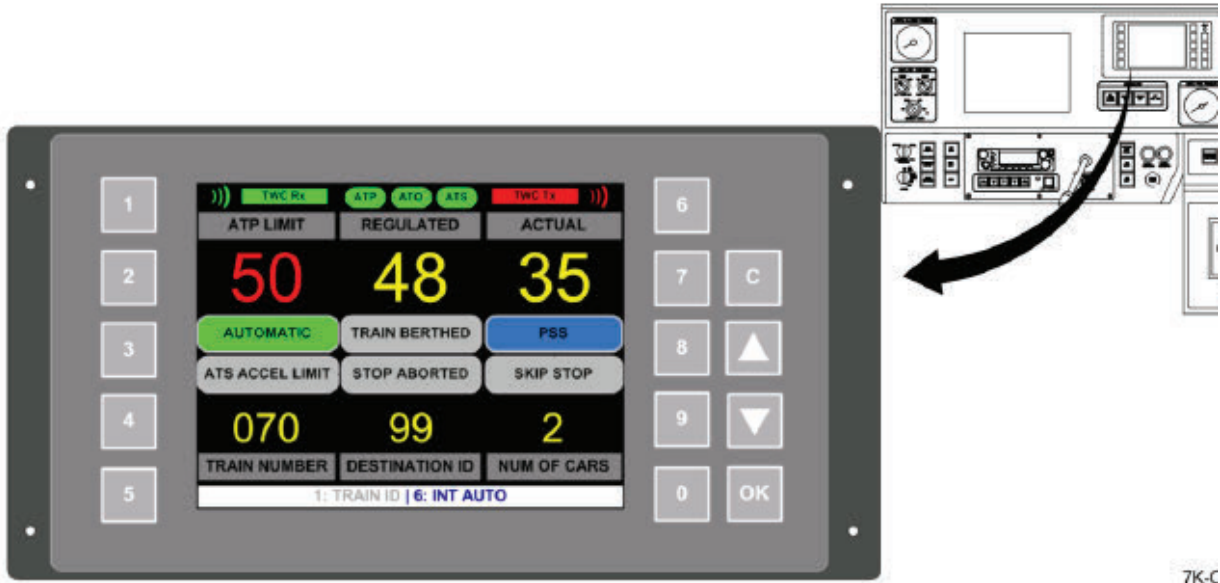


Figure 9: 7000 Series Aspect Display Unit (ADU)

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