



SEPTA REE&M Engineering Change Notice

ECN # 4712

Summary Description of Change: Lowering the Dynamic Brake Pressure Switch Setpoint

Affected Fleet(s):				Effectivity:		Documents Affected:		
B IV		N5	<input checked="" type="checkbox"/>	SL IV	<input checked="" type="checkbox"/>	Change: All Cars		Drawing(s)
LRV DE		PCC II		SL V		Change Car #'s:		Specification(s)
LRV SE		ACS-64		P-P				IPC <input type="checkbox"/> RMM <input type="checkbox"/> HRM
M4						Evaluate/Test Only Car Nos.:		Operator's Manual
Wk Car/Loco:								<input checked="" type="checkbox"/> Schematics
Facility/Equipment:								<input checked="" type="checkbox"/> Other 92-day
Other:								None

Description of change:
Adjust the setpoint of the dynamic brake pressure switch

Reason for change:
The dynamic brake pressure switch setpoint is very close to the brake pipe setting. If either setpoints drift within the allowable tolerance they can overlap, causing the dynamic brake to stay on when the master controller is in the coast position, resulting in dragging brakes and a DBOL.

System Safety Class: 1

VMIS Job Code: AD-CB-S13

Priority: High Med Low Doc Only

Attachments:

Special Instructions:

New Stock Request: YES NO

Distribute to: RRD

Originator: ██████████

Date approved: 08/20/2025

Engineering Manager: ██████████

Date approved: 08/22/2025

REVISIONS	REV. NO.:	REVISION ORIGINATOR:	ENGINEERING MANAGER APPROVAL:	DATE APPROVED:
	Rev. 1			
	Rev. 2			
	Rev. 3			
	Rev. 4			
	Rev. 5			



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ECN Review Board

Location of Work: All Locations

Cost	Labor \$50.25	Material	Total:\$11,306
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Schedule	Est. Start Date:8/22/2025	Est Finish Date:11/22/205
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Training:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> X	<input type="checkbox"/> No
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Status:	<input checked="" type="checkbox"/> X	<input type="checkbox"/> Approved	<input type="checkbox"/> Rejected	<input type="checkbox"/> Tabled
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Status Notes:

Name	Title	Signature	Date Approved:
[REDACTED]	Manager Metro Rail	[REDACTED]	08/22/2025
[REDACTED]	Manager Regional Rail	[REDACTED]	08/22/2025
[REDACTED]	Senior Director – Engineering	[REDACTED]	08/22/2025
[REDACTED]	Asst Chief Operating Officer	[REDACTED]	08/22/2025
[REDACTED]	Senior Director – Maintenance	[REDACTED]	08/22/2025
[REDACTED]	System Safety Officer	[REDACTED]	08/22/2025

Change Details:

Materials/ Tools:

Materials: None

Special Tools

Item Description	Qty	Details
Fluke Pressure Calibrator 719 pro 15G or Salem Air Test Gauge	1	

Procedure:

SAFETY NOTE:

The adjustment requires going under the car. Follow all shop safety procedures and blue flag requirements before completing this work.

1. Remove the cover of the dynamic brake pressure switch and the plug from the test port.
2. Disconnect one of the wires from the pressure switch terminal block.
3. Connect one of the leads of the Fluke pressure tester (multimeter is using the Salem test gauge) to the COMM terminal.
4. Connect the other lead to the Normally Open (NO) contact terminal.
5. Screw the air supply tube of the tester to the air test port.
6. Inject pressure into the system to check the initial setpoints.
7. Using the screw on the back of the pressure switch, adjust the pickup pressure to the 105psi.
8. The drop out pressure should be 4psi below the pickup pressure at 101psi but the pickup pressure is the critical set point and the deadband cannot be adjusted.
9. After the final adjustment is made, cycle the switch 2 more times to ensure the pickup setpoint did not drift. Re-adjust and retest as needed.
10. Reconnect the wire to the terminals.
11. Replace the test port plug and cover.