



25-
GEJ-6710

OPERATING MANUAL

NEW SERIES-8 DIESEL-ELECTRIC LOCOMOTIVE

COVERS ALL MODELS
B23-8 THROUGH C39-8

GENERAL  ELECTRIC

CONTENTS

SEL-6710

	Page
LOCATION OF APPARATUS	1
GENERAL DATA	2
OPERATING CONTROLS	2
INTRODUCTION.....	4
DEVICES ON CONTROL CONSOLE.....	4
CONTROL CONSOLE EQUIPMENT.....	10
ENGINE CONTROL PANEL.....	15
OTHER OPERATOR CAB CONTROLS.....	22
DIAGNOSTIC DISPLAY PANEL (DDP)	22
GENERAL INFORMATION.....	31
THE DISPLAY.....	31
USING THE DISPLAY.....	33
MESSAGES AT LOCOMOTIVE START-UP.....	33
OPERATING MODES IN LEVEL 1.....	35
EXAMPLE - LEVEL 1 OPERATION.....	41
LIST OF SUMMARY MESSAGES.....	50
AIR BRAKE EQUIPMENT	52
AIR EQUIPMENT ON THE CONTROL CONSOLE.....	52
AIR BRAKE EQUIPMENT IN AIR BRAKE COMPARTMENT.....	56
AIR COMPRESSOR SAFETY VALVES.....	58
CUT-OUT COCKS.....	58
ADJUSTING VALVES.....	66
OTHER EQUIPMENT	67
CONTROL COMPARTMENT EQUIPMENT.....	77
RADIATOR FANS AND EQUIPMENT BLOWERS.....	80
DIESEL ENGINE CONTROL GOVERNOR.....	82
MISCELLANEOUS EQUIPMENT.....	88
GAGES AND MEASURING DEVICES	88
PRESSURE AND TEMPERATURE GAGES.....	88
OTHER GAGES.....	88
DRAINING COOLING WATER SYSTEM.....	94
ALARMS, SAFEGUARDS, POWER DERATIONS	
AND SHUTDOWNS	
BARRING-OVER SWITCH.....	95
CRANKCASE OVERPRESSURE SWITCH.....	95
EMERGENCY SANDING.....	95
ENGINE AIR FILTER PRESSURE SWITCH.....	98
ENGINE AIR FILTER SERVICE INDICATOR.....	98
GROUND CUT OUT SWITCHES.....	98

CONTENTS

	Page
MOTOR CUT-OUT SWITCHES	100
OIL AND WATER TEMPERATURE AND PRESSURE	102
OVERSPEED - ENGINE SHUTDOWN	103
OVERSPEED - LOCOMOTIVE	103
PCS SWITCH OPERATION	104
POWER LIMIT SWITCH	104
SAFETY CONTROL FOOT PEDAL	105
WHEELSLIP	105
PREPARATION FOR OPERATION	
BEFORE BOARDING LOCOMOTIVE	107
AFTER BOARDING LOCOMOTIVE	107
STARTING ENGINE	109
BEFORE MOVING LOCOMOTIVE	111
FASTER AIR PUMPING	112
COLD WEATHER STARTING WARM UP	112
OPERATING PROCEDURES	
MOVING A TRAIN	113
STOPPING A TRAIN	113
REVERSING LOCOMOTIVE	114
PASSING THROUGH WATER	114
PASSING OVER RAILROAD CROSSINGS	114
STOPPING ENGINE	115
BEFORE LEAVING LOCOMOTIVE	115
SAFETY CONTROLS	116
DYNAMIC BRAKE OPERATION	
APPLYING DYNAMIC BRAKES	118
USE OF AIR BRAKES DURING DYNAMIC BRAKING	119
RELEASE OF DYNAMIC BRAKING	120
MULTIPLE-UNIT OPERATION	
OPERATING AS A LEADING UNIT	121
OPERATING AS A TRAILING UNIT	122
CHANGING OPERATING ENDS	123
TO OPERATE WITH OTHER TYPES OF UNITS	124
BRAKE PIPE LEAKAGE TEST	125
DEAD HEADING (DEAD-IN-TRAIN)	125

LOCATION OF APPARATUS

GEL-8710

FIG. 1, E-32782

JN	REF.	DESCRIPTION
1. C32 (FOL. 12)	21	CONTROL COMPARTMENT NO. 1
1.17 (DL 16)	22	CONTROL COMPARTMENT NO. 2
	23	CONTROL COMPARTMENT NO. 3
	24	CONTROL COMPARTMENT NO. 4
ALTERNATOR	25	CONTROL COMPARTMENT NO. 7
F BLOWER BOX	26	CONTROL COMPARTMENT NO. 8
BLOWER	27	CONTROL COMPARTMENT NO. 9
ESSOR	28	FUEL FILLER
FAN	29	TOILET
AM	30	HEATER AND DEFROSTER
1. B39, C39 (2 FANS)	31	SIDE STRIP HEATER
FELER	32	CONTROL CONSOLE
FILTER COMP.	33	ENGINE CONTROL PANEL
TER TANK	34	SITTING SEAT
COOLER	35	AIR DUCT (TRACTION MOTOR BLOWER)
LEH	36	AIR DUCT (ALTERNATOR BLOWER)
	37	AIR BRAKE VALVES
	38	REFRIGERATOR OR COOLER
SLAKING BOX	39	FUEL GAGE
R	40	RETENTION TANK
NO. BOX	41	EMERGENCY BRAKE VALVE
LIERS	42	FUEL TANK
OX	43	ENGINE START STATION

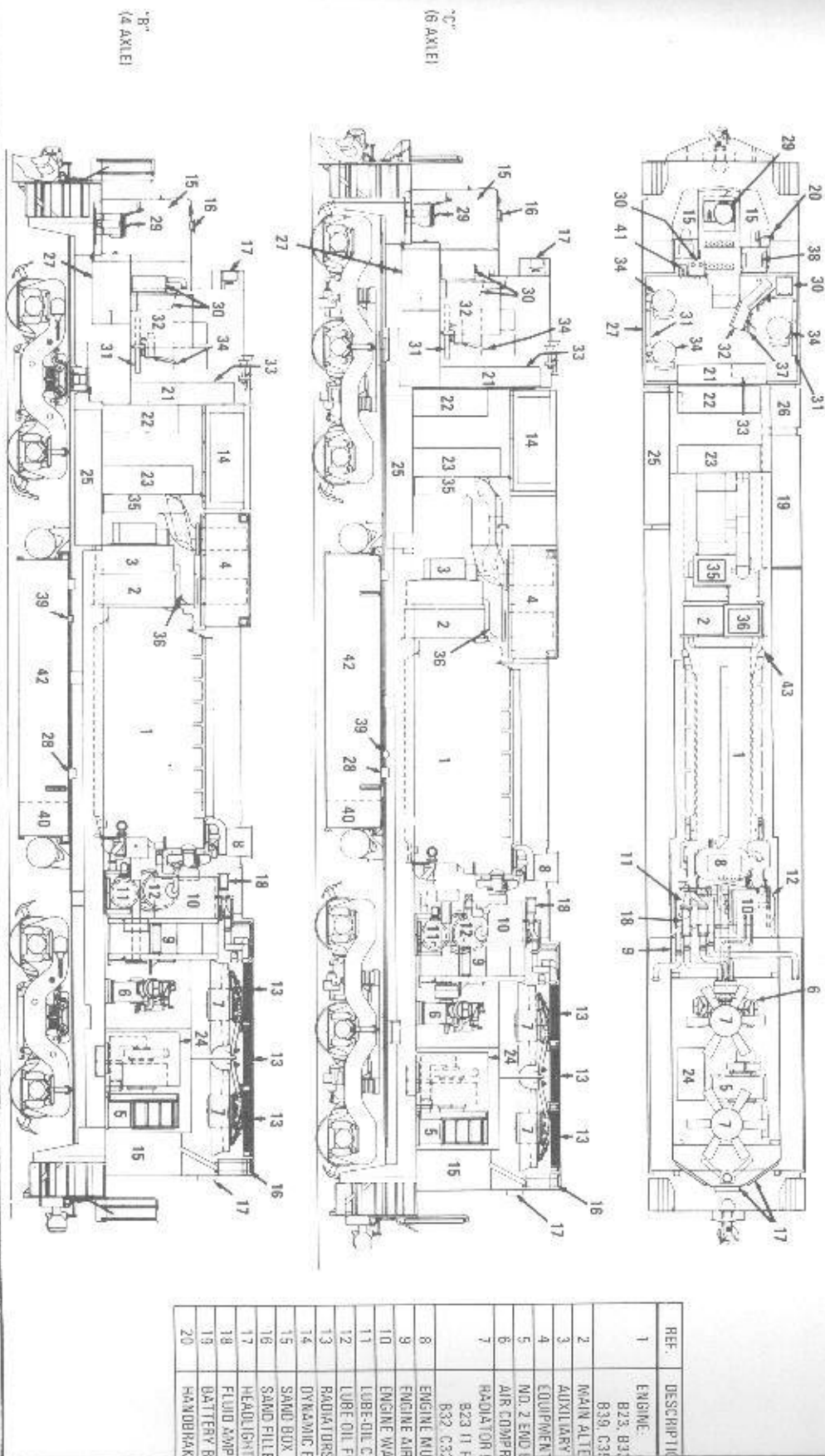


FIG. 1. LOCATION OF EQUIPMENT - NEW SERIES-8 LOCOMOTIVES.

LOCATION OF APPARATUS

GEL 6710

DESCRIPTION	REF.	DESCRIPTION
ENGINE	21	CONTROL COMPARTMENT NO. 1
B23, B32, C32 (7FOL 12)	22	CONTROL COMPARTMENT NO. 2
B38, C39 (7FOL 16)	23	CONTROL COMPARTMENT NO. 3
AIR ALTERNATOR	24	CONTROL COMPARTMENT NO. 4
EXHAUST ALTERNATOR	25	CONTROL COMPARTMENT NO. 7
UPPER BLOWER BOX	26	CONTROL COMPARTMENT NO. 8
1, 2 END BLOWER	27	CONTROL COMPARTMENT NO. 9
R COMPRESSOR	28	FUEL FILLER
ADAPTOR PAN:	29	TOILET
B23 (1 FAN)	30	HEATER AND DEFROSTER
B32, C32, B38, C39 (2 FANS)	31	SIDE STRIP HEATER
ENGINE W/ FILTER	32	CONTROL CONSOLE
ENGINE AIR FILTER COMPT	33	ENGINE CONTROL PANEL
ENGINE WATER TANK	34	SLIDING SEAT
BE OIL COOLER	35	AIR DUCT (TRACTION MOTOR BLOWER)
BE OIL FILTER	36	AIR DUCT (ALTERNATOR BLOWER)
ADAPTOR	37	AIR BRAKE VALVES
HYDRAULIC BRAKING BOX	38	REFRIGERATOR OR COOLER
AND BOX	39	FUEL GAGE
AND FILTER	40	RETENTION TANK
HEADLIGHT NO. BOX	41	EMERGENCY BRAKE VALVE
FLUID AMPLIFIERS	42	FUEL TANK
BATTERY BOX	43	ENGINE START STATION
AIR BRAKE		

	B23-8	B32-8	C32-8	B39-8	C39-8
Operating Cab and Controls	General Purpose	General Purpose	General Purpose	General Purpose	General Purpose
Wheel Arrangement	B-B 0-4-4-0	B-B 0-4-4-0	C-C 0-6-6-0	B-B 0-4-4-0	C-C 0-6-6-0
Engine Data					
Horsepower - Traction	2300	3150	3150	3900	3900
Number of Cylinders	12	12	12	16	16
Model	GE FDL12	GE FDL12	GE FDL12	GE FDL16	GE FDL16
Bore and Stroke (in.)	9 x 10-1/2	9 x 10-1/2	9 x 10-1/2	9 x 10-1/2	9 x 10-1/2
RPM (max.)	1050	1050	1050	1050	1050
Compression Ratio	12.7:1	12.7:1	12.7:1	12.7:1	12.7:1
Cycle	4	4	4	4	4
Turbocharged	Yes	Yes	Yes	Yes	Yes
Engine Cooling Fan	1	2	2	2	2
Engine Cooling Fan Drive	A-C Motor	A-C Motor	A-C Motor	A-C Motor	A-C Motor
Traction Equipment					
Main Generator	GMG 186	GMG 186	GMG 187	GMG 186	GMG 187
Traction Motor	4-GE752	4-GE752	6-GE752	4-GE752	6-GE752
Traction Motor Blowers	2	2	2	2	2
Blower Drive	A-C Motor	A-C Motor	A-C Motor	A-C Motor	A-C Motor
Air Brake Schedule	26L	26L	26L	26L	26L
Major Dimensions					
Length	63 ft., 7 in.	63 ft., 7 in.	67 ft., 11 in.	66 ft., 4 in.	70 ft., 8 in.
Height	14 ft., 11-1/2 in.	14 ft., 11-1/2 in.	15 ft., 4-1/2 in.	14 ft., 11-1/2 in.	15 ft., 4-1/2 in.
Width	10 ft., 1-3/4 in.	10 ft., 1-3/4 in.	10 ft., 1-3/4 in.	10 ft., 1-3/4 in.	10 ft., 1-3/4 in.
Booster Centers	36 ft., 7 in.	36 ft., 7 in.	40 ft., 7 in.	39 ft., 4 in.	43 ft., 4 in.
Track Wheel Base	9 ft., 0 in.	9 ft., 0 in.	13 ft., 7 in.	9 ft., 0 in.	13 ft., 7 in.
Minimum Track Curvature (rail and deg. ft.)					
For Single Unit	130 ft./39°	150 ft./39°	273 ft./21°	150 ft./39°	273 ft./21°
For MU	195 ft./29°	195 ft./29°	273 ft./21°	195 ft./29°	273 ft./21°
Driving Wheel Diameter (in.)	40	40	40	40	40

GENERAL DATA

	B23-8	B32-8	C32-8	B39-8	C39-8
Weight					
Per Axle (pounds)					
minimum and maximum	63,575/70,000	63,725/70,000	57,712/70,000	68,500/70,000	60,850/70,000
Total (pounds minimum and maximum)	254,300/280,000	262,900/280,000	346,300/420,000	274,000/280,000	365,100/420,000
Tractive Effort (pounds)					
Starting at 25% Adhesion					
for Minimum and Maximum Weight	63,575/70,000	65,725/70,000	86,575/105,000	68,500/70,000	71,275/105,000
Cont. Tractive Effort and Speed (mph):					
For Smaller Pinion (83/20)	71,890 @ 9.2	70,140 @ 13.9	108,360 @ 8.2	68,100 @ 18.3	106,790 @ 10.9
For Larger Pinion (81/22)	63,780 @ 10.4	62,230 @ 15.7	-	60,420 @ 20.6	-
Gear Ratio and Max. Speed (mph)					
Smaller Pinion	83/20 - 70	83/20 - 70	83/20 - 70	83/20 - 70	83/20 - 70
Larger Pinion	81/22 - 79	81/22 - 79	-	81/22 - 79	-
Supplies					
Fuel Tank (gal.)	2150	3150	3900	3150	4500
Coolant (gal.)	350	350	350	410	410
Lube Oil (gal.)	300	300	300	400	400
Sand (cu. ft.)	40	40	40	40	40
Compressor Air					
Maximum Delivery CFM	296	296	296	296	296
Type of Cooling	Air or Water	Air or Water	Air or Water	Air or Water	Air or Water
Drift Gear	NC391	NC391	NC391	NC391	NC391
Air Filtering Devices					
Primary	Vortex Self-Cleaning	Vortex Self-Cleaning	Vortex Self-Cleaning	Vortex Self-Cleaning	Vortex Self-Cleaning
Secondary Engine Air					
Intake	GE Paper	GE Paper	GE Paper	GE Paper	GE Paper
Engine Room Pressurized	Yes	Yes	Yes	Yes	Yes
Main Generator Pressurized	Yes	Yes	Yes	Yes	Yes

GENERAL DATA

GCJ 6710

INTRODUCTION

All of the operating devices, manual and visual, normally used by the operator during locomotive operation are located near the operator's position. Most of these devices are located either on the control console or on the Engine Control panel.

NOTE: *Customer equipment requirements often differ from one railroad to another. Therefore, physical locations and appearance of some devices illustrated in this manual may not agree entirely with the equipment furnished to any particular railroad.*

DEVICES ON CONTROL CONSOLE (Fig. 2)

The following operating devices are located on the control console:

Master Controller

The Master Controller is a Set-Up switch used by the operator to control the locomotive during operation. It is equipped with a Throttle handle, Dynamic Braking handle and Reverse handle.

Reverse Handle

The Reverse handle, the bottom of the three handles, is used to determine the direction of locomotive travel. It has positions REVERSE, OFF and FORWARD. The handle is removable only when the Throttle handle is in IDLE position and Braking handle is in OFF.

Throttle Handle

The Throttle handle is the middle handle. It has a SHUT-DOWN, IDLE and eight major positions or notches for power.

The SHUTDOWN position is located to the right of IDLE and is used in an emergency to shut down all engines of a multiple-unit consist from the operator's position of the controlling unit. Pull out axially on Throttle handle and move the handle to the right to put it into SHUTDOWN.

To increase motoring power, the handle is moved clockwise toward the operator.

Braking Handle (Dynamic Braking)

The Braking handle is above the Throttle handle and has OFF and SET-UP positions and a notches BRAKING sector.

In the OFF position, nearest the operator, dynamic braking is shut off. The SET-UP position establishes dynamic braking circuits. Movement beyond this position into the BRAKING sector (counterclockwise away from the operator) increases braking effort.

Interlocking Between Handles

Interlocking between the handles of the Master Controller is provided as follows:

1. The Reverse handle must be inserted before the Throttle handle can be moved out of IDLE position for power or emergency shutdown.

OPERATING CONTROLS

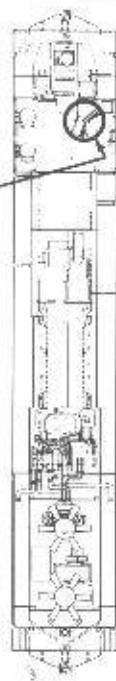


FIG. 2, E-32783

FIG. 2. OPERATOR'S CONTROL CONSOLE.

OPERATING CONTROLS

GEJ-6710

REF.	DESCRIPTION
1	MASTER CONTROLLER
2	LOAD AMMETER
3	ENGINE RUN BREAKER
4	GENERATOR FIELD CIRCUIT BREAKER
5	CONTROL CIRCUIT BREAKER
6	POWER LIMIT SWITCH
7	DYNAMIC BRAKING CONTROL CIRCUIT BREAKER
8	GAGE LIGHT DIMMER KNOB (ON SIDE OF CONSOLE)
9	FRONT HEADLIGHT SWITCH
10	TRAINLINE GROUND RESET BUTTON
11	CALL BUTTON
12	REAR HEADLIGHT SWITCH
13	HUMP CONTROL (OPTIONAL)
14	STEP LIGHT SWITCH
15	GAGE LIGHTS SWITCH
16	WHEELSLIP LIGHT
17	PCS OPEN LIGHT
18	DYNAMIC BRAKE WARNING LIGHT
19	SAND LIGHT
20	LEAD AXLE SAND SWITCH
21	SAND SWITCH
22	BELL VALVE
23	HORN VALVE
24	RADIO LOCATION (OPTIONAL)
25	AIR GAGES
26	BRAKE PIPE FLOW INDICATOR (OPTIONAL)
27	AUTOMATIC BRAKE VALVE HANDLE
28	INDEPENDENT BRAKE VALVE HANDLE
29	BRAKE PIPE CUT OUT PILOT VALVE
30	MUZZA OR DUAL PORTED CUT-OUT COCK
31	BRAKE PIPE REGULATING VALVE
32	SAFETY CONTROL PEDAL (OPTIONAL)
33	SELECT-A-POWER, FUEL SAVER (OPTIONAL)

FIG. 2, E-32783

FIG. 2. OPERATOR'S CONTROL CONSOLE.

OPERATING CONTROLS

2. The Reverse handle can be moved into FORWARD or REVERSE only when the Throttle handle is in IDLE position and the Braking handle is in OFF position.
3. The Reverse handle cannot be moved out of FORWARD or REVERSE position when either the Throttle handle is advanced beyond IDLE or the Braking handle is advanced beyond OFF.
4. The Braking handle must be in OFF position before the Throttle handle can be moved out of IDLE position, except for emergency shutdown.
5. The Throttle handle must be in IDLE and the Reverse handle in FORWARD or REVERSE before the Braking handle can be moved.
6. The Reverse handle can be removed only when the Reverse handle is CENTERED, Braking handle is in OFF and the Throttle handle is in IDLE.

Operation

To manipulate the controller operating handles during locomotive operation, proceed as follows:

Lead or Single-Unit Operation

Operating Handle Set-Up (Reverse handle removed):

1. Braking handle in OFF.
2. Throttle handle in IDLE.

OPERATING CONTROLS

GEJ-6710

CAUTION: Finding the Braking handle away from OFF or the Throttle handle away from IDLE with the Reverse handle removed indicates that interlocking between handles requires repair or adjustment. Do not attempt to operate.

3. Insert the Reverse handle.
4. Set Reverse handle for the desired direction of operation.

Operating in Power Mode:

1. Braking handle remains in OFF
2. Move Reverse handle to desired position
3. Move the Throttle handle to the desired notch.

Operation in Dynamic Brake Mode:

1. Throttle handle returned to IDLE
2. Move the Braking handle to SET-UP; pause, then advance as desired.

Operation as Trail Unit:

1. Braking handle in OFF
2. Throttle handle in IDLE
3. Reverse handle centered and removed.

For Emergency Multiple-Unit Shutdown:

In the controlling unit, pull out axially on the Throttle handle, and move it beyond IDLE to SHUTDOWN.

NOTE: In a Trail unit, the Reverse handle must be inserted to release the Throttle handle before it can be moved to SHUTDOWN.

CONTROL CONSOLE EQUIPMENT**Load Ammeter**

This meter shows the average current going to each of the traction motors. Motoring is shown to the right of 12 o'clock and has two bands. The Green band is in the continuous rating of the motors and the Red band is the short-time rating.

CAUTION: *The control system on this locomotive limits the time in short-time rating to protect the equipment. If other locomotives in the consist do not have this feature, observe the time limit on the meter when in the short-time rating.*

Dynamic Braking is shown to the left of 12 o'clock and has two bands. The Yellow band is the continuous rating of the motors and the Red band is overload. If the meter goes into the Red band, reduce the Braking handle position until the meter goes back into the Yellow band.

CAUTION: *Continued operation in the Red band may cause equipment damage.*

Engine Run Circuit Breaker

The Engine Run breaker controls engine speed. It must be ON to control engine speed of the Lead locomotive and all units of a consist. On Trail units, the breaker is in the OFF position.

Generator Field Circuit Breaker

The Generator Field circuit breaker is ON whenever the locomotive is powered and operating as a Lead unit. The breaker may be turned off to keep the main generator de-energized when it is necessary to run the engine at speeds higher than 100 L.P.M. On Trail locomotives, it is in the OFF position.

