



REGIONAL RAIL DIVISION

RRD ROCC Mechanical Desk Standard Operating Procedure

SOP-003.A DBOL Indication	
Version:	1.0
Date:	August 15, 2025
Pages:	1 of 3
Supersedes:	New SOP
Applicability:	Regional Rail Division Control Center – ROCC Mechanical Desk
Review Cycle:	Annual (or as needed)

Prepared by: Anthony Rodriguez, Assistant Director

Revision History

Rev #	Originator	Senior Director	Chief Officer
0	Anthony Rodriguez	[Senior Director Name]	[Chief Officer Name]
Signature			
Date			
<i>Initial release – SOP structure established</i>			
1	[Originator Name]	[Senior Director Name]	[Chief Officer Name]
Signature			
Date			
<i>Description of Change</i>			

Index:

- 1.0 Purpose
- 2.0 Scope
- 3.0 Procedure
- 4.0 Responsibilities
- 5.0 References



1.0 Purpose

- 1.1 To provide a standardized decision-making process for troubleshooting DBOL indications on rail vehicles, ensuring safety, consistency, and timely communication.

2.0 Scope

- 2.1 This procedure applies to all personnel responsible for monitoring and responding to DBOL light activations during revenue service.

3.0 Procedure:

3.1 Is there a burning odor present?

- 3.1.1 Yes → Follow the Thermal Incident Procedure SOP-005.
- 3.1.2 No → Proceed to 3.2.

3.2 Check for active Fault light

- 3.2.1 YES → Follow the General Fault Procedure SOP-003.A
- 3.2.2 NO → Proceed to 3.3.

3.3 Is the DBOL light illuminated?

- 3.3.1 Yes → Proceed to 3.4.
- 3.3.2 No → No further action required, equipment is released back into revenue.

3.4 What speed did the DBOL turn on?

- 3.4.1 Light was on when engineer boarded equipment → go to 3.5
- 3.4.2 Less than 30 mph → go to 3.5.
- 3.4.3 Greater than 30 mph → go to 3.5.

3.5 Instruct train engineer to call for Dynamic Braking at speeds over 30mph for two continuous stations stop and check back in with the mechanical desk when this is done.

3.6 When the train engineer checks back in, confirm calling for dynamic braking at speeds over 30mph for 2 continuous station stops and ask the following questions.

- 3.6.1 **Are there burning odors? Yes** → Follow Thermal Incident SOP-005
- 3.6.2 **Did the DBOL flash on or off at any time? Yes** → Release back into revenue service.
- 3.6.3 **Did the DBOL go out? Yes** → Release back into revenue service.
- 3.6.4 **Did the DBOL stay lit? Yes** → Draft will get swapped at the next forward facing repair facility. However, we must find which car in the draft has the DBOL.

3.7 Instruct engineer to inspect the trainline panel on the fireman's side of the lead car:

- 3.7.1 Look for the second-to-last LED light on the bottom row, labeled DBOR (in very small text).
- 3.7.2 If DBOR is lit, the lead car is the source of the DBOL. Continue inspection to verify the status of the rest of the consist.



- 3.8 With the cab made up on the lead car inspect each car in the consist.
 - 3.8.1 Check the DBOL red light in each cab (located beneath the clear general fault light)
 - 3.8.2 Identify and record any car(s) with the illuminated DBOL red light.

- 3.9 Inform train engineer that the draft will get swapped at the next forward-facing repair facility and to hold for further instructions from the control center STO/Dispatcher.

4.0 Responsibilities

- 4.1 Enter findings into VMIS, Crew Follow-Up Spreadsheet and the In-Service Failure Report.
 - 4.1.1 Date and time of report
 - 4.1.2 Train number and consist
 - 4.1.3 Car number(s) with DBOL
 - 4.1.4 Engineer's observations → Location, speed, and any braking exceptions
 - 4.1.5 Actions taken (e.g., pantograph dropped, STO notified)

5.0 References

- 5.1 General Fault Procedure: SOP-003.A
- 5.2 Thermal Incident Procedure: SOP-005
- 5.3 DBOL Troubleshooting Flowchart:
 - 5.3.1 Implemented and used for DBOL light reports. Can be found in the ROCC Mechanical SharePoint.