Control Circuit Breaker

The Control breaker must be ON to run the fuel pump, start the engine and provide power to other circuits, including the auxiliaries. In MU operation, this breaker must be ON on the Lead unit only.

Power Limit Switch

NOTE: *This switch may be eliminated as a customer option and may therefore not appear on all locomotives.*

This switch has two positions, NORMAL and NOTCH 7.

When the Leading unit is slipping excessively, the Power Limit switch can be moved to NOTCH 7 to reduce power while the Trailing units are operating at full power. This will reduce the tractive effort on the Leading unit and will usually improve the ability of the locomotive to hold the rail under bad rail conditions.

Also see ALARMS, SAFEGUARDS, POWER DERATIONS AND SHUTDOWNS section of this manual.

NOTE: *Unless directed otherwise by railroad rules, make sure the Power Limit switch is in NORMAL position on ALL units when boarding the train.*

OPERATING CONTROLS

Dynamic Braking Control Breaker

NOTE: *Dynamic Brake is provided as optional equipment.*

The Dynamic Braking Control breaker is used to control the dynamic braking of the locomotive. In MU operation, this breaker must be ON on the Lead unit only to control the dynamic braking of other units in the consist.

Gage Light Dimmer Knob

The dimmer knob is located on the right side of the console. It is used to brighten and dim the console gage lights.

Front Headlight Switch

This switch controls the operation of the front headlight and has four positions: OFF, DIM, MED and BRIGHT.

Trainline Ground Reset Button (Optional)

Resets the Ground Relay on locomotives which are equipped for trainline ground reset. New Series 8 locomotives may transmit the Reset signal, but do not respond to it.

Call Button

The Call button is used to sound the alarm bell in all locomotive units. This button can be used to test the alarm bell when boarding the locomotive.

Rear Headlight Switch

This switch controls the operation of the front headlight and has four positions: OFF, DIM, MED and BRIGHT.

OPERATING CONTROLS

GEJ-6710

Power Reduction (Hump) Control (Optional)

Allows operator to precisely control locomotive power outputs. The Hump Control toggle switch has three positions: OFF, LOCAL and TRAINLINE. This toggle switch is set for the desired operation, then the Throttle handle is advanced to the desired notch. The Hump Control potentiometer is then positioned between MIN and MAX to meet horsepower requirement.

Step Light Switch

Turns on all four corner step lights.

Gage Light Switch

Turns on the operator console gage lights.

WHEELSLIP Light

This light, accompanied by an optional buzzer, indicates that the wheels on some locomotives in the consist are slipping. This is a trainlined indication.

PCS OPEN Light

Indicates a Penalty or Emergency air brake application has occurred and power has been limited or removed.

DYNAMIC BRAKE WARNING Light

This light, accompanied by an optional buzzer, indicates that a locomotive in the consist is experiencing excessive dynamic braking current. Reduce the Braking handle position until this light goes out.

SAND Light

Indicates that sanding is taking place either manually or as a result of wheelslip. During a wheelslip, sanding and the SAND light will automatically turn on, then off.

Lead Axle Sand Switch

Sand will be applied to rail in front of the leading axle, depending on locomotive direction.

Sand Switch

Sand will be applied to the rail in front of the leading axle of each truck when locomotive speed is less than 7 mph. Above 7 mph, manual sanding is not available. Lead axle sand will still function normally.

Bell Valve

Pull the valve handle forward to sound the bell. Push it in to shut off.

An option provides both the bell and horn to be sounded when the valve is operated.

Horn Valve

Pull the valve handle forward to sound the horn.

Radio Location

This location is provided for the radio. Operation of the radio should be in accordance with railroad operating rules and procedures.

Air Gages

See AIR BRAKE EQUIPMENT section of this manual.

Brake Pipe Flow Indicator

See AIR BRAKE EQUIPMENT section of this manual.

Automatic Brake Valve Handle

See AIR BRAKE EQUIPMENT section of this manual.

Independent Brake Valve Handle

See AIR BRAKE EQUIPMENT section of this manual.

Brake Pipe Cut-Out Pilot Valve

See AIR BRAKE EQUIPMENT section of this manual.

MU2A or Dual Ported Cut-Out Cock

See AIR BRAKE EQUIPMENT section of this manual.

Brake Pipe Regulating Valve

See AIR BRAKE EQUIPMENT section of this manual.

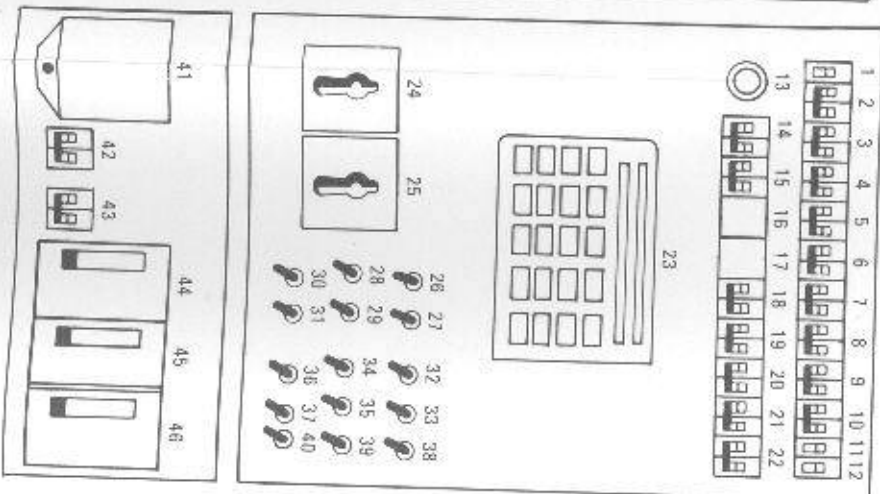
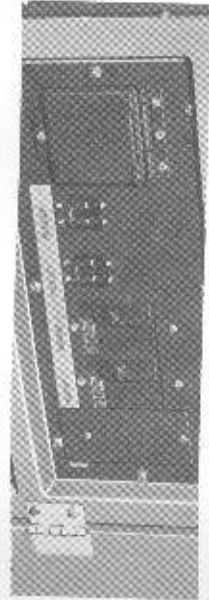
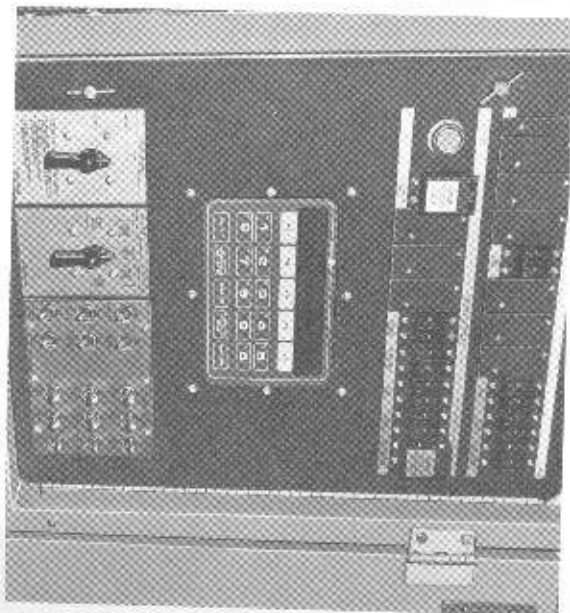
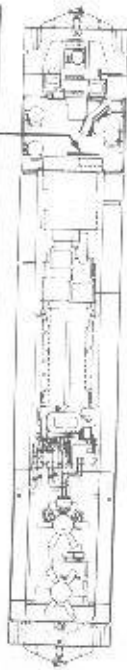
Safety Control Foot Pedal

See Safety Control Foot Pedal section of this manual.

ENGINE CONTROL PANEL (Fig. 3)

The Engine Control (EC) panel is located on the rear wall of the operator's cab, Fig. 3. Mounted on this panel are various switches, circuit breakers and operating devices used during locomotive operation.

OPERATING CONTROLS



HEF	DESCRIPTION	HEF	DESCRIPTION
1	PAGE SETTER CIRCUIT BREAKER (OPTIONAL)	24	ENGINE CONTROL
2	WINDOW HEATER CIRCUIT BREAKER (OPTIONAL)	25	MU/HEADLIGHTS
3	OVERSPEED CIRCUIT BREAKER (OPTIONAL)	26	CRUISEWALK LIGHT
4	LOCOTROL CIRCUIT BREAKER (OPTIONAL)	27	CONTROL COMPARE
5	CAB SIGNAL CIRCUIT BREAKER (OPTIONAL)	28	FRONT NUMBER 1
6	ALERTNESS EQUIPMENT CIRCUIT BREAKER (OPTIONAL)	29	REAR NUMBER 1
7	WARNING LIGHT CIRCUIT BREAKER (OPTIONAL)	30	FRONT CLASS LIGHT
8	OSCILLATING LIGHT CIRCUIT BREAKER (OPTIONAL)	31	REAR CLASS LIGHT
9	RADIO CIRCUIT BREAKER	32	NUMBER 1 MOTOR
10	WATER COOLER CIRCUIT BREAKER	33	NUMBER 2 MOTOR
11	FRONT HEADLIGHT CIRCUIT BREAKER	34	NUMBER 3 MOTOR
12	REAR HEADLIGHT CIRCUIT BREAKER	35	NUMBER 4 MOTOR
13	ENGINE STOP BUTTON	36	NUMBER 5 MOTOR
14	AUTOMATIC WATER DRAIN CIRCUIT BREAKER (OPTIONAL)	37	NUMBER 6 MOTOR
15	TOILET TANK HEATER CIRCUIT BREAKER (OPTIONAL)	38	SPEED SENSOR CUT
16	SPARE	39	LOCKED AXLE CUT
17	SPARE	40	DYNAMIC BRAKE CUT
18	RUNNING LIGHTS CIRCUIT BREAKER (ALL LIGHTS EXCEPT HEADLIGHTS)	41	BATTERY CHARGE R
19	COMPRESSOR CLUTCH CIRCUIT BREAKER	42	ENGINE'S WALL H
20	FUEL PUMP CIRCUIT BREAKER	43	HELPER'S WALL H
21	LOCAL CONTROL CIRCUIT BREAKER	44	CAB HEATER CIRCUIT
22	BATTERY CHARGE AND COMPUTER CIRCUIT BREAKER	45	CAB HEATER CIRCUIT
23	DIAGNOSTIC DISPLAY PANEL (DDU)	46	AIR CONDITIONER C

FIG. 3. ENGINE CONTROL (EC) PANEL.

DESCRIPTION
ENGINE CONTROL SWITCH
HEADLIGHT SET UP SWITCH
REARWALK LIGHT SWITCH
CONTROL COMPARTMENT LIGHT SWITCH
WATER NUMBER LIGHT SWITCH
WATER CLASS LIGHT SWITCH
WATER CLASS LIGHT SWITCH
WATER 1 MOTOR CUT-OUT
WATER 2 MOTOR CUT-OUT
WATER 3 MOTOR CUT-OUT
WATER 4 MOTOR CUT-OUT
WATER 5 MOTOR CUT-OUT (6 AXLE LOCOMOTIVE ONLY)
WATER 6 MOTOR CUT-OUT (6 AXLE LOCOMOTIVE ONLY)
FEED SENSOR CUT-OUT SWITCH
CHILL AXLE CUT-OUT SWITCH
WATER BRAKE CUT-OUT SWITCH (OPTIONAL)
ATTERY CHARGE RECEPTACLE (OPTIONAL)
ENGINEER'S WALL HEATER CIRCUIT BREAKER
ENGINEER'S WALL HEATER CIRCUIT BREAKER
WATER HEATER CIRCUIT BREAKER ENGINEER'S POSITION
WATER HEATER CIRCUIT BREAKER HELPER'S POSITION
WATER CONDITIONER CIRCUIT BREAKER (OPTIONAL)

FIG. 3, E-32784

OPERATING CONTROLS

GEJ 6710

Top Row of Circuit Breakers

The top row of circuit breakers on the EC panel are used for optional equipment or equipment that can be turned OFF when the unit is operating as a Trail unit. From left to right the circuit breakers and their functions are listed. Absence of one of these circuit breakers indicates that the locomotive is not equipped with that option.

- Face Setter (optional)
- Window Heater (optional)
- Overspeed (optional)
- Locotrol (optional)
- Cab Signal (optional)
- Alertness Equipment (optional)
- Warning Light (optional)
- Oscillating Light (optional)
- Radio (breaker is standard, equipment is optional)
- Water Cooler (breaker is standard, equipment is optional)
- Front Headlight
- Rear Headlight

Second Row of Circuit Breakers

The circuit breakers in the second row of circuit breakers are used for both standard and optional equipment, all of which MUST BE LEFT ON whenever the unit is operating as a Lead or Trail unit. From left to right the circuit breakers and their functions are listed:

OPERATING CONTROLS

- Automatic Water Drain (optional)
- Toilet Tank Heater (optional)
- Spare
- Spare
- Running Lights (all lights except headlights)
- Compressor Clutch

NOTE: *Some locomotives are not equipped with an air compressor drive clutch.*

- Fuel Pump
- Local Control
- Battery Charge and Computer

Additional equipment on the Engine Control panel is discussed below:

Engine Stop Button.

To shut down the engine, press the Engine Stop button.

Diagnostic Display Panel (DID)

See DIAGNOSTIC DISPLAY PANEL section of this manual.

Engine Control Switch

The Engine Control (EC) switch has four positions:

1. **START** - The Engine Start switch, see Engine Start Station, is effective only when the EC switch is in **START**. When the engine is running and the EC switch is in **START** position, engine speed is held at **IDLE** and power cannot be applied to the locomotive. The power plant is said to be "off the line." The alarm bell will not ring if the engine shuts down.

OPERATING CONTROLS

6CU 6710

2. **ISOLATE** - When the engine is running and the EC switch is in the **ISOLATE** position, the engine speed is held at **IDLE** and power cannot be applied to the locomotive. The message "ISOLATED" will appear on the Diagnostic Display Panel. The alarm bell will sound if a fault occurs that will shut down the engine.

3. **RUN** - When the engine is idling and the locomotive is to be operated, the Engine Control (EC) switch must be moved to the **RUN** position.

NOTE: *If the EC switch is left in the RUN position when the diesel engine is shut down, the alarm bell will sound and a message will appear on the Diagnostic Display Panel.*

4. **JOG** - When the engine is shutdown and the locomotive is to be moved using battery power, the EC switch is moved to the **JOG** position.

NOTE: *JOG is optional equipment.*

MU Headlight Set-Up Switch

The MU Headlight Set-Up switch has five positions. Positioning of this switch is determined by location of the locomotive unit in the consist and whether the front of the locomotive unit is leading or trailing. Switch positions are as follows:

1. **SINGLE OR MIDDLE UNIT** - Place switch in this position on any locomotive unit operated singly or on all units, except the Leading or Trailing unit, when the locomotive consist is made up of more than one unit.

OPERATING CONTROLS

2. **SHORT HOOD LEAD - LEADING UNIT** - Place switch in this position when the Leading unit is operated with the short hood forward.
3. **LONG HOOD LEAD - LEADING UNIT** - Place switch in this position when the Leading unit is operated with the long hood forward.
4. **SHORT HOOD TRAIL - TRAILING UNIT** - Place switch in this position when the final Trailing unit is connected so its short hood trails.
5. **LONG HOOD TRAIL - TRAILING UNIT** - Place switch in this position when the final Trailing locomotive is connected so its long hood trails.

Crosswalk Light Switch

Control Compartment Light Switch

This switch turns on lights in Control Compartments 1, 2, 3, 4 and 7.

Front Number Light Switch

Operates front number lights.

Rear Number Light Switch

Operates rear number lights.

Front Class Light Switch

Operates front class lights.

Rear Class Light Switch

Operates rear class lights.

OPERATING CONTROLS

6UJ 6710

Traction Motor Cut-Out Switches - Pull to Throw

- Number 1 Motor Cut-Out
- Number 2 Motor Cut-Out
- Number 3 Motor Cut-Out
- Number 4 Motor Cut-Out
- Number 5 Motor Cut-Out (six-axle locomotive only)
- Number 6 Motor Cut-Out (six-axle locomotive only).

The Motor Cut-Out switches can be used to cut-out one or more traction motors. At the same time, power output of the locomotive may be reduced. See ALARMS, SAFEGUARDS, POWER DERATIONS AND SHUTDOWNS section of this publication.

CAUTION: It is recommended that these switches be operated only with the Engine Control switch in START or ISOLATE position so the unit is isolated and the Throttle handle in IDLE.

Under emergency conditions, the locomotive may be operated for a short period of time with one or more motors cut-out. Refer to railroad rules for specific details of operation.

Speed Sensor Cut-Out Switch

Cuts out the Speed Sensor signal on all traction motors that are cut-out.

NOTE: Two motor speed sensors must be operating for the unit to load.

NOTE: Speed sensors do not need to be cut-out on cut-out motors. When the Motor Speed Cut-Out switch is in the CUT-OUT position, the speed signals from all speed sensors on motors cut-out are ignored.

OPERATING CONTROLS

Locked Axle Cut-Out Switch

Cuts out the Locked Axle Alarm.

Dynamic Brake Cut-Out Switch (optional)

Battery Charge Receptacle (optional)

Engineer's Wall Heater Circuit Breaker

Helper's Wall Heater Circuit Breaker

Cab Heater Circuit Breaker Engineer's Position

Cab Heater Circuit Breaker Helper's Position

Air Conditioner Circuit Breaker (optional)

OTHER OPERATOR CAB CONTROLS

Battery Switch (Fig. 4)

Located behind door below the Engine Control panel.

Emergency Brake Valve (Fig. 5)

Handle located at the short hood end of the operator cab, between the front cab access door and the nose cab access door. Pulling this handle causes an Emergency brake application and dropping of power.

OPERATING CONTROLS

GLJ 6710

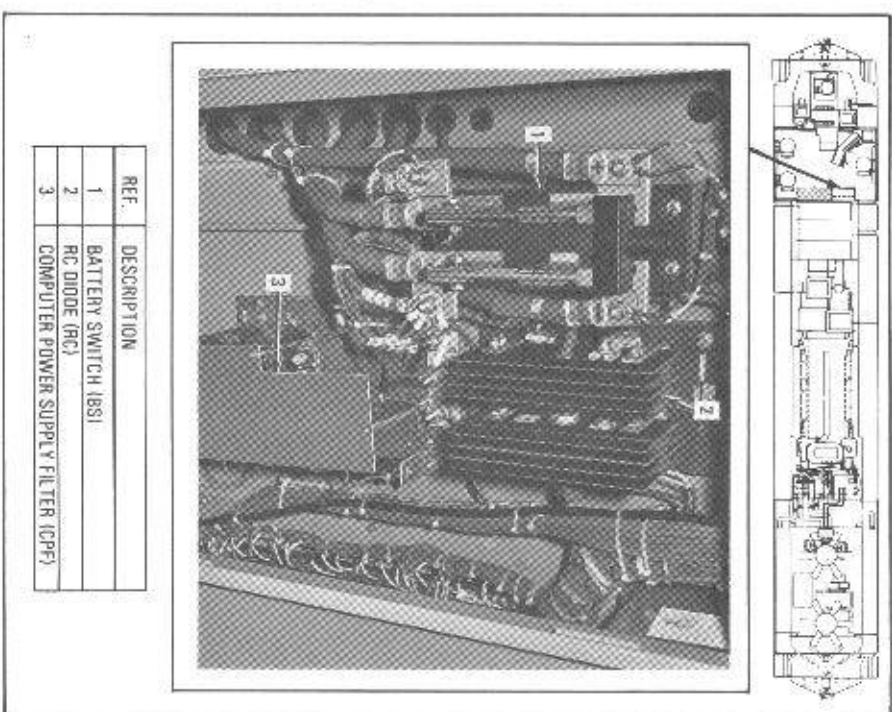
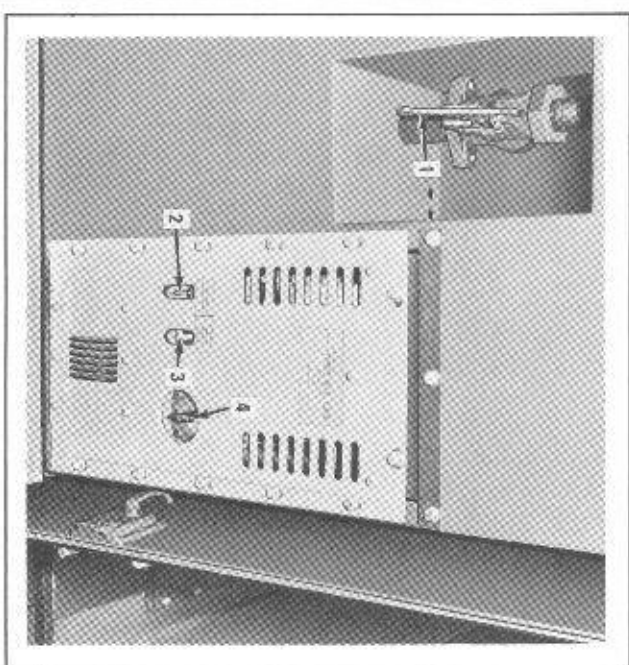
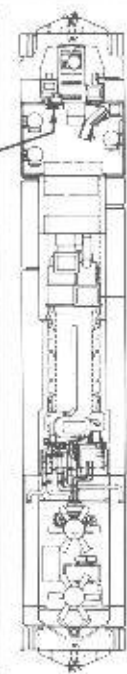


FIG. 4. BATTERY SWITCH COMPARTMENT BENEATH ENGINE CONTROL PANEL.

OPERATING CONTROLS



REF.	DESCRIPTION
1	EMERGENCY BRAKE VALVE
2	CAB HEATER BLOWER SWITCH
3	CAB HEATER CIRCUIT BREAKER
4	CAB HEATER TEMPERATURE SWITCH

FIG. 5. EMERGENCY BRAKE VALVE AND HELPER'S HEATER.

FIG. 5, E-31560

OPERATING CONTROLS

GEJ-6710

Cab Heater/Defroster Controls - Engineer's and Helper's Positions (Figs. 5 and 6)

Cab heat and windshield defrost is regulated by a rotary switch on each heater that is labeled OFF-LO-MED-HI. Position this switch to the desired heat level from that heater. Each heater also has a toggle switch labeled "HIGH SPEED BLOWER SWITCH" which controls the speed of the heater blower. Position these switches to suit heating and defrosting needs as follows:

Toggle	Rotary	Result
OFF	OFF	Unit OFF
ON	OFF	Blower only at HIGH
OFF	LO	Blower at LOW Speed
ON	LO	LOW Heat ON
ON	LO	Blower at HIGH Speed
ON	LO	LOW Heat ON
ON	MED	Blower at HIGH Speed
ON	MED	MED Heat ON
ON	HI	Blower at HIGH Speed
ON	HI	HI Heat ON

The Over Heat circuit breaker located on the front of each heater and the Cab Heater circuit breakers located on the Engine Control panel must be ON for heaters to operate.

CAUTION: To avoid overheating and tripping Heater breakers when Cab Heating System is in use, be sure return air inlet or heat outlets are not restricted.

OPERATING CONTROLS

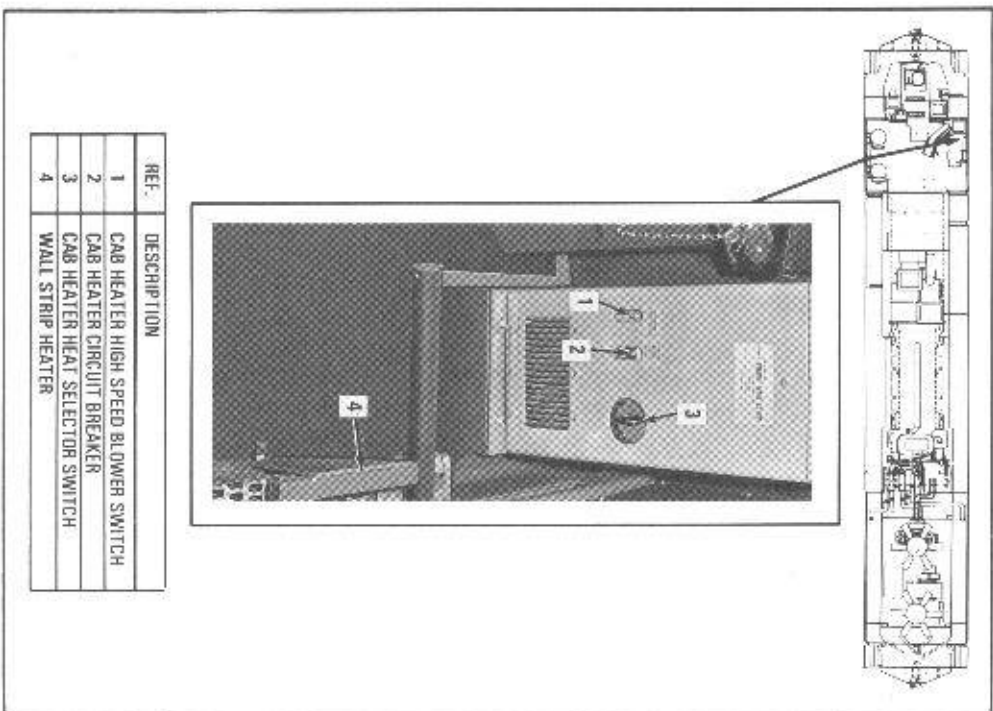


FIG. 6. E-32787 (E-31562 1 OF 3)

OPERATING CONTROLS

GEJ 6710

Windshield Wiper Valves (Fig. 7)

Located above the operator's and helper's positions.

Engineer's and Helper's Dome Lights (Fig. 7)

Located and controlled above the operator's and helper's positions.

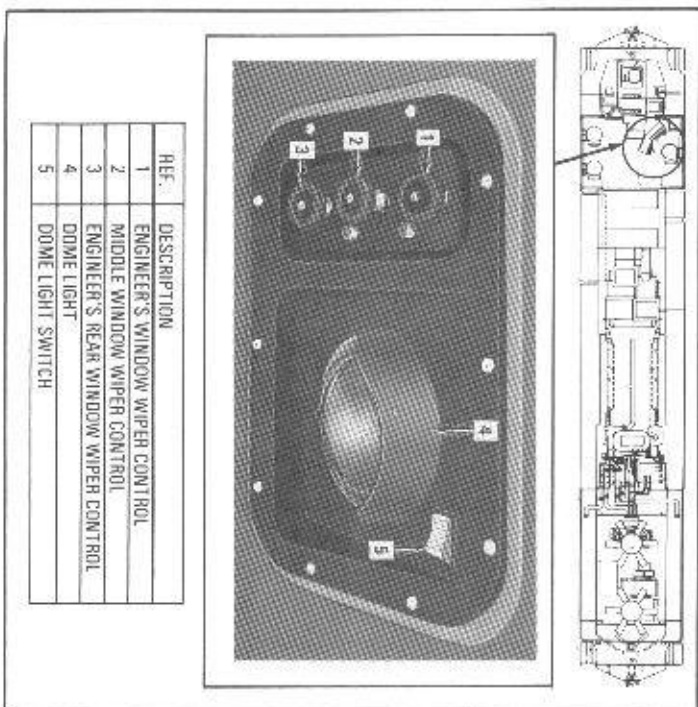


FIG. 7. WINDOW WIPER CONTROLS AND DOME LIGHTS.

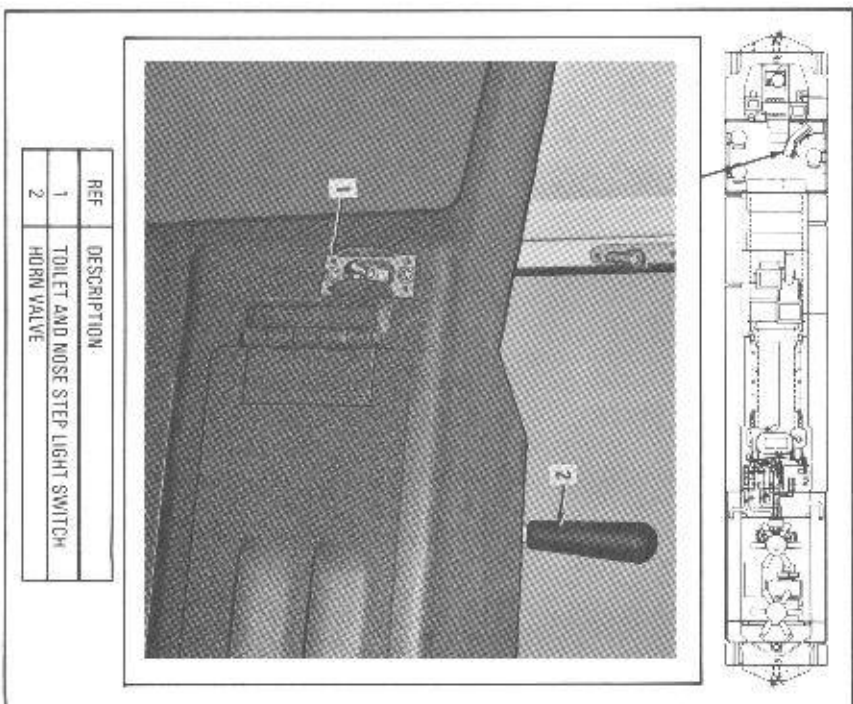


FIG. 8, E-31347

FIG. 8. NOSE CAB LIGHT SWITCH ON BACK OF OPERATOR'S CONSOLE.

Toilet and Nose Step Light Switch (Fig. 8)

Located on the back of the operator's console, this switch turns on the light in the nose cab.

Cab Air Conditioner (Optional)

An ON/OFF toggle switch located on the air conditioner turns the unit on. The Blower Speed switch can be used to run the fan at LOW or HIGH speed. The circuit breakers on the air conditioner and on the Engine Control panel, Fig. 3, must be ON and the battery charger running for the unit to operate.

Fuel Saver (Optional) (Fig. 2)

This feature, if provided, should be used in accordance with railroad procedures. All units in the consist must be so equipped for it to operate.

A group of Red lights indicate the number of units on-line.

To Reduce Power:

1. Press the SUBTRACT POWER button.
2. A Yellow light will be lit to indicate that a change is being made.
3. The Trailing unit at the rear of the locomotive consist will be taken off-line in five seconds. The Yellow light will go out when the command has been executed.
4. Each unit taken off-line will extinguish a Red light.

To Restore Power:

1. Press the ADD POWER button.
2. A Yellow light will be lit to indicate that a change is being made.

OPERATING CONTROLS

3. It will take two seconds to put the unit back on-line. The Yellow light will go out when the command has been completed.
4. Each unit restored on-line will light a Red status light.

DIAGNOSTIC DISPLAY PANEL (DID)

GE-J6710

GENERAL INFORMATION

The locomotive operator and computers utilize the DID panel in several ways:

1. The DID panel informs the operator of the general status of the locomotive's operating condition, its computers and, in some cases, of the display itself through a SUMMARY message.
2. If an abnormal operating condition (called a "FAULT") is detected, the computers will initiate the ALARM mode. In the ALARM mode, the computer uses the DID panel to alert the operator to the FAULT by displaying a description of the FAULT and, in some cases, ringing the alarm bell.
3. The FAULT detected may require that certain operating restrictions be imposed on the locomotive as a means of protecting the locomotive's equipment. The locomotive computers impose the necessary restrictions and inform the operator of those restrictions through the DID panel in the form of SUMMARY messages.
4. The FAULT is recorded in a FAULT "Log" for later review by maintenance personnel.
5. The operator can use the DID panel to review all active FAULTS and their related restrictions (SUMMARY messages). The DID panel also enables the operator to reset FAULTS, and attempt to return the locomotive to normal operation.

THE DISPLAY

The Diagnostic Display (DID) panel has a two-line display window and a key pad, Fig. 9.

DIAGNOSTIC DISPLAY PANEL (DID)

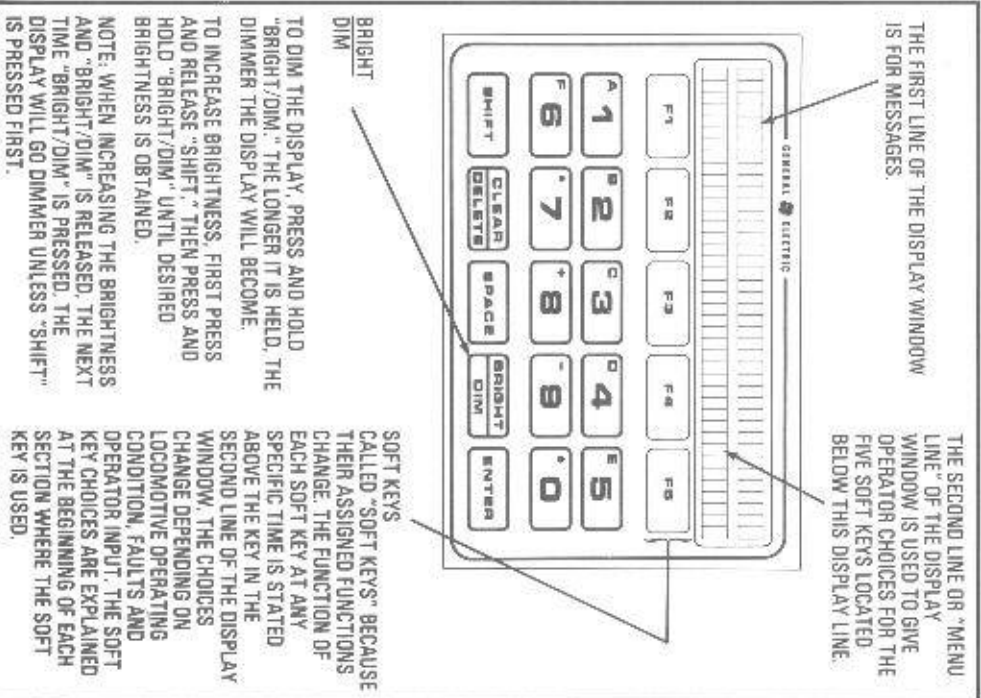


FIG. 9, E-32790

FIG. 9. DIAGNOSTIC DISPLAY PANEL.

DIAGNOSTIC DISPLAY PANEL (DID)

GEJ-6710

Other Keys

Other keys on the key pad are used on specific occasions. They are used primarily for Level 2 maintenance operation.

USING THE DISPLAY

Operation of the locomotive will not be interrupted or degraded and locomotive equipment will not be damaged if a mistake is made while using the DID panel in Level 1. Use of this panel by all responsible persons is encouraged.

MESSAGES AT LOCOMOTIVE START-UP

Certain SUMMARY messages are intended to inform the operator of the condition on the DID panel and the locomotive computers as they are powered-up. Several examples follow:

NOTE: *These are special SUMMARY messages which are not a result of FAULTS. They require no reset and are not stored in the FAULT log.*

DIAGNOSTIC DISPLAY PANEL (DID)

This Display indicates that the power was applied to the system and the DID panel is functioning.

Display	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30

WAIT indicates that the CAB controller is starting to bring the control system "on-line" after power-up.

NOTE: Display of the WAIT message longer than 30 seconds indicates that the CAB controller is not able to bring the control system "on-line" and a problem may exist.

WAIT																															

The READY display indicates all systems are running and the locomotive is READY to function normally.

READY																															

This display indicates that the Engine Control (EC) switch is in the ISOLATED position.

ISOLATED																															

OPERATING MODES IN LEVEL 1

After the locomotive computers have been powered-up and are operating normally, three modes of operation are available in Level 1:

1. READY mode
2. ALARM mode
3. FAULT mode.

READY Mode

READY indicates that all of the locomotive systems are functioning properly, and the locomotive is "ready" to operate at full power. READY can be displayed in one of three ways:

1. READY, appearing alone indicates that there have been no FAULTS detected, or reset.
2. "READY-Work Report Stored" indicates a FAULT has occurred, it has been reset, and all operating restrictions imposed by the FAULT have been removed.
3. Some FAULTS do not impose operating restrictions on the locomotive. When this type of FAULT occurs, "READY - Fault Message Stored" will be displayed.

NOTE: As can be seen on the SUMMARY message list, Pages 50 and 51, these READY messages are the three lowest priority messages. They cannot be displayed if higher priority SUMMARY messages (operating restrictions) exist.

ALARM Mode

The computers check locomotive operation on a continuing basis. If an abnormal condition (FAULT) is detected, the ALARM mode may be initiated by the locomotive computers.

NOTE: *If the computer initiates the ALARM mode, when the DDP panel is operating in any other mode, it will interrupt that mode to display the ALARM. When the ALARM mode is completed, the display will return to its previous operating mode.*

When the ALARM mode is initiated, a description of the problem will be given on the first line of the display in the form of a FAULT MESSAGE, the word "Silence" will appear on the second line of the display and, in most cases, an alarm bell will sound.

NOTE: *When any unit in the locomotive consist initiates an ALARM, the alarm bell on all locomotives will ring. All New Series-8 locomotives in the consist are notified of the ALARM through the SUMMARY message, "Alarm from Other Unit." If the initiating unit is a New Series-8 locomotive, a message describing the FAULT and "Silence" will appear on the Display Panel as described above. Pressing "Silence" on the initiating unit will quiet the ALARM on all train-lined units. The bell can only be silenced from the initiating unit therefore, "Silence" does not appear on any other units in the consist. See "Silence" soft key.*

"Silence" Soft Key

"Silence" is the only soft key that appears in the ALARM mode. It does not appear in any other mode of operation.

When "Silence" is pressed OR if 30 seconds pass, the ALARM mode is terminated, the bell will stop ringing, the word "Silence" will disappear. The first line of the display will change from the FAULT message to show the operating restriction which has the greatest effect on the locomotive's ability to operate normally (highest priority SUMMARY message).

NOTE: *A few ALARMS are considered so serious that the bell cannot be silenced. In the cases of ENGINE SHUTDOWN, for example, no "Silence" soft key appears. The EC switch on the SHUTDOWN unit must be turned to the START position to silence the bell.*

FAULT Mode

As mentioned before, as a result of abnormal conditions (FAULTS), it may be necessary to protect the locomotive's equipment, by placing certain operating restrictions on the locomotive.

The FAULT mode of operation allows the operator to return the locomotive to the READY condition unless conditions exist that prohibit READY operation.

The restrictions imposed are displayed in the form of SUMMARY messages. In resetting FAULTS it is important to know the following about SUMMARY messages:

1. If a FAULT is reset, the operating restrictions imposed by it are removed and the related SUMMARY messages are no longer displayed.
2. Several FAULTS may impose the same operating restrictions and will therefore, result in the same SUMMARY message.

DIAGNOSTIC DISPLAY PANEL (DID)

NOTE: A SUMMARY message will only be displayed once (by priority) regardless of the number of active FAULTS which generate the same message.

3. A FAULT may result in more than one SUMMARY message.
4. Under normal operating conditions, the highest priority SUMMARY message will be displayed. Highest priority being those conditions which have the greatest effect on the locomotive's ability to operate normally.
5. A list of SUMMARY messages by priority appears on Pages 50 and 51.

FAULT Mode Soft Keys

The following soft keys can be used by the operator to view SUMMARY and FAULT messages, to begin and to complete the reset procedure, and to determine the time a specific FAULT occurred.

Soft Key Label	Explanation
Exit	Takes the DID panel out of the current operating mode.
Reset?	This soft key asks the operator, "Do you want to Reset?" (a FAULT). It can only appear when there are Active FAULTS.
	Resetting a FAULT which has imposed operating restrictions is the only way to return the locomotive to the READY condition.

DIAGNOSTIC DISPLAY PANEL (DID)

GEJ 6710

Soft Key Label

Explanation

Reset? (Cont'd.)

Resetting a FAULT requires two steps: Pressing "Reset?" initiates the reset procedure. When "Reset?" is pressed, the most recent FAULT will be displayed with the choice of resetting that FAULT or looking at other FAULTS which have not been reset ("Active" FAULTS).

NOTE: "Reset" (without the question mark) must be pressed to complete the reset procedure.

Reset

Pressing this key completes the reset procedure. Pressing "Reset" tells the computer this FAULT has been corrected, remove all operating restrictions imposed by it and, if there are no other Active FAULTS, return the locomotive to normal operation. When all Active FAULTS have been reset, the message "READY - Work Report Stored" will be displayed. If other Active FAULTS remain, the highest priority SUMMARY message will be displayed.

NOTE: If a FAULT causes power to be reduced, the unit may not load after the FAULT is reset until the call for power is removed and again requested. This is done by momentarily placing the Engine Control (EC) switch in the ISOLATED position.

DIAGNOSTIC DISPLAY PANEL (DID)

Soft Key
Label

Explanation

Reset
(Cont'd.)

NOTE: If a FAULT is Active (not reset), it will not reoccur. If a FAULT is reset and the problem not corrected, the FAULT will reoccur and the ALARM mode can be re-initiated.

Time

In Level 1, "Time" shows the time a selected FAULT occurred ("Failed"). The FAULT message number displayed will correspond with the FAULT message text previously shown with the same number. The Time "Fixed" will be displayed as "0.00 HRS."

NOTE: The time, shown in decimal hours, is nominally "elapsed time" from the locomotive's in-service date. The timer will stop when locomotive battery power to the CAB controller is turned off. It will resume where it stopped upon reapplication of battery power.

Text

This option only occurs after the "Time" soft key has been pressed. Pressing the "Text" soft key will display the corresponding FAULT message code and text. Therefore, by pressing "Text" or "Time," the operator may switch between the FAULT message, "Text" and the "Time" display for that FAULT condition.

DIAGNOSTIC DISPLAY PANEL (DID)

GEJ 6710

Soft Key
Label

Explanation

Older
and
Newer

FAULT messages are displayed in order of most recent first. The "Older" and "Newer" soft keys allow the operator to view "Older" and "Newer" Active FAULT messages respectively.

ShowMore
and
GoBack

SUMMARY messages are displayed in order of highest priority. "ShowMore" and "GoBack" allow the operator to review ALL SUMMARY messages (operating restrictions). Each time "ShowMore" is pressed, the next lower priority SUMMARY message will be displayed. Pressing "GoBack" will display the next higher priority SUMMARY message.

NOTE: The choices "ShowMore" and "GoBack" are given only when there are lower or higher priority SUMMARY messages respectively.

NOTE: If there is no key pad activity for 15 seconds, the display will change to show the highest priority SUMMARY message.

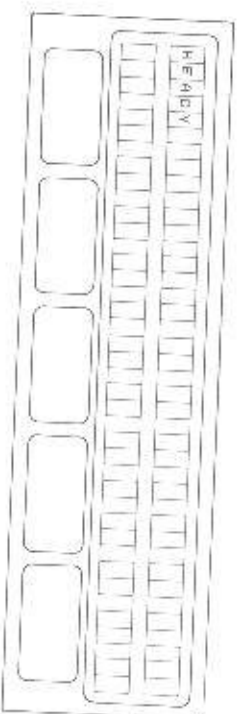
REMEMBER: Only the SUMMARY messages related to a non-reset FAULT can be displayed.

DIAGNOSTIC DISPLAY PANEL (DID)

EXAMPLE - LEVEL 1 OPERATION

NOTE: The following example is intended to demonstrate DID operation, rather than show actual locomotive operating circumstances.

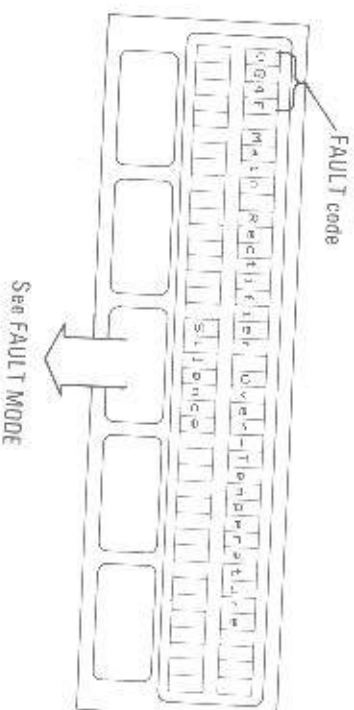
Let us assume, for example, that READY is displayed (the locomotive is in the READY mode).



A hot diode condition in the main rectifiers (a FAULT) is detected and the ALARM mode is initiated.

The display will change to show the FAULT, the word "Silence" will appear, and in this case, the alarm bell will ring.

When "Silence" is pressed OR after 30 seconds pass, the ALARM mode is completed; the bell stops ringing, the word "Silence" disappears and the display changes to show the highest priority SUMMARY message.



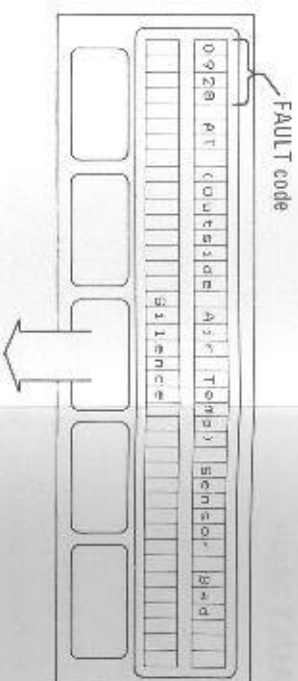
Second Alarm

Next, let us assume that a bad outside air temperature sensor is detected. This FAULT occurred after the hot diode FAULT previously discussed and is therefore, a NEWER FAULT.

The ALARM mode is initiated and the display will change to show the bad temperature sensor FAULT.

NOTE: *This FAULT is not accompanied by a bell but "Silence" will appear.*

The procedure as previously described will be followed, the ALARM mode will be completed and the highest priority SUMMARY message will be displayed.



See FAULT MODE

DIAGNOSTIC DISPLAY PANEL (DDP)

FAULT Mode

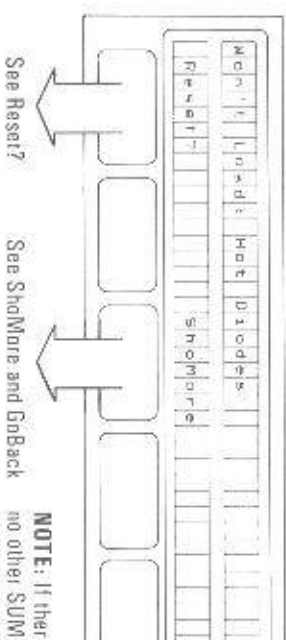
The highest priority SUMMARY message is now displayed. "Won't Load: Hot Diodes" is one of the operating restrictions placed on the locomotive as a result of the hot diode FAULT.

The operator now has two choices:

1. Press "Reset?" which will initiate the reset procedure, or
2. Press "ShoMore" to view all operating restrictions placed on the locomotive.

NOTE: Four SUMMARY messages result from the "084F Main Rectifier Over-Temperature" FAULT. They are (highest to lowest priority):

- "Won't Load: Hot Diodes"
- "Won't Load: Fault Message Stored"
- "Won't Self-Load: Fault Message Stored"
- "No Dynamic Brake: Fault Message Stored."



NOTE: If there are no other SUMMARY messages, "ShoMore" will not appear.

ShoMore and GoBack

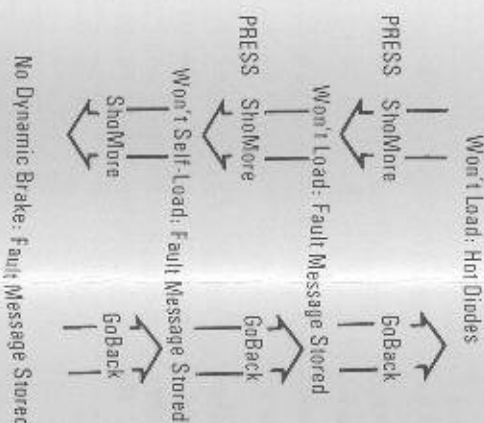
"ShoMore" and "GoBack" allow the operator to review all restrictions placed on the locomotive as a result of Active FAULTS.

Each time "ShoMore" is pressed, the SUMMARY message next lower in priority to the message currently displayed is shown.

Each time "GoBack" is pressed, the SUMMARY message next higher in priority to the message currently displayed is shown.

NOTE: If 15 seconds pass with no key pad activity, the display will change to show the highest priority SUMMARY message.

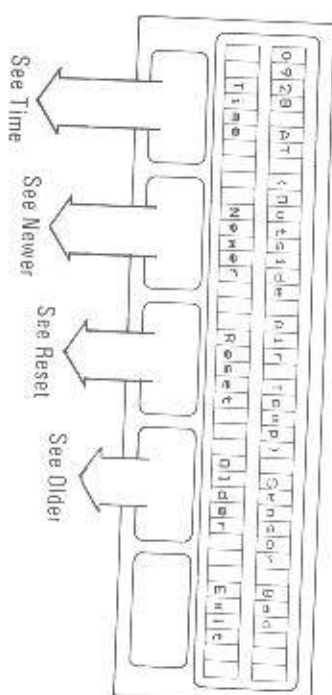
NOTE: If there are no lower priority SUMMARY messages, "ShoMore" will not appear. If there are no higher priority SUMMARY messages, "GoBack" will not appear.



DIAGNOSTIC DISPLAY PANEL (DDP)

Reset?

"Reset?" is the first step in the FAULT reset procedure. When "Reset?" is pressed, the most recent (newest) FAULT message is displayed.



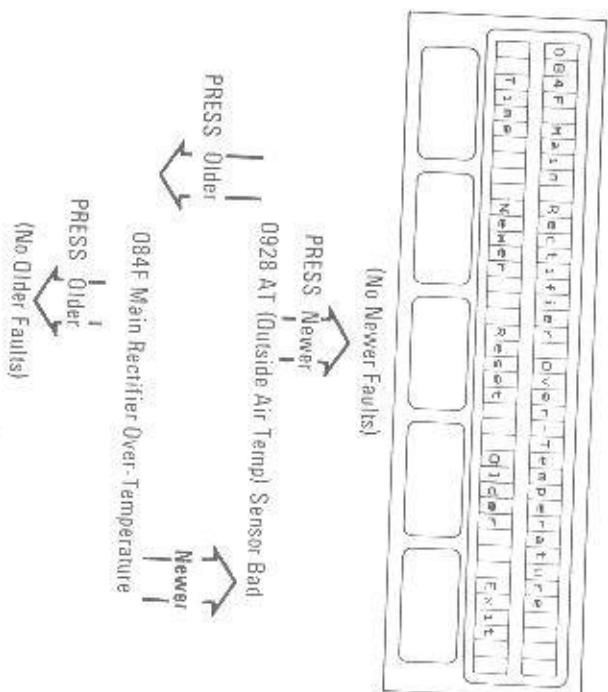
Older or Newer

"Newer" and "Older" allow the operator to look at all Active FAULTS and to select the FAULT to be reset.

Each time "Older" is pressed, the FAULT which occurred previous to the FAULT currently displayed will be shown.

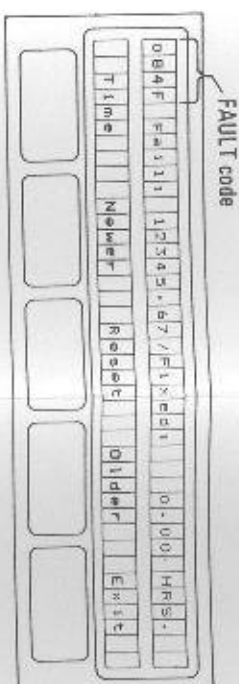
Each time "Newer" is pressed, the FAULT which occurred after the FAULT currently displayed will be shown.

NOTE: If there are no older FAULTS and "Older" is pressed, the message "(No Older Faults)" will appear. If there are no newer FAULTS and "Newer" is pressed, the message "(No Newer Faults)" will appear.



Time

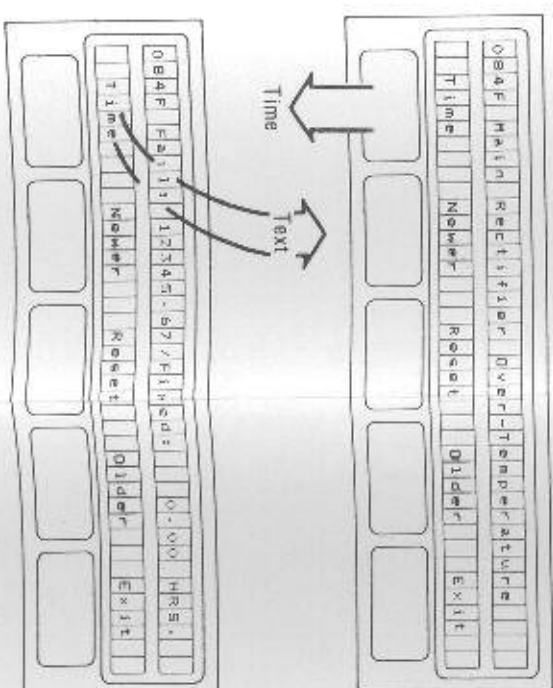
"Time" allows the operator to see the time (elapsed time since locomotive-in-service date) the FAULT occurred. The FAULT code and the time of detection ("Fail") are displayed. Since "Fixed" time is not set until the FAULT is reset, "Fixed" time will always be displayed as 0.00 HRS in Level 1.



Text

"Text" allows the operator to see the description of the FAULT which is currently displayed by the FAULT code and the "Time."

Using "Time" and "Text," the operator can toggle back and forth to see the FAULT message and then the "Time" the FAULT occurred.



NOTES:

DIAGNOSTIC DISPLAY PANEL (DID)

GEJ 8710

Reset

Several things happen when a FAULT is reset:

1. All operating restrictions imposed by the FAULT are removed.
2. If there are other Active FAULTS, the display will show the highest priority SUMMARY message of the remaining Active FAULTS.
3. If there are NO OTHER Active FAULTS, the display will change to show: "READY - Work Report Stored."

NOTE: The SUMMARY message "READY - Work Report Stored" is for the locomotive maintainer. It tells the maintainer that problems have been encountered which should be investigated.

DIAGNOSTIC DISPLAY PANEL (DID)

DIAGNOSTIC DISPLAY PANEL (DID)

6EL-8710

LIST OF SUMMARY MESSAGES

Highest
Priority

WAIT

Won't Load: Locked Axle Detected

Automatic Water Drain Disabled

SHUTDOWN: Low Water Flow

SHUTDOWN: Low Oil Pressure

SHUTDOWN: Low Water Pressure

SHUTDOWN: Crankcase Overpressure

SHUTDOWN: Engine Overspeed

SHUTDOWN: Electrical Control Problem

Won't Crank: Electrical Control Problem

Engine Not Running

Can't Load Now: Too Much Cycling

Can't Charge Batteries Now: BRP Cycling

No Battery Charge: Elect. Control Prob.

No Battery Charge

Won't Battery Jog: Elect. Control Prob.

Can't Battery Jog: BKT in Wrong Position

Can't Self-Load: REV in Wrong Position

Won't Load: Overspeed Governor Problem

Won't Load: Aux. Alternator Field C/O

Won't Load: Side Door Open

Won't Load: Electrical Control Problem

Won't Load: Too Many Speed Sensors C/O

Won't Load: Waiting for Aux. Alternator

Won't Load: Hot Engine

Won't Load: Power Circuit Ground

Won't Load: Power Circuit Problem

Won't Load: Battery Charge Problem

Won't Load: Hot Diodes

Won't Load: MU Error

Won't Load: Fault Message Stored

From
Page 50

Won't Crank: Fault Message Stored

Won't Battery Jog: Fault Message Stored

Won't Self-Load: Fault Message Stored

ISOLATED

Self-Load: AMPS=xxx VOLTS=xxx IIP=xxx

Operating in STANDBY POWER Mode

No Dynamic Brake: Man. Tract. Motor C/O

No Dynamic Brake: Auto. Tract. Motor C/O

No Dynamic Brake: Elect. Control Prob.

No Dynamic Brake: Power Circuit Problem

No Dynamic Brake: Fault Message Stored

Warning: Locked Axle Alarm is Cut Out

Load Limited: PLS in Notch 7

Load Limited: PCS Trip

Load Limited: Low Oil Pressure

Load Limited: Low Water Pressure

Load Limited: Hot Engine

Load Limited: Cold Engine

Load Limited: Dirty Engine Air Filter

Load Limited: Traction Motors Cut Out

Load Limited: Hot Traction Motors

Load Limited: Power Circuit Ground

Load Limited: Electrical Control Problem

May Reduce Load: Radiator Fan Cycling

May Reduce Load: Radiator Fan Problem

Wrong Wheel Dia./Overspeed Calibration

Alarm From Other Unit

Fault Log is Almost Full

READY - Fault Message Stored

READY - Work Report Stored

Lowest
Priority

1985

GENERAL ELECTRIC COMPANY

AIR BRAKE EQUIPMENT

The Schedule 26-L equipment, arranged for single-end, multiple-unit operation, is used on this locomotive. The principal parts are as follows:

AIR BRAKE EQUIPMENT ON THE CONTROL CONSOLE (Fig. 2)

26-C Brake Valve

This valve consists of two pieces: the automatic brake valve and the independent brake valve. The automatic valve regulates brake pipe pressure to control both locomotive and train brakes. The independent valve controls application and release of the locomotive brakes independent of the train brakes. The independent valve also controls the release of the automatic brake on the locomotive or locomotive consist without effecting the Automatic application on the rest of the train.

Automatic Brake Valve Handle (Fig. 10)

The Automatic Brake Valve handle has six positions:

1. **RELEASE (RUNNING)** position - This position charges the brake pipe and air brake equipment to release the automatic air brake on the locomotive and train after an Automatic application. This is accomplished by controlling air flow to the brake pipe as set by the regulating valve (on back of brake stand). The **RELEASE** position is at the extreme left of the quadrant and is the normal position when the automatic brake is not in use.
2. **MINIMUM REDUCTION** position - This position is located to the right of the **RELEASE** position where the Brake Valve handle reaches the first raised portion

FIG. 10, E-8924E

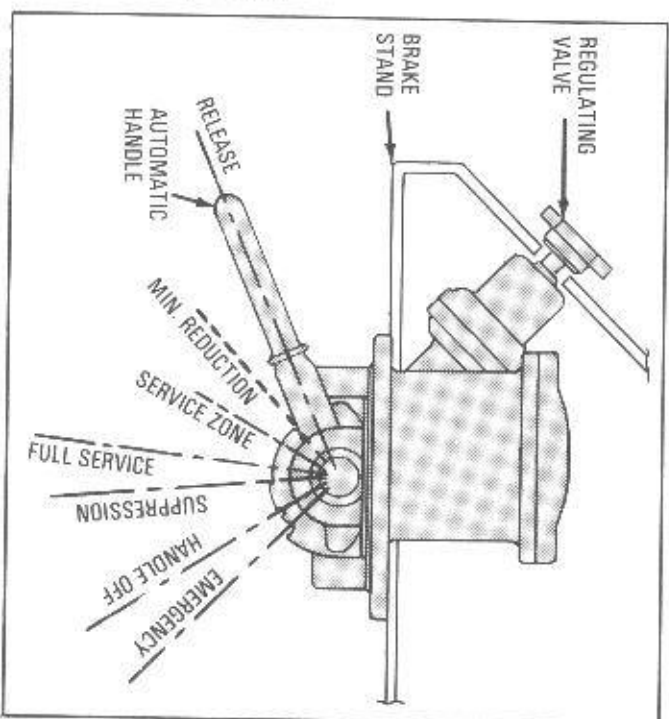


FIG. 10. AUTOMATIC BRAKE VALVE HANDLE POSITIONS.

3. **SERVICE** positions - This sector of the Brake Valve handle movement is to the right of the **MINIMUM REDUCTION** position. Moving the handle from the left to right in this sector gradually increases the degree of brake application. At the extreme right of the sector, a Full Service brake application is obtained.

AIR BRAKE EQUIPMENT

GEJ 6710

4. **SUPPRESSION** position - This position is located with the handle against the second raised position of the quadrant, to the right of the **RELEASE** position. This position provides a Full Service brake application and, in addition, on locomotives equipped with overspeed control and safety control penalty brakes, these applications will be suppressed.

5. **HANDLE-OFF** position - This position is located by the quadrant notch to the right of the **SUPPRESSION** position. The handle is removable in this position. It must be placed in this position and removed on trailing units of a multiple-unit consist or on locomotives being towed "dead-in-train."

6. **EMERGENCY** position - This position is located to the extreme right of the brake valve quadrant. It is used for making a brake valve Emergency brake application.

When an Emergency application has occurred, the Automatic Brake Valve handle must be moved to the **EMERGENCY** position and left in this position until the equalizing reservoir gage hand indicates zero ("0") pressure and the Sand light is out. The Automatic Brake Valve handle then must be moved to the **RELEASE** position to recharge the brake pipe and release the brakes.

Independent Brake Valve Handle

The Independent Brake Valve handle applies and releases the brakes on the locomotive consist or releases, on the locomotive consist only, the Automatic brake application after an Automatic or Emergency application.

The independent brake valve has two positions: **RELEASE** and **FULL APPLICATION**, with the application zone between. The brake valve is of the self-lapping type which automatically maintains brake cylinder pressure when the application pressure reaches a value corresponding to the handle position. An Independent brake application can be released only by movement of the handle toward the **RELEASE** position. An Automatic Service or Emergency application can be released on the locomotive consist by depressing the Independent Brake Valve handle in the **RELEASE** position.

NOTE: *If independent brakes are applied, only minimum dynamic brake can be obtained.*

Brake Pipe Cut-Out Pilot Valve (Fig. 2)

This cock, also known as the "double-heading cock" is located on the front of the automatic brake valve. Push in the handle and turn to position for type of service. The **IN** position is used when the locomotive is operated as a Lead unit. The **OUT** position is used when the locomotive is operated as a Trail unit.

MU2A Valve or Dual Ported Cut-Out Cock (Fig. 2)

This is a two-position valve located on the side of the brake stand. It enables a locomotive equipped with 26-L brakes to be operated in multiple with locomotives having smaller type brake equipment.

The two-position MU2A valve has positions **LEAD/DEAD** and **TRAIL**, and the Dual Ported cut-out cock has positions **IN/OPEN** and **OUT/CLOSED**.

AIR BRAKE EQUIPMENT

1. LEAD/DEAD or IN/OPEN position is used when the locomotive unit is operated singly or when the locomotive unit is the lead unit of a multiple-unit consist. Position is used when locomotive unit is hauled "dead" or used when locomotive unit is the lead unit of a multiple-unit consist.
2. TRAIL or OUT/CLOSED position is used when the locomotive unit is the trailing unit of a multiple-unit consist.

Duplex Air Gages (Fig. 2)

The following duplex (two hands) air gages are located on the operator's console:

Main Reservoir - Equalizing Reservoir - Red hand indicates Main Reservoir (MR) pressure; White hand indicates Equalizing Reservoir (ER) pressure.

Brake Cylinder - Brake Pipe - Red hand indicates Brake Cylinder (BC) pressure; White hand indicates Brake Pipe (BP) pressure.

Brake Pipe Air Flow Indicator (Optional) (Fig. 2)

Air flow in the Brake Pipe is indicated by the indicator. The Red hand is set by the operator as maximum flow. When the flow is greater than that set, a light at the bottom of the indicator will appear.

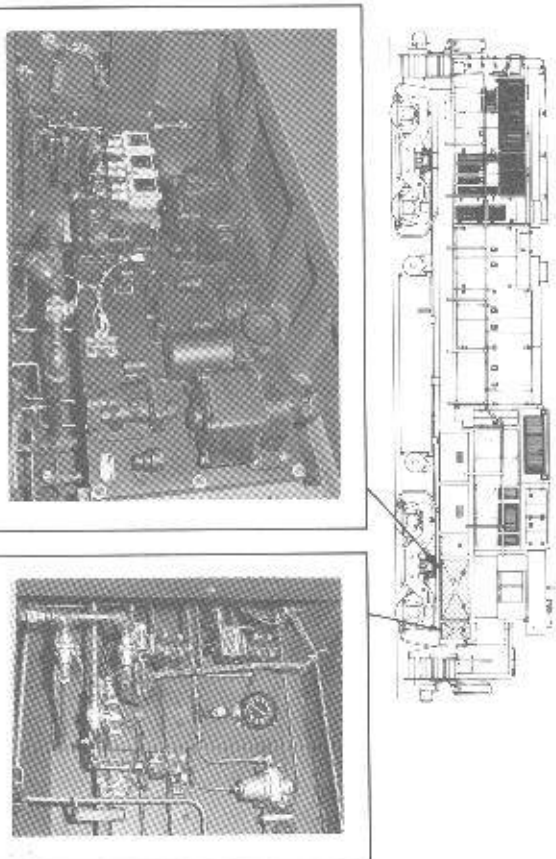
AIR BRAKE EQUIPMENT IN AIR BRAKE COMPARTMENT

See Fig. 11 for location of equipment in the air brake compartment. Presence of equipment will depend on the type of locomotive selected by a railroad. See the Air Piping Diagram for air brake valve locations.

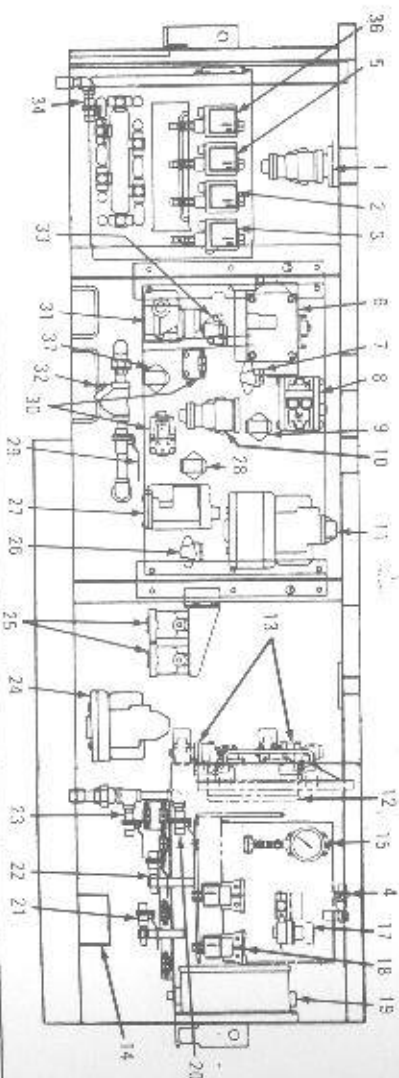
FIG. 11, E-32791 (E-31559)

AIR BRAKE EQUIPMENT

GEI-8710



REF.	DESCRIPTION	REF.	DESCRIPTION
1	DELAYED PENALTY RELAY	20	FRONT TRUCK SAND CUT-OUT COCK
2	(SPS) SAND PRESSURE SWITCH	21	SCMV CUT-OUT COCK
3	(PCS) POWER CONTROL PRESSURE SWITCH	22	OSV CUT-OUT COCK
4	CONTROL AIR CUT-OUT COCK	23	HORN, BELL AND WIPERS CUT-OUT COCK
5	(BSI) INDEPENDENT BRAKE PRESSURE SWITCH	24	JT RELAY
6	26F CONTROL VALVE	25	MD 13 AND MD 20 PIPE FILTERS
7	DEAD ENGINE CHECK VALVE	26	MD 8 PIPE CHECK VALVE OR BLANK PLATE
8	AT CHG. CUT-OFF PILOT VALVE	27	P2A OR BY-PASS PLATE
9	SUPPRESSION DOUBLE CHECK VALVE OR BLK. PLT.	28	MD 16 PIPE DOUBLE CHECK VALVE OR BY-PASS PLATE
10	RESTRICTED EMERGENCY BRAKE CYL. PRESS. RELAY VALVE OR BY-PASS PLATE	29	BP CUT-OUT COCK
11	J RELAY	30	MD 13 AND MD 16 PIPE DYN. BR. MAG. VALVE AND BY-PASS PLATE AND DIODE OR BLANKING PLATE
12	AIR MANIFOLD (PULSE)	31	26F QUICK RELEASE VALVE PORTION
13	F-END SAND CONTROL MAGNET VALVES	32	B.P. FILTER
14	SPEED RECORDER PANEL (SR)	33	DEAD ENGINE CUT-OUT COCK
15	CONTROL AIR GAGE	34	CONT. RES. DR. COCK
16	(OSV) OVERSPEED MAGNET VALVE	35	(OBCD) DYNAMIC BRAKE PRESSURE SWITCH
17	CONTROL AIR REDUCING VALVE	36	DYN. BR. INT. DOUBLE C.V.
18	(SCMV) SPEED CONTROL MAGNET VALVE	37	
19	TRAIN SENTRY		



NOTE: STANDARD LOCATION FOR ALL EQUIPMENT AND OPTIONS ARE SHOWN.

FIG. 11. TYPICAL AIR BRAKE COMPARTMENT EQUIPMENT.

AIR COMPRESSOR SAFETY VALVES (Fig. 12)

This valve is located in the piping to the first main reservoir at the long hood end of the fuel tank. It is set to open at 150 psi. An optional safety valve is located at the air outlet of the air compressor and is set to operate at 175 psi.

CUT-OUT COCKS

At specified inspection or maintenance periods, the following manually operated devices are used:

1. Main Reservoir Cut-Out cock - Located on right side of locomotive near the rear main reservoir, Fig. 13.
2. Main Reservoir Drain cocks - One located on the end of each main reservoir, usually part of automatic drain valves, Fig. 14.
3. Air-Filter Drain cocks - Located on the main reservoir and auxiliary air filters, Fig. 13.
4. Control-Air Cut-Out cock - Located in air brake compartment near the reducing valve, Fig. 11.
5. Control-Air Reservoir Drain cock - Located in air brake compartment on rear wall, Fig. 11.
6. Brake Cylinder Cut-Out cocks - Located on right side beneath locomotive platform level (one for each truck), Fig. 15.
7. Air Compressor Governor Cut-Out cock - Located in air compressor compartment accessible from right side of locomotive, Fig. 16.

8. Bell, Horn and Window Wiper Cut-Out cock - Located in air brake compartment, Fig. 11.
9. Sander Control Cut-Out cocks - The front sander cut-out cocks are located in the air brake compartment, Fig. 11. The cut-out cocks for the rear sanders are located inside the radiator cab below the sand box on the left side of the locomotive.
10. Cut-Out Cocks and End Connections in each end of locomotive, Figs. 17 and 18:
 - a. Brake Pipe Angle cocks or cut-out cock located behind end frame (BP)
 - b. Main Reservoir Equalizing (MR)
 - c. Actuating (ACT)
 - d. Brake Cylinder Equalizing (Independent Application and Release) (AP).
11. Safety Control Cut-Out cock (optional) - Located in air brake compartment, Fig. 11, or in the nose cab (optional location). Cuts out safety control feature when closed. (See Air Piping Diagram for inclusion and specific location.)
12. Overspeed Control Cut-Out cock (optional) - Located in air brake compartment, Fig. 11. Cuts out overspeed control feature when closed.
13. Dead Engine cock - Located in air brake compartment as part of the air brake rack, Fig. 11.

AIR BRAKE EQUIPMENT

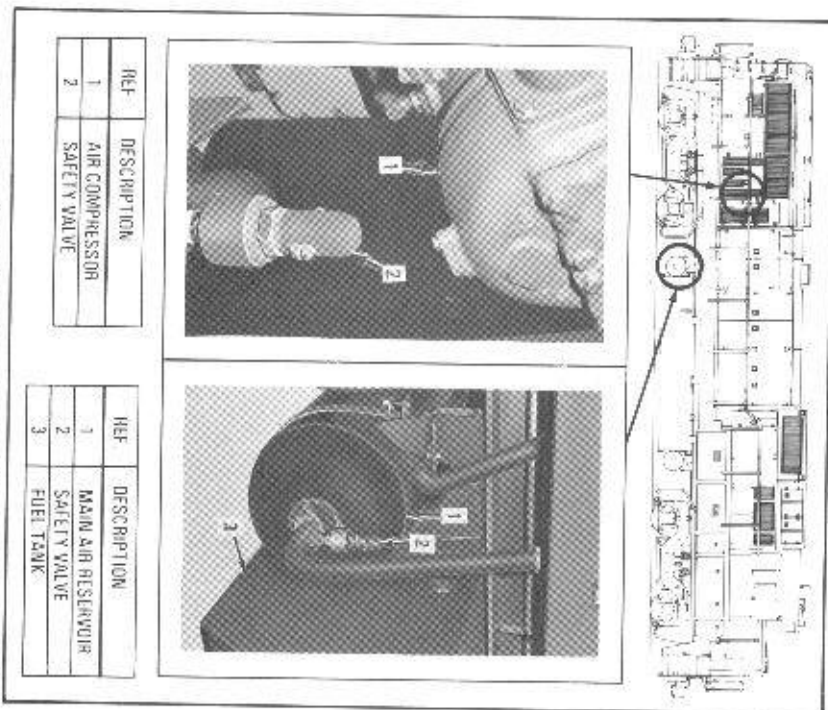


FIG. 12, E-32792 (E-31321)

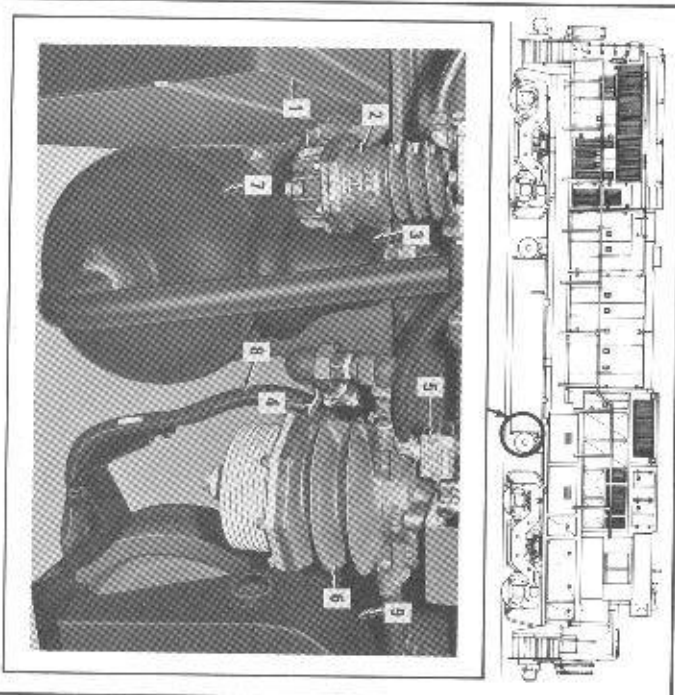
REF.	DESCRIPTION
1	AIR COMPRESSOR
2	SAFETY VALVE

REF.	DESCRIPTION
1	MAIN AIR RESERVOIR
2	SAFETY VALVE
3	FUEL TANK

FIG. 12. AIR COMPRESSOR AND MAIN RESERVOIR SAFETY VALVES.

AIR BRAKE EQUIPMENT

GEI-6710



REF.	DESCRIPTION
1	FUEL TANK
2	AIR FILTER WITH AUTO DRAIN
3	BELL
4	MAIN RESERVOIR CUT-OUT COCK
5	ELECTRIC BLOWDOWN VALVE
6	AIR FILTER
7	AIR RESERVOIR
8	SAND HOSE
9	TRUCK FRAME

FIG. 13. MAIN RESERVOIR CUT-OUT COCK, MAIN AND AUXILIARY FILTERS AND DRAINS.

AIR BRAKE EQUIPMENT

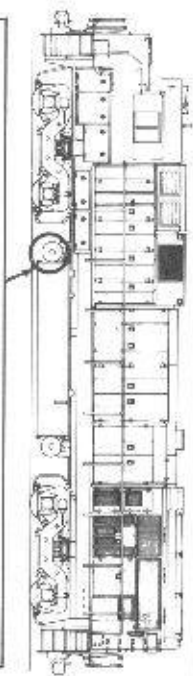
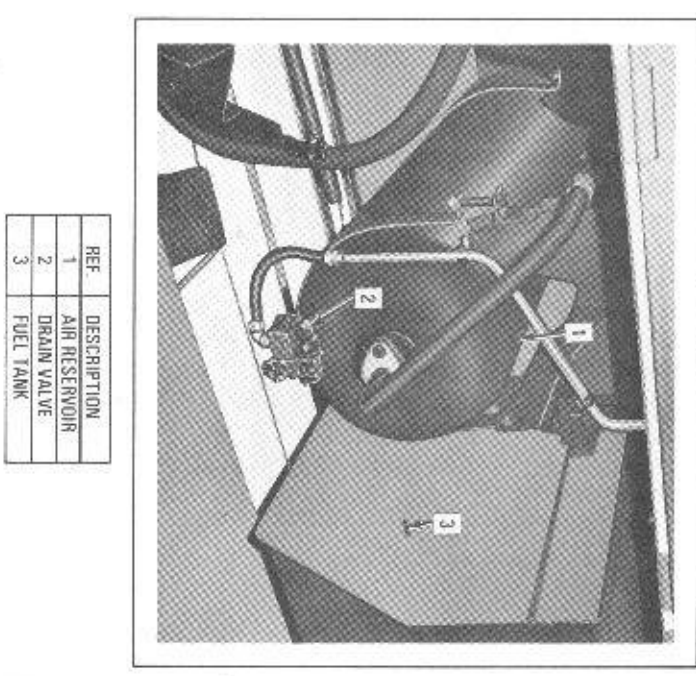


FIG. 14, E-31419



REF.	DESCRIPTION
1	AIR RESERVOIR
2	DRAIN VALVE
3	FUEL TANK

FIG. 14. MAIN RESERVOIR DRAIN VALVE.

AIR BRAKE EQUIPMENT

GEI-6710

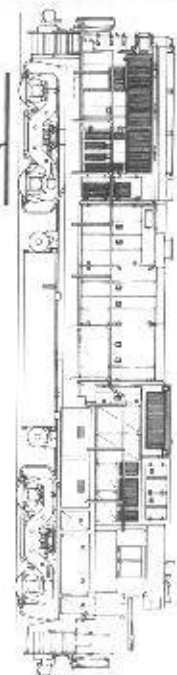
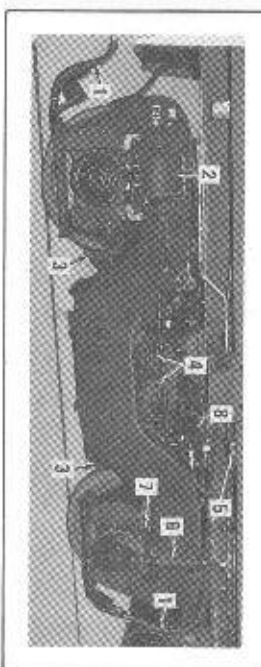


FIG. 15, E-31557A



REF	DESCRIPTION
1	SAND HOES
2	BRAKE CYLINDER
3	BRAKE SHOES AND RIGGING
4	BOLSTER PADS
5	TRUCK CUT-OUT COCK
6	SHOCK ABSORBER
7	SPRINGS
8	AIR DUCTS FOR MOTORS

FIG. 15. TRUCK EQUIPMENT - FOUR-AXLE LOCOMOTIVE.

AIR BRAKE EQUIPMENT

AIR BRAKE EQUIPMENT

GEJ-6710

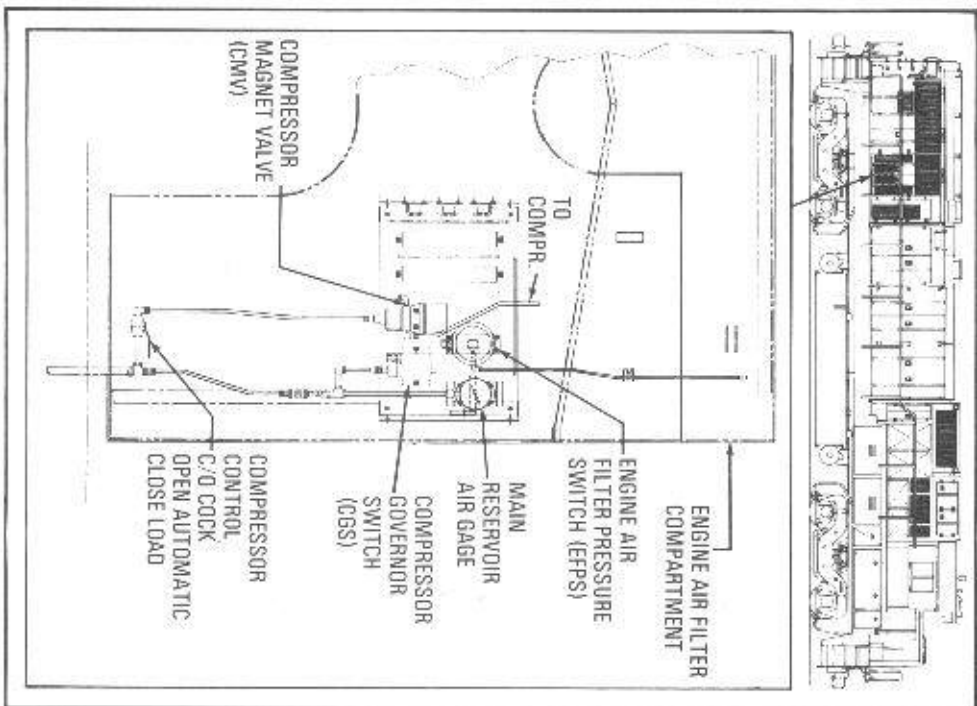
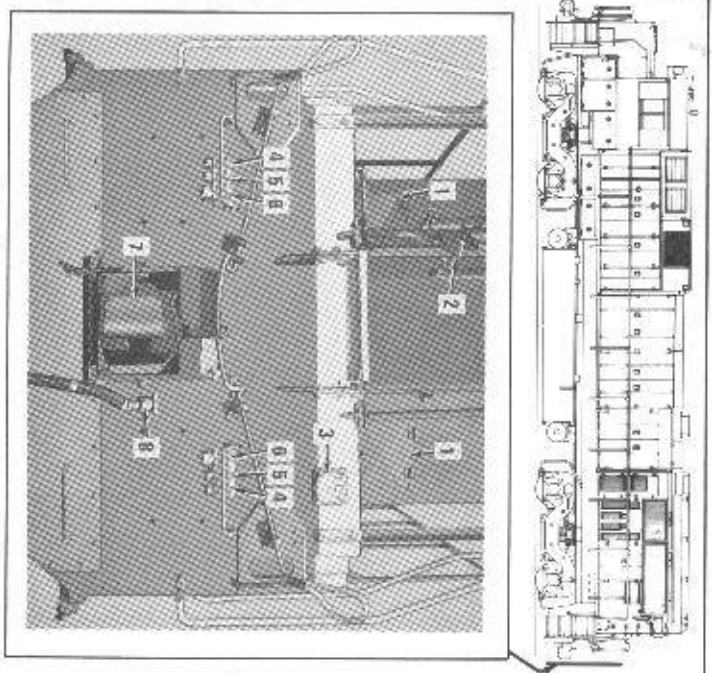


FIG. 16, E-32796



REF	DESCRIPTION
1	SAND TRAP CUT-OUTS
2	CROSSWALK LIGHTS IN CAB
3	MU RECEIPTABLE
4	APPLICATION PIPE
5	ACTUATING PIPE
6	MAIN RESERVOIR PIPE
7	COUPLER
8	BRAKE PIPE HOSE

FIG. 17. AIR BRAKE END CONNECTIONS.

AIR BRAKE EQUIPMENT

ADJUSTING VALVES

Brake Pipe Regulating Valve (Fig. 2)

The brake pipe regulating valve, located on the control stand, automatically maintains a predetermined air pressure in the brake system. A clockwise movement of the adjusting handle increases the pressure setting. A counterclockwise movement decreases the pressure setting. Adjust to conform with railroad regulations.

Control Air Reducing Valve (Fig. 11)

This valve maintains a predetermined normal air pressure in the air pressure supply for operation of pneumatically operated control equipment. Clockwise adjustment of the adjusting screw increases pressure. Normal control air pressure is 80 lb.

OTHER EQUIPMENT

GEL-8710

CONTROL COMPARTMENT EQUIPMENT (Fig. 18)

Seven Control Compartments contain the New Series-8 electronic controls. These compartments and the major pieces of equipment are as follows:

Control Compartment (CC1) (Fig. 19)

- Engine Control Panel, Fig. 3
- Diagnostic Display Panel (DID), Fig. 3
- Battery Switch, Fig. 4
- RC Diode, Fig. 4
- Computer Power Filter (CPF), Fig. 4
- Main Microcomputer Controllers (RL's):
 - CAB Controller
 - HXC Controller
 - ALX Controller
- Control Relays
- Ground Detection Units
- Ground Relay Cut-Out Switches.

Control Compartment (CC2) (Fig. 20)

WARNING: When the door to Control Compartments 2 and 3 is opened, Door Interlock Switch (DIS) will trip causing unit to drop all power. This is a safety precaution to prevent injury if you enter this compartment under power.

Engine Cranking Devices:

- Cranking Controller (ECM)
- Cranking Contactors (GS+, GSC, GSS, BFC1, BFC2)
- Cranking Thyristor Panels (CTP1 thru CTP4)
- Crank Commutating Capacitor (CCC)

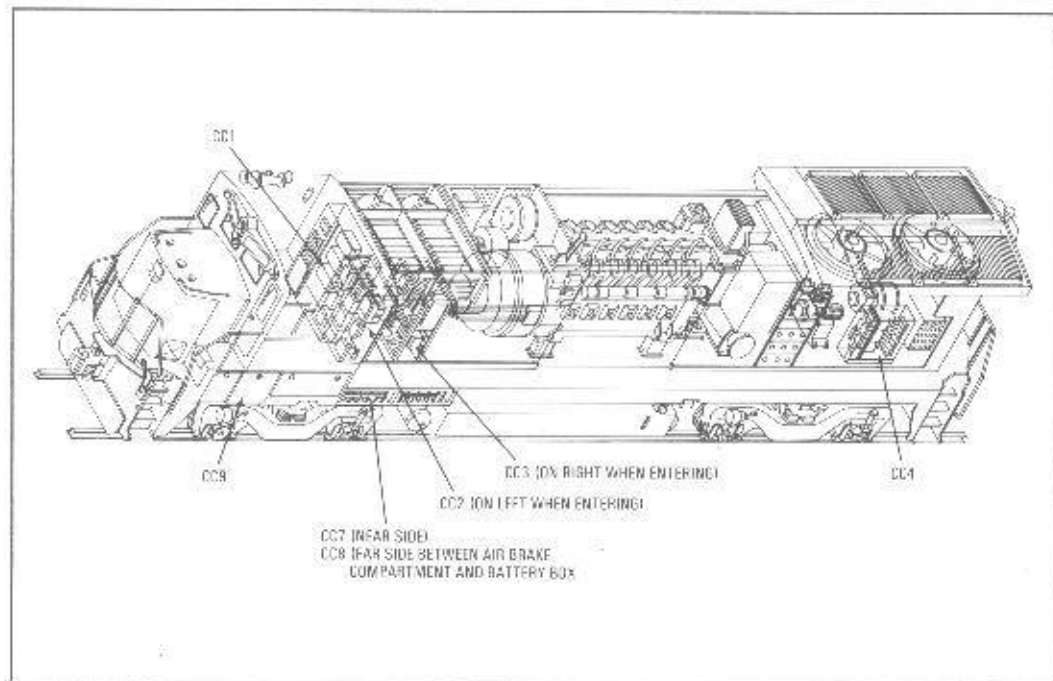
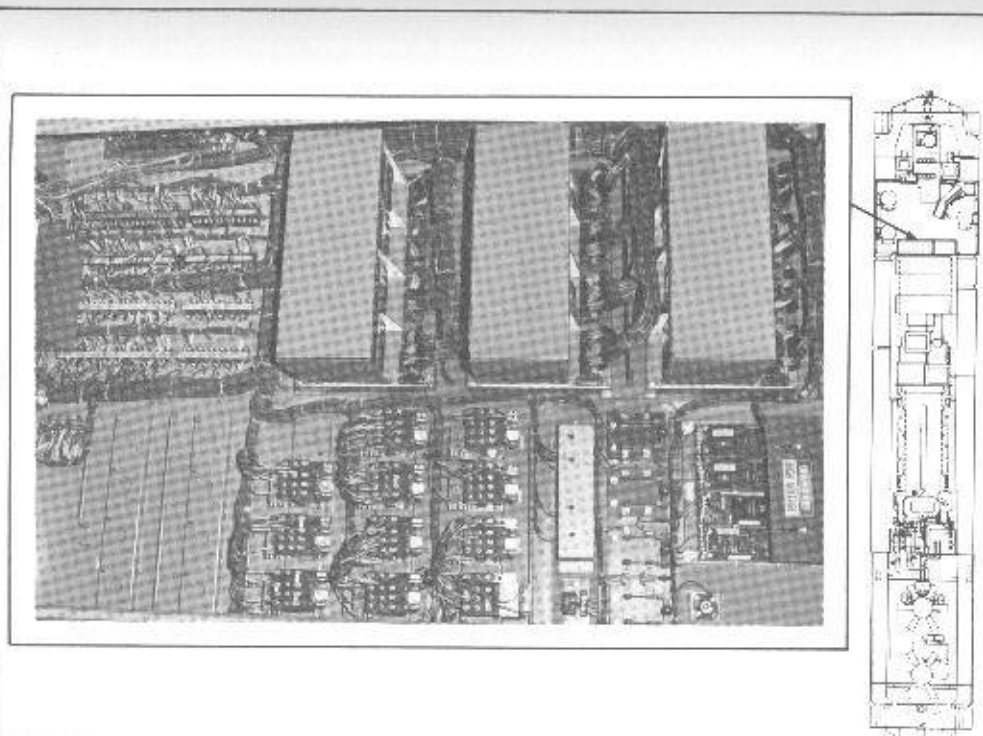


FIG. 18. LOCATION OF CONTROL COMPARTMENTS.

FIG. 18, E-32799

OTHER EQUIPMENT

FIG. 19, E-32800 (E-31429)



OTHER EQUIPMENT

GEL6710

REF	DESCRIPTION	REF	DESCRIPTION
1	CAB CONTROLLER (CAB)	31	PAGE SETTER RELAY (PSR)
2	EXCITATION CONTROLLER (EXC)		/SELECT A-POWER CLOCK (CLOCK)
3	AUXILIARY CONTROLLER (AUX)	32	PAGE SETTER AUXILIARY RELAY (GFAI)
4	GROUND DETECTION UNIT (GDMU)		FUEL SAVER RELAY (FSR)
5	CRANK GROUND DISCONNECT RELAY (GDMR)		SELECT COMPRESSOR CLUTCH PANEL (JCCP)
6	CONTROL COMPARTMENT LIGHTS	33	CAM W RELAY (CWR) REVERSE HANDLE CENTERED
7	GROUND RELAY CUT-OUT SWITCH NO. 1 (GRCO1)	34	FORWARD DIRECTION RELAY (FOR)
8	GROUND RELAY CUT-OUT SWITCH NO. 2 (GRCO2)	35	REVERSE DIRECTION RELAY (ROR)
9	GROUND RELAY CUT-OUT SWITCH NO. 3 (GRCO3)	36	OSCILLATING HEADLIGHT RELAY (AHR)
10	GROUND RELAY CUT-OUT SWITCH NO. 4 (GRCO4)	37	ENGINE DRAIN ENABLE RELAY (EDR)
11	TRAINLINE RESISTION PANEL		AUX OSCILLATING HEADLIGHT RELAY (AHR)
12	LOAD BOX TOGGLE SWITCH	38	LOCKING DIODE (L121)
13	LOAD BOX SELECTOR SWITCH	39	LOCKING DIODE (L122)
14	DIAGNOSTIC ACCESS SWITCH	40	LOCKING DIODE (L123)
15	AUXILIARY ALTERNATOR FIELD CUT-OUT SWITCH	41	LOCKING DIODE (L124)
16	FAN REVERSE SWITCH	42	LOCKING DIODE (L125)
17	BAROMETRIC PRESSURE TRANSDUCER	43	TERMINAL BOARD (TB11)
18	A, B, C SPEED VALVE RELAY (ABCR)	44	TERMINAL BOARD (TB12)
19	ALARM BELL RELAY (BLR)	45	TERMINAL BOARD (TB13)
20	DYNAMIC BRAKE RELAY (DBR)	46	TERMINAL BOARD (TB14)
21	COMPRESSOR RELAY (CR)	47	TERMINAL BOARD (TB15)
22	PNEUMATIC POWER CONTROL RELAY (PPCR)	48	TERMINAL BOARD (TB16)
23	FUEL PUMP RELAY (FPR)	49	TERMINAL BOARD (TB17)
24	DOWN SHUT-DOWN RELAY (DSR)	50	TERMINAL BOARD (TB18)
25	COMPRESSOR LINE RELAY (CLR)	51	TERMINAL BOARD (TB19)
26	WATER FILL RELAY (WFR)	52	TERMINAL BOARD (TB20)
27	WHEEL SLIP RELAY (WSR)	53	TERMINAL BOARD (TB21)
28	LOCKED AXLE RELAY (LAR)	54	STROBE LIGHT EQUIPMENT PANEL (SLBP)
29	COMPRESSOR CLUTCH RELAY (CCR)	55	CRYSTAL CALL PANEL (CCP)
30	BATTERY J06 RELAY (J06R)	56	PAGE SETTER AMPLIFIER PANEL (PAP)
		57	BATTERY SWITCH
		58	RC DIODE
		59	COMPUTER SUPPLY FILTER (CPT)

*ON RIGHT SIDE WALL

**ON FLOOR (NOT SHOWN)

NOTE: SHOWS LOCATION FOR ALL DEVICES WHETHER APPLIED OR NOT.

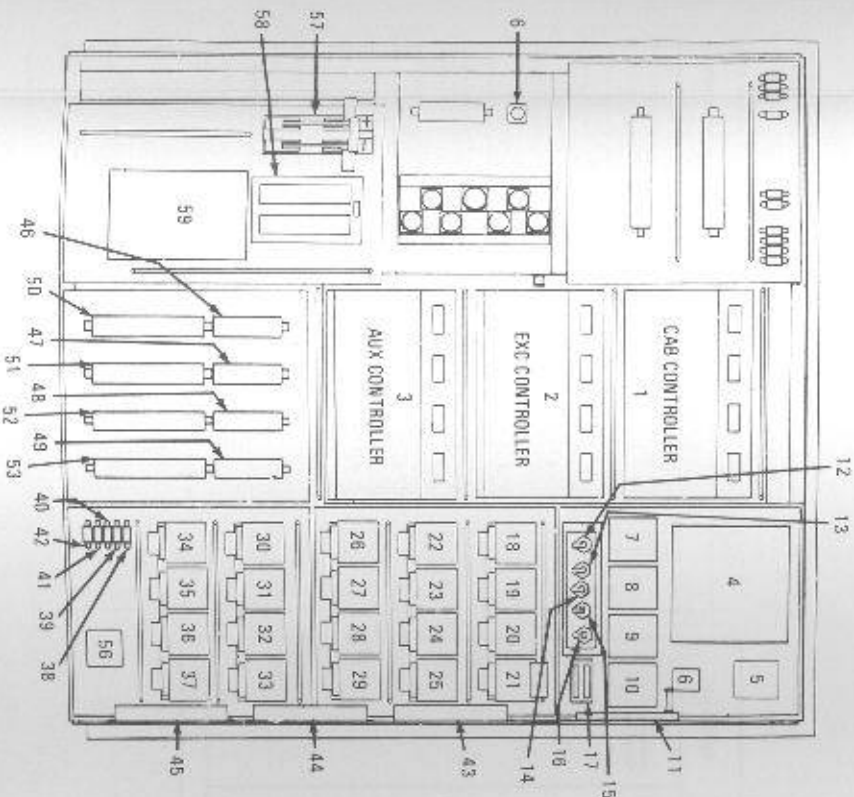
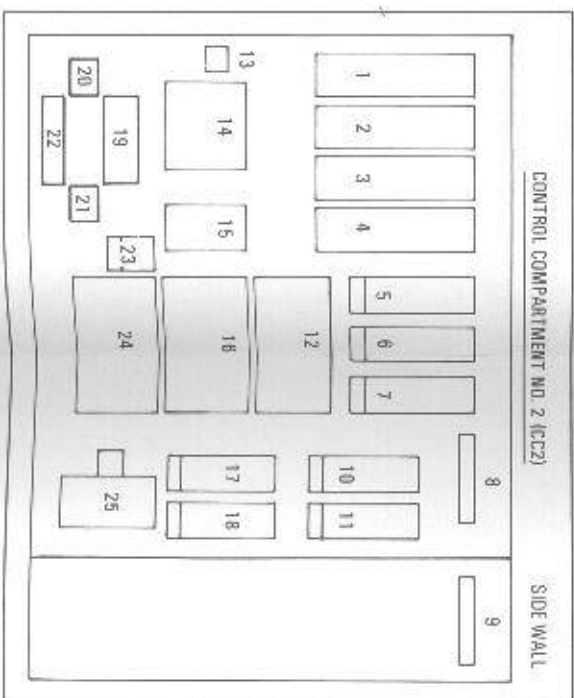
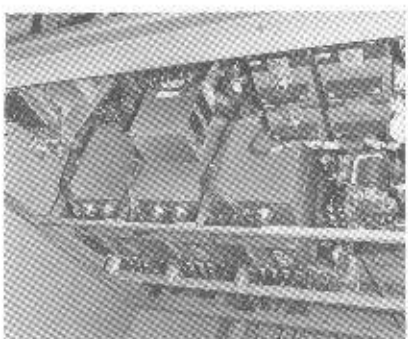
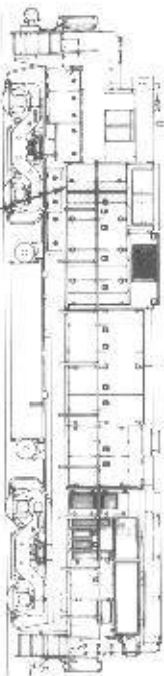


FIG. 19. CONTROL COMPARTMENT NO. 1.

OTHER EQUIPMENT

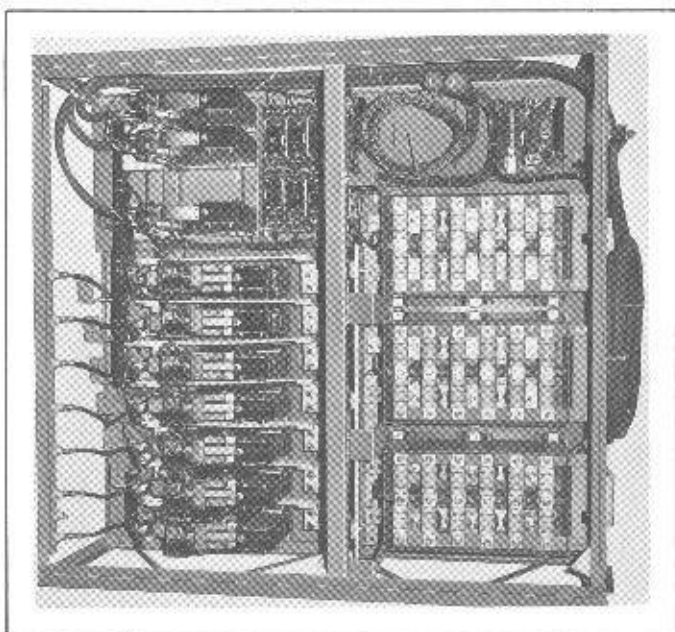
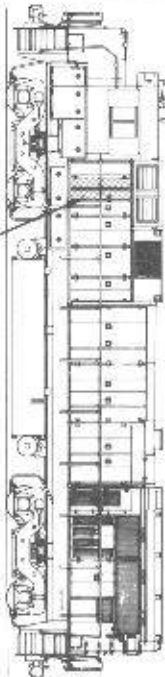


REF.	DESCRIPTION
1	(CPT4) DIESEL ENGINE CRANKING THYRISTOR
2	(CPT3) DIESEL ENGINE CRANKING THYRISTOR
3	(CPT2) DIESEL ENGINE CRANKING THYRISTOR
4	(CPT1) DIESEL ENGINE CRANKING THYRISTOR
5	(XEC) AUXILIARY ALTERNATOR FIELD CONTACTOR
6	(BCT1) TRACTION ALTERNATOR CRANK FIELD EXCITATING CONTACTOR
7	(BCC2) TRACTION ALTERNATOR CRANK FIELD EXCITATING CONTACTOR
8	(TB2B) TERMINAL BOARD
9	(TB2A) TERMINAL BOARD
10	(BSC) ENGINE CRANK CONTACTOR
11	(GS+) ENGINE CRANK CONTACTOR
12	(BPP) BATTERY REGULATOR
13	(T1) VOLTS/HERTZ FEEDBACK TRANSFORMER
14	(HVM) ENGINE CRANK HIGH VOLTAGE INTERFAC. UNIT
15	(ECM) ENGINE CRANK CONTROLLER
16	(BFR) AUXILIARY ALTERNATOR FIELD REGULATOR
17	(AFC) ALTERNATOR FIELD CONTACTOR
18	(GSS) ENGINE CRANK SEQUENCE CONTACTOR
19	(CEC) ENGINE CRANK COMMUTATING CAPACITOR
20	(ACM) ALTERNATOR FIELD CLIPPER AND (VAT) AUXILIARY ALTERNATOR FIELD SUPPRESSOR
21	(IAT) TRACTION ALTERNATOR FIELD SUPPRESSION
22	(R2) AUXILIARY ALTERNATOR FIELD FLASHING RESISTOR
23	(FR) AUXILIARY ALTERNATOR FIELD FLASHING RELAY
24	(AFR) TRACTION ALTERNATOR FIELD REGULATOR
25	(ABC) ALTERNATION BLOWER CONTACTOR

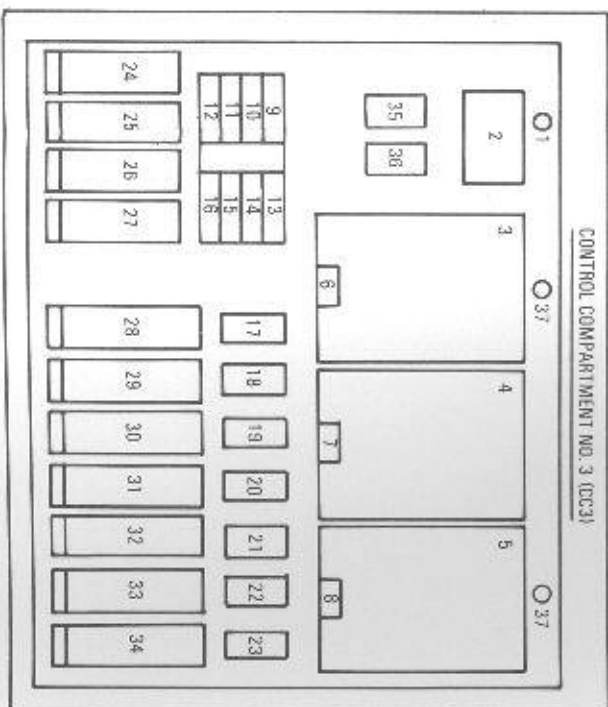
FIG. 20. CONTROL COMPARTMENT NO. 2 (LEFT SIDE).

FIG. 20, E-31570

FIG. 21, E-32786



CONTROL COMPARTMENT NO. 3 (CC3)



OTHER EQUIPMENT

REF.	DESCRIPTION
1	(AT) AMBIENT TEMPERATURE SENSOR
2	(SP1) TRACTION ALTERNATOR SUPPRESSION UNIT
3	(RM1) PROPULSION RECTIFIER UNIT
4	(RM2) PROPULSION RECTIFIER UNIT
5	(RM3) PROPULSION RECTIFIER UNIT
6	(OTS1) OVERTEMPERATURE SWITCH
7	(OTS2) OVERTEMPERATURE SWITCH
8	(OTS3) OVERTEMPERATURE SWITCH
9	(SCM1) NO. 1 MOTOR CURRENT SIGNAL CONDITIONER
10	(SCM2) NO. 2 MOTOR CURRENT SIGNAL CONDITIONER
11	(SCM3) NO. 3 MOTOR CURRENT SIGNAL CONDITIONER
12	(SCM4) NO. 4 MOTOR CURRENT SIGNAL CONDITIONER
13	(SCM5) NO. 5 MOTOR CURRENT SIGNAL CONDITIONER
14	(SCM6) NO. 6 MOTOR CURRENT SIGNAL CONDITIONER
15	(SCM7) DYNAMIC BRAKE MOTOR FIELD CURRENT SIGNAL REGULATOR
16	(SCM8) PROPULSION VOLTAGE SIGNAL CONDITIONER
17	(CS1) CURRENT SHUNT NO. 1 MOTOR
18	(CS2) CURRENT SHUNT NO. 2 MOTOR
19	(CS3) CURRENT SHUNT NO. 3 MOTOR
20	(CS4) CURRENT SHUNT NO. 4 MOTOR
21	(CS5) CURRENT SHUNT NO. 5 MOTOR
22	(CS6) CURRENT SHUNT NO. 6 MOTOR
23	(CS7) CURRENT SHUNT FIELD (BRAKING)
24	(LS4) LOAD BOX SWITCH NO. 4
25	(LS3) LOAD BOX SWITCH NO. 3
26	(LS2) LOAD BOX SWITCH NO. 2
27	(LS1) LOAD BOX SWITCH NO. 1
28	(P1) MOTOR CONTACTOR
29	(P2) MOTOR CONTACTOR
30	(P3) MOTOR CONTACTOR
31	(P4) MOTOR CONTACTOR
32	(P5) MOTOR CONTACTOR
33	(P6) MOTOR CONTACTOR
34	(B1) BRAKING CONTACTOR
35	(B1+) BATTERY JOG CONTACTOR (+)
36	(B1-) BATTERY JOG CONTACTOR (-)
37	(IT31 AND 32) CONTROL COMPARTMENT LIGHTS

FIG. 21, CONTROL COMPARTMENT NO. 3 (RIGHT SIDE).

OTHER EQUIPMENT

Excitation Regulators:

Traction Alternator Field (ATF)
Auxiliary Alternator Field (BFR)
Battery Charger (BRP)
Alternator Field Contactors (AFC, XFC)
Field Flashing Relay (FFR)
Alternator Blower Contactor (ABC)
Extended Range Braking Contactors (DB1 thru DB9 incl.) (if used).

Control Compartment (CC3) (Fig. 21)

Propulsion Rectifier Panels
"P" Contactors
"B1" Dynamic Braking Contactor
Current Shunts/Signal Conditioning Units
Self-Load Box Contactors.

Control Compartment (CC4) (Fig. 22)

Equipment Blower Motor Drive Regulator (EBP)
Radiator Fan Motor Drive Regulators (RFP1, RFP2)
Equipment Blower and Radiator Fan Motor Fuses.

Control Compartment (CC7) (Fig. 23)

Reverser (REV)
Braking Switch (BKT)
Terminal Boards.

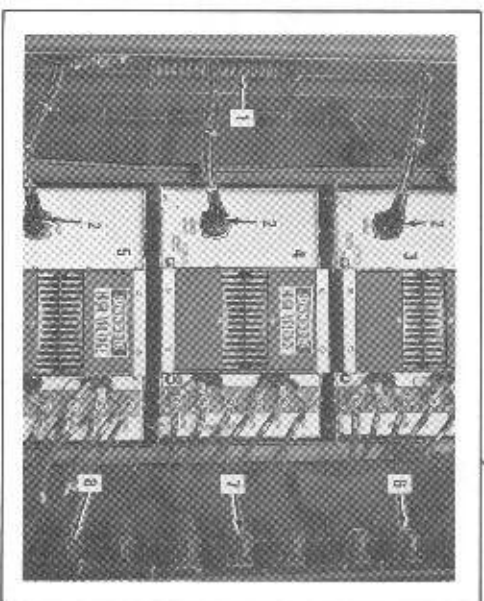
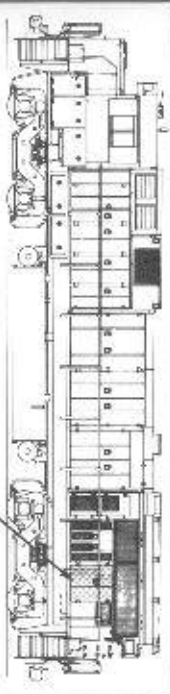
Control Compartment (CC8) (Fig. 24)

Cranking/Battery Charging Reactor (LS)
Cranking Resistor (R3).

FIG. 22, E-31326

OTHER EQUIPMENT

GEI-6710



NOTE: INNER DOOR OPEN.

REF.	DESCRIPTION
1	TERMINAL BOARD (TBAA)
2	ELECTRICAL CONNECTORS
3	RADIATOR FAN MOTOR DRIVE (RFP2)
4	RADIATOR FAN MOTOR DRIVE (RFP1)
5	EQUIPMENT BLOWER DRIVE (EBP)
6	FUSES
7	FUSES
8	FUSES

FIG. 22. CONTROL COMPARTMENT NO. 4.

OTHER EQUIPMENT

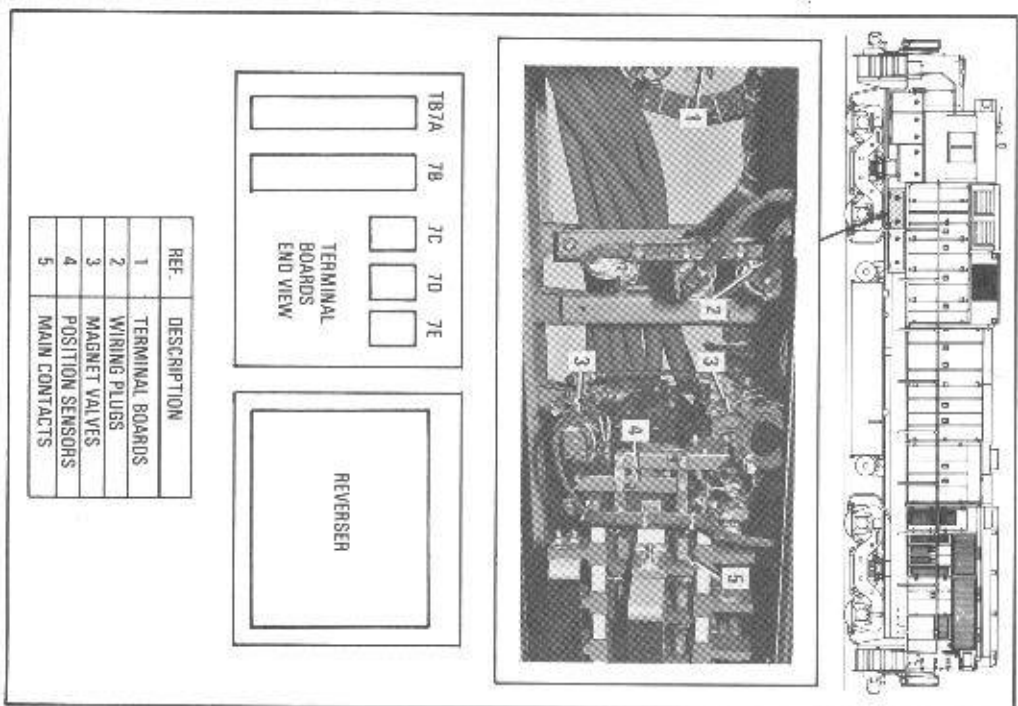


FIG. 23, E-31422, E-31421

OTHER EQUIPMENT

GLJ-871D

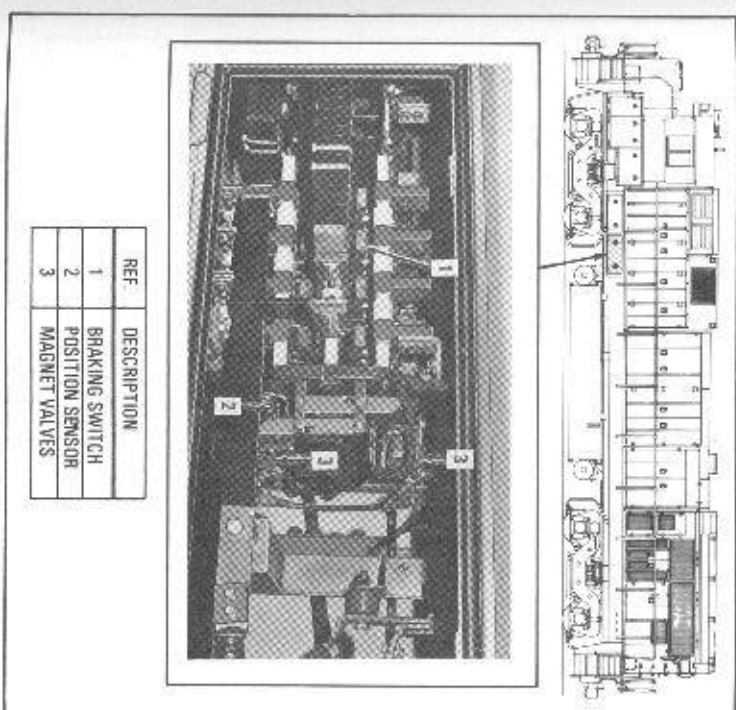


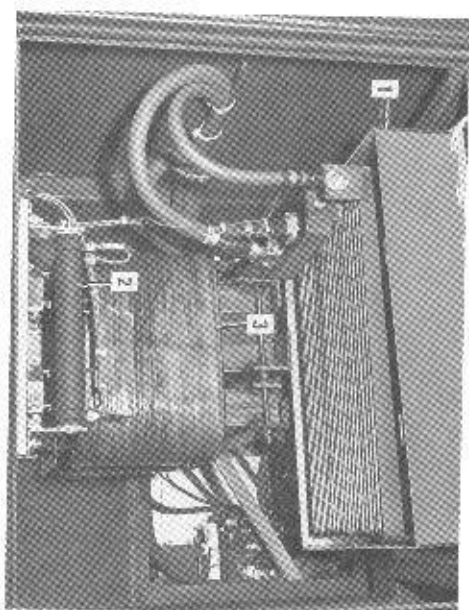
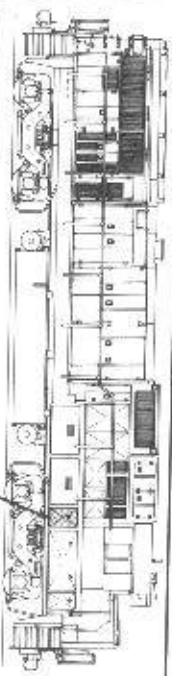
FIG. 23, E-31421, E-31422

FIG. 23. CONTROL COMPARTMENT NO. 7.

Control Compartment (CC9)

Reserved for Locotrol or Cab Signal Equipment, if installed.

OTHER EQUIPMENT



REF.	DESCRIPTION
1	(R3) CRANK RESISTOR
2	(CR) CRANK REACTOR CLIPPER
3	(CB) CRANK BATTERY CHARGE REACTOR

FIG. 24. CONTROL COMPARTMENT NO. 8.

FIG. 24, E-31359

OTHER EQUIPMENT

GEU 8-710

RADIATOR FANS AND EQUIPMENT BLOWERS (Fig. 25)

The New Series-8 locomotive uses electric motor-driven traction motor and alternator blowers and radiator fans for equipment cooling. Three equipment blowers and two radiator fans are used (except on the B23-8 which has one radiator fan).

Only the alternator blower is not speed-controlled by solid-state electronics. Its speed is directly proportional to engine speed.

The speed of the traction motor blowers and fans are controlled by solid-state electronics, packaged in Replaceable Units, or RUs which are located in Control Compartment 4, Fig. 22. This type of control reduces auxiliary loads on the diesel engine since the blowers or fans run only when cooling is required, saving fuel.

A Fan Reverse switch, located in Control Compartment 1, Fig. 19, can be used to operate the radiator fans in reverse direction for a period of 60 seconds. This is to help clear leaves and debris which has accumulated on the inlet screens and radiators. This switch is intended for use by maintenance personnel.

NOTE: If cooling water temperature is below 150 F, the blowers go to full speed.

NOTE: If ambient temperature is above 130 F, blowers go to full speed.

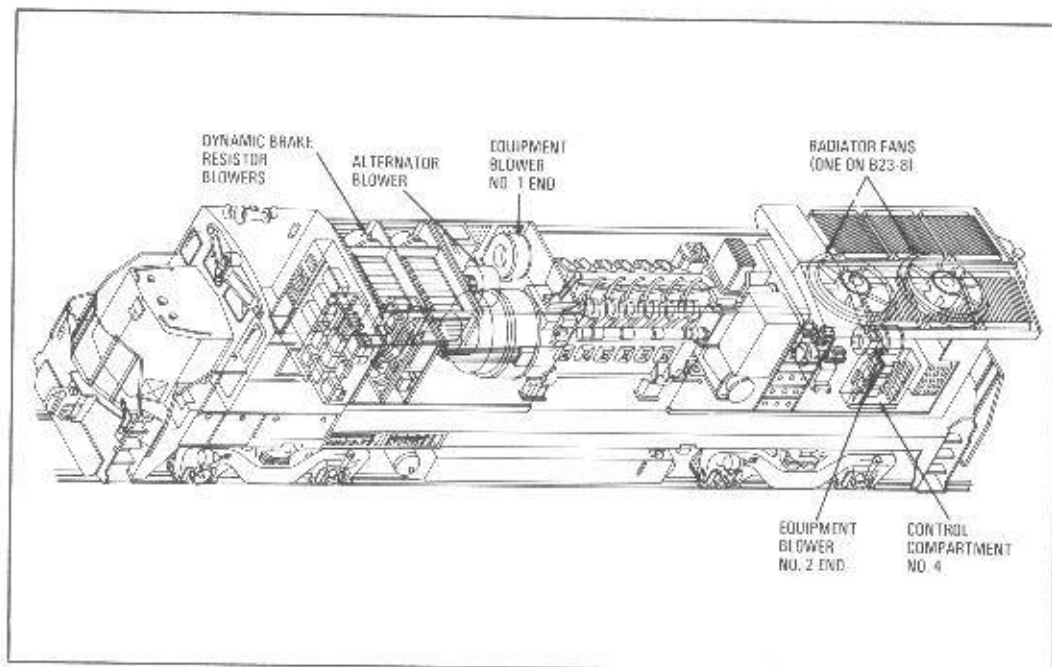
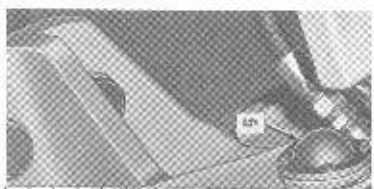


FIG. 25. EQUIPMENT BLOWERS, DYNAMIC BRAKING RESISTOR BLOWERS, ALTERNATOR BLOWER AND RADIATOR FANS.

FIG. 25, E-32789

OTHER EQUIPMENT

FIG. 26, E-31564



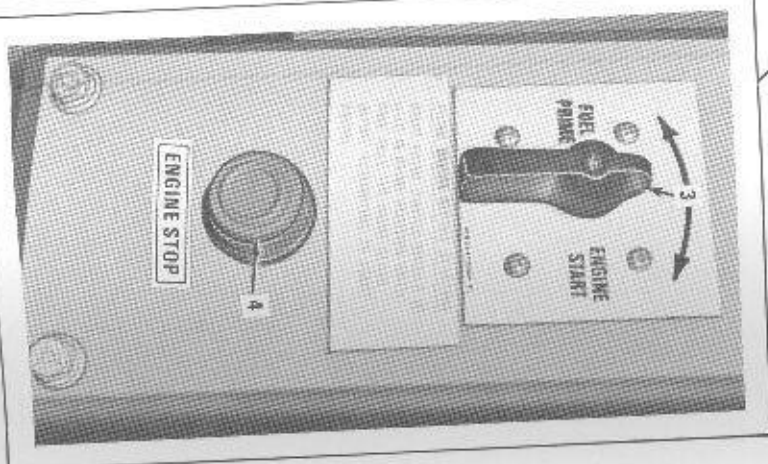
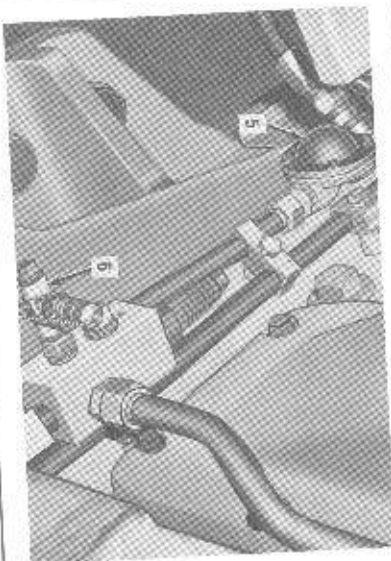
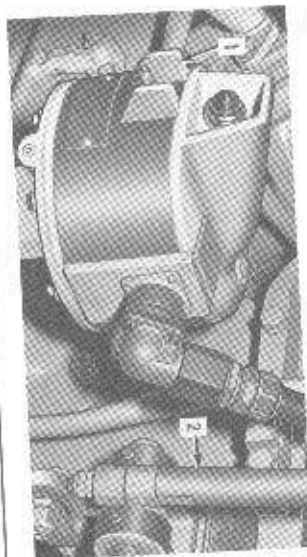
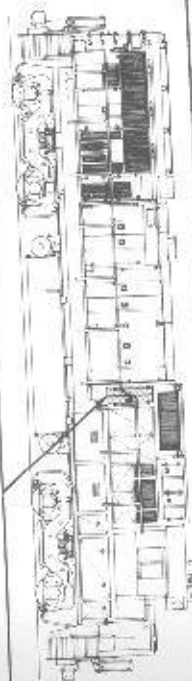
1. AFTER SWITCH IS PUT IN ENGINE
A FEW SECONDS DELAY UNTIL
BEGINS ROTATION IS NORMAL.

DESCRIPTION
COP SWITCH
LAYSHAFT LEVER
ENGINE PRIME/START SWITCH
ENGINE STOP PUSH-BUTTON
FUEL SIGHT GLASS
FUEL PRESSURE TEST FITTING

FIG. 26 (COP).

R EQUIPMENT

GEL-6710



NOTE: AFTER SWITCH IS PUT IN ENGINE
CRANK, A FEW SECONDS DELAY UNTIL
ENGINE BEGINS ROTATION IS NORMAL.

REF.	DESCRIPTION
1	CDP SWITCH
2	LAYSHAFT LEVER
3	ENGINE PRIME/START SWITCH
4	ENGINE STOP PUSH-BUTTON
5	FUEL SIGHT GLASS
6	FUEL PRESSURE TEST FITTING

OTHER EQUIPMENT

GCJ-8710

FIG. 26. ENGINE START STATION, FUEL SIGHT GLASS AND CRANKCASE OVERPRESSURE SWITCH (CDP).

OTHER EQUIPMENT

NOTE: If the radiator fans are not operated for a period of 30 minutes, the controllers will automatically operate them at full speed for a period of 10 seconds to prevent bearing brinelling.

NOTE: If fans have been cycling excessively, the fans will go to full speed.

Engine Start Station and START Switch (Fig. 26)

The Engine Start Station is located in the engine cab next to the main traction alternator. It consists of an engine PRIME/START switch, which is used to start the diesel engine, and an ENGINE STOP button.

DIESEL ENGINE CONTROL GOVERNOR (Fig. 27)

The Diesel Engine Control Governor's primary function is to maintain speed of the diesel engine as called for by the Throttle handle notch setting in the lead locomotive controller. Engine rpm is maintained under a full range of loads. The governor also monitors the engine oil and water pressures, and will modulate the load and engine speed or, if necessary, shut the engine down if either pressure should fall below preset limits. Intake manifold air pressure is also monitored and the locomotive control system and the governor will limit the fuel available to the engine if the air pressure is below that required for complete combustion.

OTHER EQUIPMENT

GEA-6710

Engine Speed to Throttle Handle Position

Throttle Handle Position	Engine Notch (see Note 1)	Engine RPM
Idle	1	437-444
1	2	567-594
2	3	705-732
3	4	758-786
4	6	884-892
5	6	884-892
6	7	991-998
7	8	1047-1054
8 (see Note 2)		

In Dynamic Braking, engine speed depends on the braking effort requested (position of Braking handle) and locomotive speed.

NOTE 1: HIGH IDLE, REGULAR IDLE, LOW IDLE and LOW LOW IDLE:

HIGH IDLE	567-594
Regular IDLE	437-444
LOW IDLE	324-352
LOW LOW IDLE	266-274

The locomotive control system will automatically reduce engine speed to LOW IDLE or LOW LOW IDLE based on the following requirements:

Reverse handle centered and locomotive NOT in Self-Load.

OR

OTHER EQUIPMENT

Reverse handle in FWD or REV for more than five minutes with Throttle in IDLE and Braking handle in OFF.

AND

Battery charger current and voltage within certain limits based on the TIME current and voltages are within those limits.

AND

Engine cooling water and oil temperature within certain limits.

NOTE 2: At certain locomotive speeds, with the Throttle handle in Notch 8, engine RPM will automatically be reduced from Notch 8 speed to Notch 7 speed while maintaining Notch 8 power. This occurs only on locomotives equipped with 16 engines (B39-8 or C39-8) or on B23-8 locomotives. This reduction occurs within a locomotive speed range which is determined by locomotive model and gearing.

MISCELLANEOUS EQUIPMENT

1. Handbrake - Located on outside of nose compartment. Fig. 28.

2. Emergency Fuel Cut-Off System. Figs. 3, 26 and 29 - In an emergency, any one of four electric push-buttons may be depressed momentarily to cut off fuel delivery and shut down the engine. One of these buttons is located on each side of the locomotive platform near the fuel tank. The third and fourth buttons are located on the Engine Control (EC) panel and at the Start Station and are normally used for shutting down the engine.

OTHER EQUIPMENT

GEJ 6710

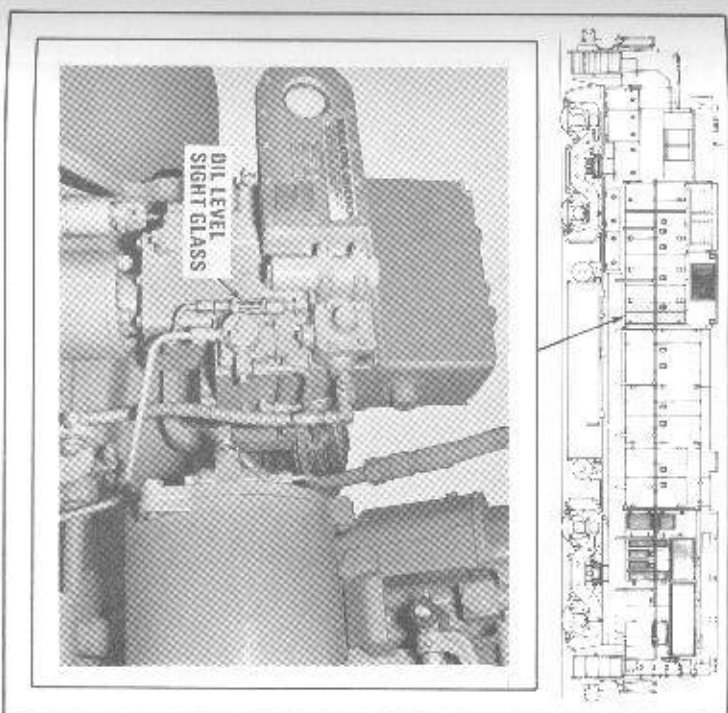


FIG. 27, E-32793

FIG. 27. ENGINE CONTROL GOVERNOR.

NOTE: The Emergency Cut-Off button is used to shut down the engine on the local units only. The SHUT-DOWN position of the Throttle handle on the Master Controller will shut down the engines on all units of the consist simultaneously.

OTHER EQUIPMENT

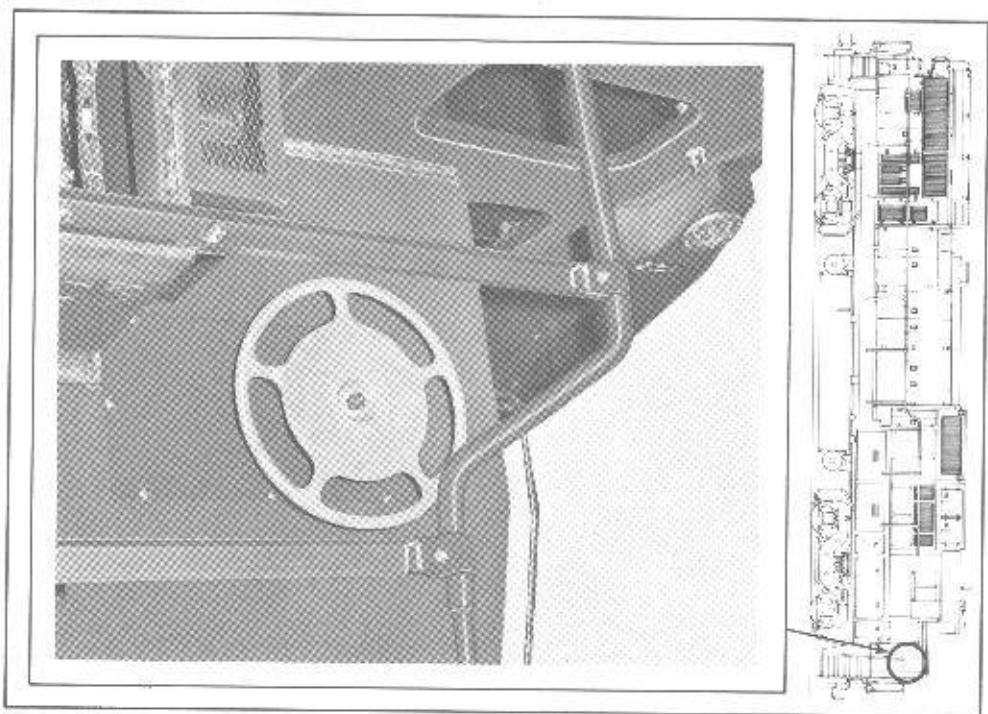


FIG. 28, E-31432A

FIG. 28. HANDBRAKE.

OTHER EQUIPMENT

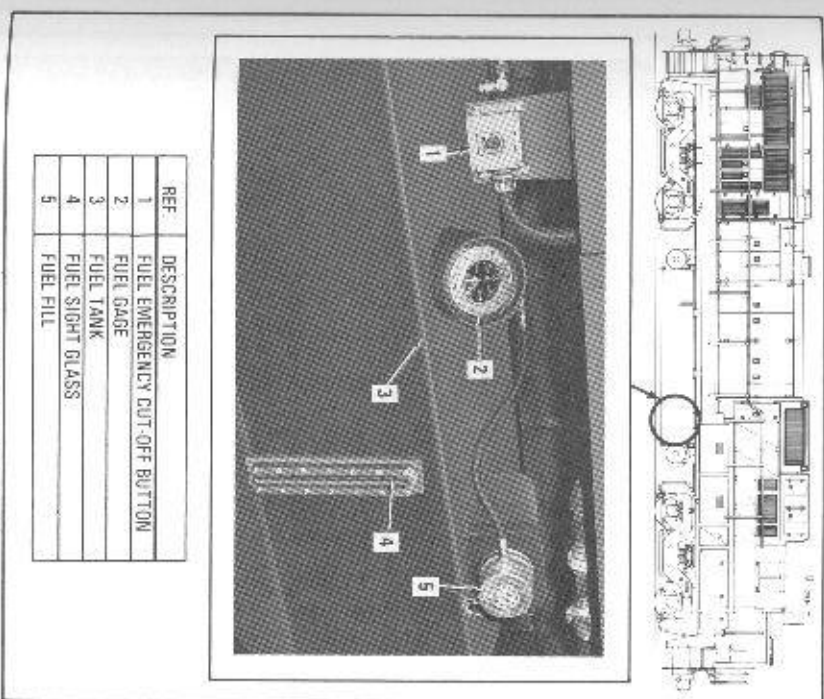


FIG. 29, E-31424

REF.	DESCRIPTION
1	FUEL EMERGENCY CUT-OFF BUTTON
2	FUEL GAGE
3	FUEL TANK
4	FUEL SIGHT GLASS
5	FUEL FILL

FIG. 29. "A" SIDE OF FUEL TANK.

3. Toilet (optional) - Located in the nose cab, Fig. 30.
4. Water Cooler and Refrigerator (optional) - Located in the access to the nose cab, Fig. 31.

OTHER EQUIPMENT

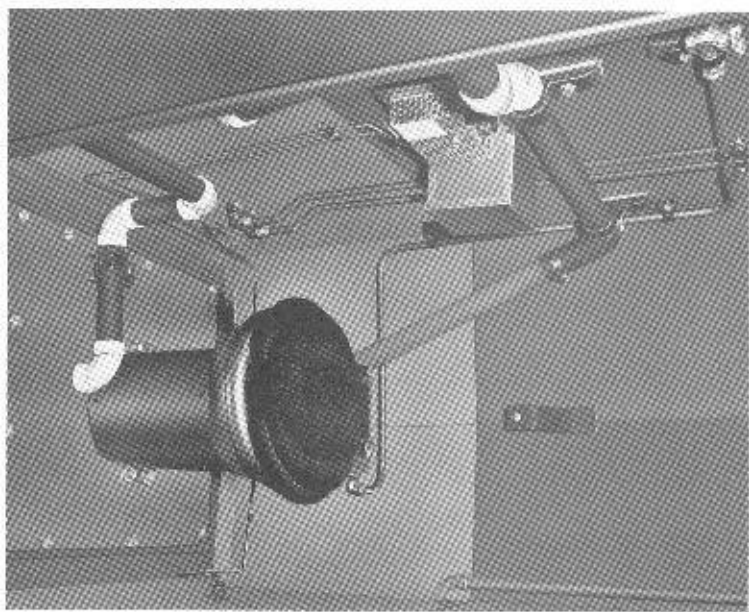
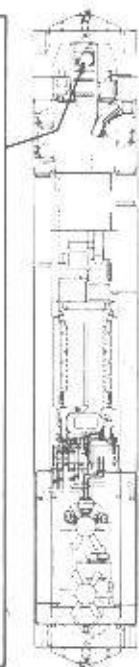


FIG. 30. TYPICAL TOILET ARRANGEMENT
(OPTIONAL EQUIPMENT).

FIG. 30, E-32794

FIG. 31, E-31348

OTHER EQUIPMENT

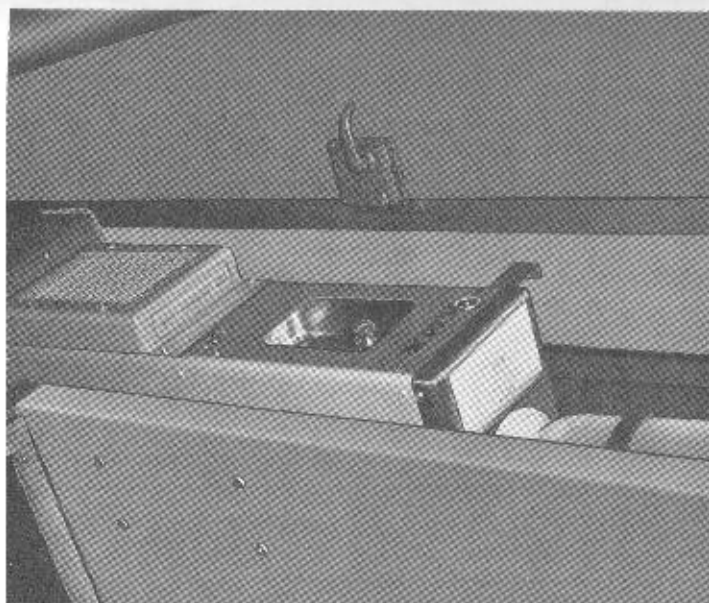
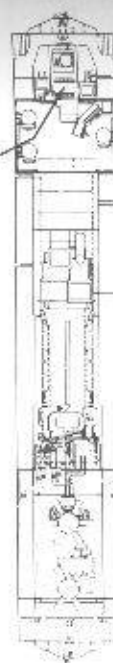


FIG. 31. WATER COOLER OR REFRIGERATOR LOCATION
(OPTIONAL EQUIPMENT).

GEJ 8710

PRESSURE AND TEMPERATURE GAGES

1. Control Air - Located in the air brake compartment, Fig. 11. Normal air pressure is 80 psi.

NOTE: *The following values are nominal due to the effect of varying conditions.*

2. Water Temperature Gage - Located on the left side of the water storage tank. Normal operating temperature is 170-180 F.

OTHER GAGES

1. Engine Lubricating-Oil Dipstick - Located on both sides of the engine near the lube-oil fill, Fig. 32. The stick is marked FULL and LOW. Proper level with the engine idling is between FULL and LOW.

NOTE: *Overfilling will cause engine to shutdown from excessive crankcase pressure.*

2. Fuel-Oil Sight Glasses - Mounted on both sides of the main fuel tank, Fig. 29, to indicate the level of fuel in the tanks.
3. Cooling Water - A water level sight glass mounted on each side of the cooling water storage tank, Figs. 33 and 34, indicates the level of the cooling water. Markings near the sight glass indicate the proper level for various conditions of the system.

When filling the system or adding water treatment compound, proceed according to instructions mounted at the water storage tank area near the fill cap, Fig. 33. Do not overfill.

FIG. 32, E-32795

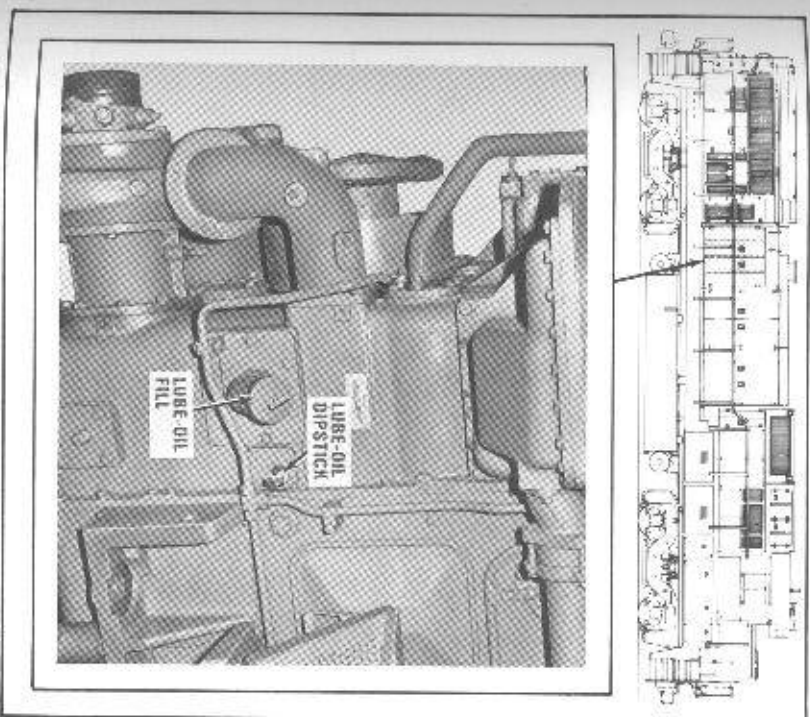


FIG. 32. DIESEL ENGINE LUBE-OIL DIPSTICK AND OIL FILL.

WARNING: *To avoid personal harm from water burns, never remove the water fill cap when the water level is above FULL AT IDLE mark. If over-full, open manual drain valve and lower level.*

GAGES AND MEASURING DEVICES

GAGES AND MEASURING DEVICES

GEJ-6710

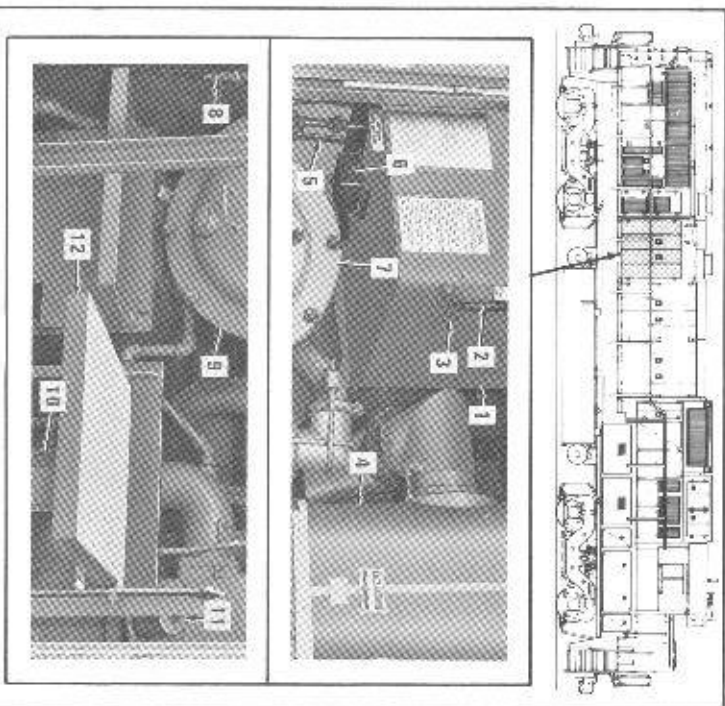


FIG. 33. E-31436

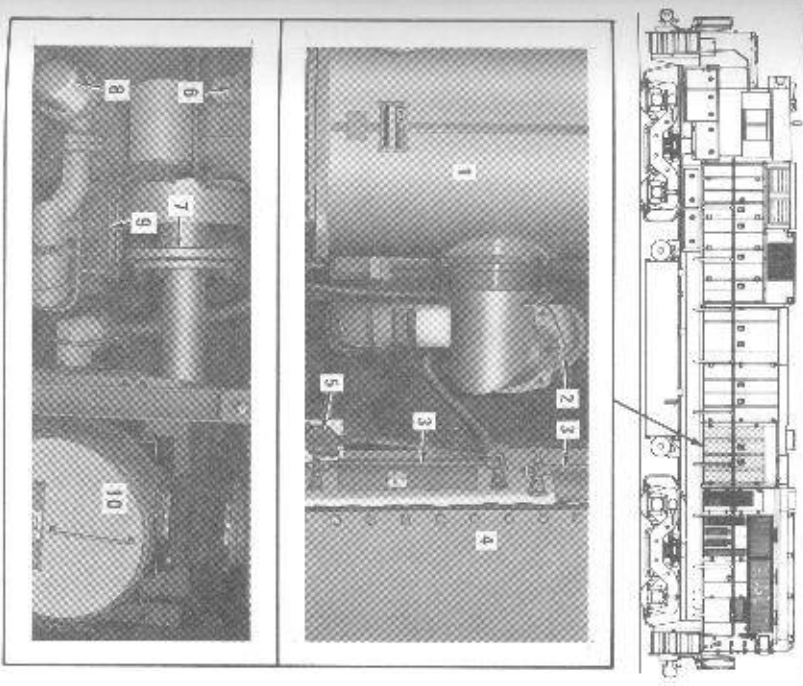


FIG. 34. E-31437

REF	DESCRIPTION	REF.	DESCRIPTION
1	WATER TANK	7	OIL FILTER HOUSING
2	SIGHT GLASS	8	WATER FILL CARROT
3	SIGHT GLASS SHUTOFF	9	OIL FILTER HOUSING
4	AIR INTERCOOLER	10	WATER PUMP
5*	WATER FILL SHUTOFF VALVE	11	OIL FILL
6*	AUTO WATER DRAIN RESET BUTTON	12	FOLD DOWN STEPS

*OPTIONAL

REF	DESCRIPTION	REF.	DESCRIPTION
1	AIR INTERCOOLER	6	OIL FILL CAP
2	TURBOCHARGER	7	AIR COMPRESSOR DRIVESHAFT
3	WATER SIGHT GLASSES	8	OIL RELIEF VALVE
4	WATER TANK	9	OIL PUMP
5	TURBO SPEED SIGNAL CONNECTION BOX	10	OIL COOLER

FIG. 33. WATER SIGHT GLASSES.

FIG. 34. WATER SIGHT GLASSES.

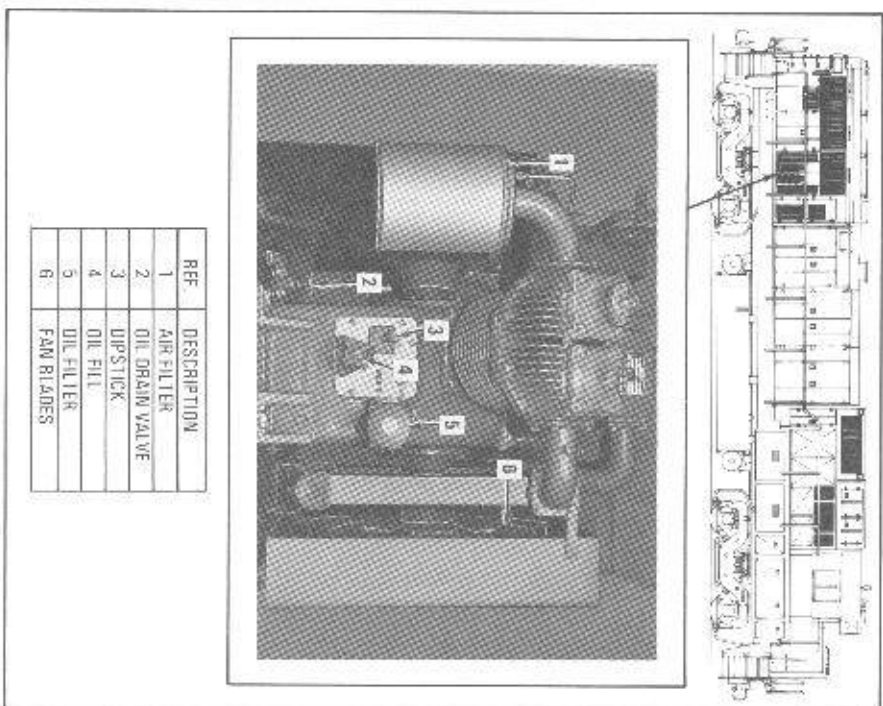


FIG. 35. AIR COMPRESSOR, LUBE-OIL DIPSTICK, OIL FILL AND OIL FILTER.

FIG. 35, E-31325

4. Compressor Lube Oil (Gardner-Denver Compressor). Fig. 35 - A dipstick near the fill cap indicates when the crankcase is full or how much oil is needed to bring the oil level to the FULL mark. (Westinghouse Compressor - Maintain to RUN level on oil level indicator gage.)

5. Governor Oil-Level Sight Glass - Located on the left side of the engine near the traction generator, Fig. 27. Oil level must be visible at mark on the sight glass when the engine is running at idle.

CAUTION: To prevent serious equipment damage, never start an engine until the governor has been properly serviced with lube oil.

DRAINING COOLING WATER SYSTEM

The cooling water system may be drained by opening the main water drain valve on the right side of the locomotive near the lube-oil pump, Fig. 36.

An optional Automatic Water Dump System will dump the engine cooling water when water temperature is below 40 F. A thermostat actuates, tripping the solenoid in the water drain valve. This opens the automatic drain valve and permits the rapid draining of the cooling water.

This system also has a Control switch located under the water tank, Fig. 33. This switch can be used to fill the system with cold water, and to test the water dump valve.

ALARMS, SAFEGUARDS, POWER DERATIONS AND SHUTDOWNS

BEJ-6710

BARRING-OVER SWITCH (Fig. 37)

A Barring-Over switch is located under the cover of the diesel engine barring-over feature behind the engine overspeed governor. This switch prevents the engine from being cranked while engine barring-over procedure is in progress or if the cover has been left off.

CRANKCASE OVERPRESSURE SWITCH (Fig. 26)

A Crankcase Overpressure switch is mounted on the left side of the diesel engine near the generator. The switch will shut down the engine in case a serious engine fault occurs.

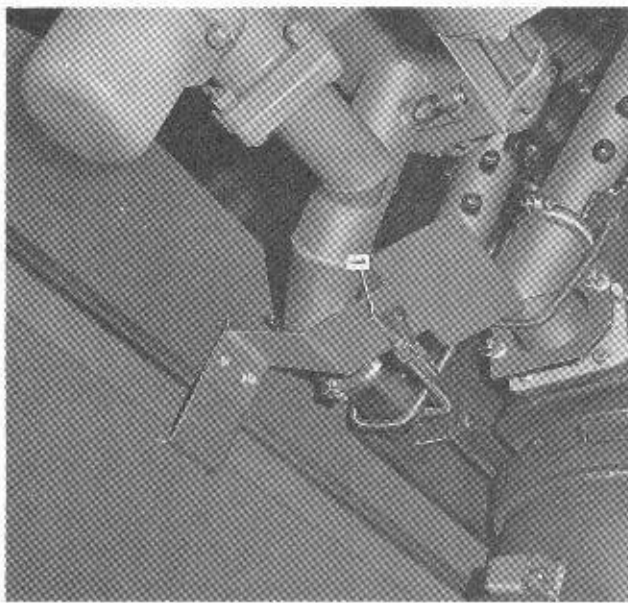
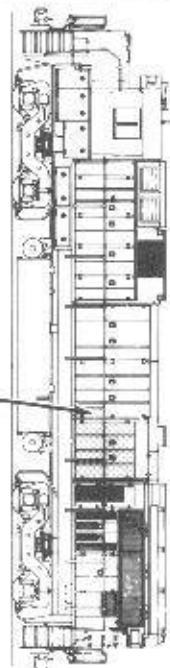
When the switch trips, the engine shuts down automatically, the alarm bell rings, and a message will be displayed on the Diagnostic Display Panel, see DIAGNOSTIC DISPLAY PANEL section of this manual. Both the fault and the switch must be reset to resume operation.

EMERGENCY SANDING

Emergency sanding is automatically applied in FORWARD and REVERSE directions during all Emergency brake applications for a sufficient time to stop the train. In multiple-unit operation, emergency sanding is applied to all units, regardless of whether they are equipped with pneumatic or electro pneumatic sanding equipment.

NOTE: *Customer options may vary the operation of this switch.*

ALARMS, SAFEGUARDS, POWER
DERATIONS AND SHUTDOWNS



REF.	DESCRIPTION
1	WATER DRAIN VALVE HANDLE - PULL TO OPEN - PUSH TO CLOSE

FIG. 36, E-32858

ALARMS, SAFEGUARDS, POWER
DERATIONS AND SHUTDOWNS

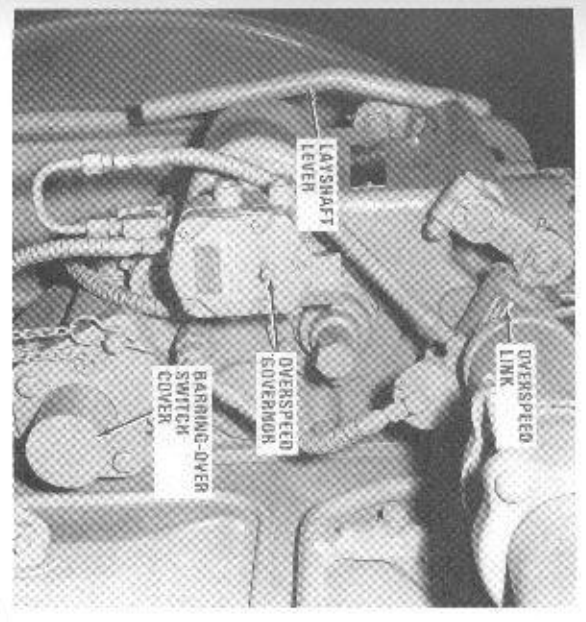
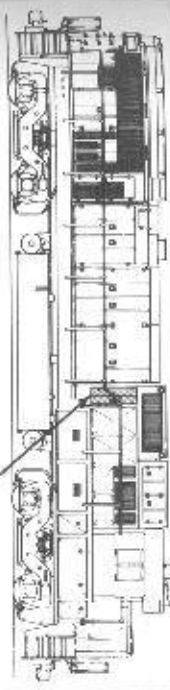


FIG. 37, ENGINE OVERSPEED SYSTEM AND
BARRING-OVER SWITCH.

FIG. 37, E-32797 (E-31863)

GEL6710

ENGINE AIR FILTER PRESSURE SWITCH (IEFPS) (Fig. 16)

When the Engine Air Filter switch operates, engine rpm follows Throttle handle and maximum power is limited to Notch 6.

ENGINE AIR FILTER SERVICE INDICATOR (Fig. 38)

Early stage of air filter cleanliness can be observed on the service indicator mounted high on the right side of the locomotive near the radiator, Fig. 38. When the engine is running at full speed and the Red band inside the indicator becomes visible, the air filter is starting to get dirty. When the Red band locks in place at the sight portion of the indicator, the service condemning limit has been reached. Typically, about 30 days of operation remains before deration will occur. Proceed as directed by railroad rules.

GROUND CUT-OUT SWITCHES (Fig. 19)

Located in CC1

Four Ground Cut-Out switches are mounted in CC1 of the New Series-8 locomotive.

These are two-pole switches which connect sensing circuits to detect ground leakage current in the following circuits:

1. Propulsion circuit (GRCO1)
2. Excitation supply circuit (GRCO2)
3. Auxiliary motor supply circuit (GRCO3)
4. Battery charging circuit (GRCO4).

One pole of each switch is used to remove the connection from the locomotive frame (chassis ground) to the ground detection circuitry. This is used to remove the "known" ground when performing insulation tests on the locomotive circuits, or to remove the "known" ground when troubleshooting for ground faults.

One pole of each switch is used to disable control circuits with the switch open.

THE LOCOMOTIVE WILL NOT LOAD WITH ANY OF THE GROUND CUT-OUT SWITCHES OPEN!

Only the propulsion circuit ground detector will derate locomotive performance based on ground leakage. Propulsion buss voltage is reduced proportional to ground leakage current as follows:

Ground Current Leakage (amperes)	Result
Zero to about 1/4	Causes no deration.
About 1/4 to 1/2	Is the range which will derate propulsion buss voltage from no deration at 1/4 ampere to full deration at 1/2 ampere.
Above 1/2	Is considered a "solid" ground fault, with no propulsion output.

The other ground leakage detectors will not derate locomotive performance, but when grounds are detected, alarms will be sounded and faults will be logged on the Diagnostic Display Panel.

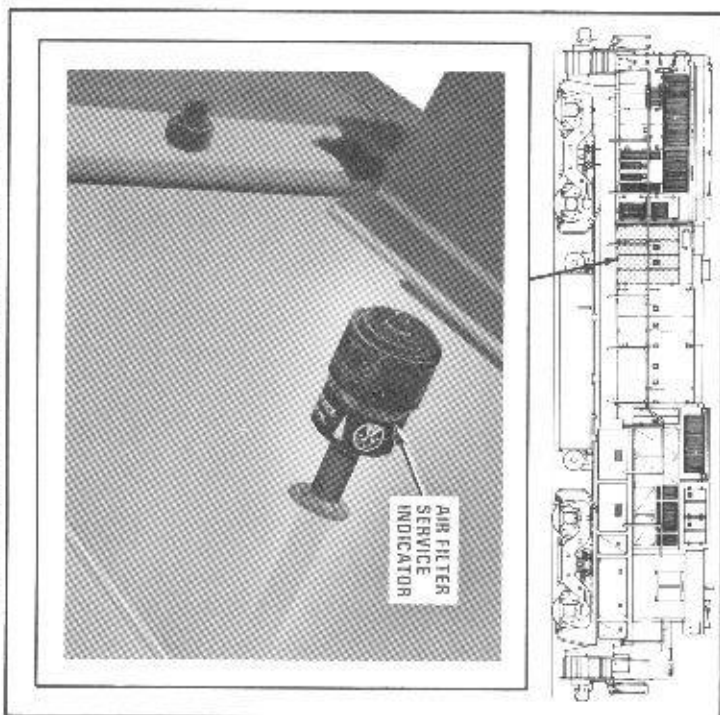


FIG. 38, E-32798

FIG. 38. ENGINE AIR FILTER SERVICE INDICATOR.

MOTOR CUT-OUT SWITCHES (Fig. 3)

Traction motors can be cut out manually or automatically. Manual cut out is done with individual Motor Cut-Out switches on the H/C panel. Automatic cut out is done by the microcomputer control if a fault condition such as excessive

current or too great a rate of change of current (Motor Flashover) is detected.

CAUTION: It is recommended that motor only be manually cut out when the Engine Control switch is in START or ISOLATE position (unit isolated) and the Throttle handle is in IDLE.

NOTE: Speed sensors do not need to be cut out on cut out motors. When the Motor Speed Sensor switch is in the CUT-OUT position, the speed signals from the speed sensors on motors which are cut out are ignored.

When a motor or motors are cut out, total power available for traction is adjusted as follows:

Motors Cut Out	Horsepower Available for Input for Traction Per Model			
	B23	B32	B39	C32 C39
All IN	2300	3200	3900	3200 3900
1 Out	2300	See Note 1	See Note 1	3200 3900
2 Out	See Note 1	See Note 1	See Note 1	3200 3900
3 Out	See Notes 1 and 2	See Notes 1 and 2	See Notes 1 and 2	See Note 1
4 Out	See Notes 1 and 2	See Notes 1 and 2	See Notes 1 and 2	See Note 1
5 Out	N/A	N/A	N/A	See Notes 1 and 2
6 Out	N/A	N/A	N/A	See Notes 1 and 2

NOTE 1: Horsepower available for input for traction is limited to 1021 horsepower per each traction motor-CUT IN.

NOTE 2: Speed sensor inputs from at least two traction motors are required for locomotive to load.

If any motor is cut out on a locomotive, Dynamic Braking on that locomotive is cut out.

ALARMS, SAFEGUARDS, POWER DERATIONS AND SHUTDOWNS

OIL AND WATER TEMPERATURE AND PRESSURE

Horsepower will be derated if one of the following conditions exist:

Condition	Resulting Load Limit
Oil Temp. below 90 F	Engine RPM is Notch 1 Maximum Power is Notch 1
Oil Temp. below 140 F	Engine RPM is Notch 4 Maximum Power is Notch 4
Oil or Water Temp. between 225 and 235 F	Power is derated from no deration at 225 F to full deration at 235 F
Oil or Water Temp. above 240 F	Engine RPM returns to IDLE; all power is removed.

NOTE: A special

combination of sensors together with a built-in program senses operation in a tunnel and permits oil or water temperature to rise to 250 F for ten minutes.

Low Oil or Water Pressure

Low oil and water pressure are monitored by the engine control governor. If low oil or water pressure is detected: In Motoring or Self-Load - Power is reduced by one third.

In Dynamic Brake - Dynamic Brake is nullified if engine speed drops below normal.

ALARMS, SAFEGUARDS, POWER DERATIONS AND SHUTDOWNS

GE-L6710

OVERSPEED - ENGINE SHUTDOWN (Fig. 37)

In the event the diesel engine overspeeds to 1160 rpm, the engine, radiator fans and the equipment blowers are shut down automatically.

After an overspeed shutdown of the engine, move the EC switch to START.

Reset the overspeed link, pull the layshaft lever toward you until a click is heard. Pushing on the layshaft provides more fuel to the cylinders during cranking, if desired. Note that the location of the lever prevents inadvertent manual overspeeding of the engine beyond the trip setting. Once the device trips, manual control of the fuel racks is eliminated.

Proceed to start the engine as described under Starting Engine section. If it overspeeds again, do not restart the engine.

CAUTION: During freezing weather, protect the engine cooling system according to railroad instructions.

OVERSPEED - LOCOMOTIVE (Fig. 11)

When a locomotive equipped with overspeed protection exceeds the maximum permissible speed, as specified by customer, an Overspeed application is initiated.

1. The overspeed whistle blows.
2. In about five seconds, a Penalty brake application is initiated if train speed has not been reduced sufficiently. See air brake regulation for proper procedure.

PCS SWITCH OPERATION (Fig. 11)

The Pneumatic Control Switch (PCS) is operated from the air brake system.

During a safety control Penalty or Emergency brake application, this switch opens. Engine speed is reduced to IDLE and power is removed or reduced to Notch 1, depending on customer's choice. The "PCS OPEN" (White) ("PC OPEN") light at the operator's position will light.

To reset the PCS switch:

1. Move the Throttle handle to IDLE.

NOTE: *If the PCS switch has tripped while in dynamic braking, the Dynamic Braking handle must be returned to OFF to reset the circuit.*

2. Move the Automatic Brake Valve handle to STOP-PRESSION.
3. Depress the Safety Control foot pedal (if used). (When the application pipe builds-up to normal pressure, PCS will reclose.)
4. Move the Automatic Brake Valve handle to RELEASE.

POWER LIMIT SWITCH (Fig. 2)

When the Power Limit switch is closed, Engine RPM is limited to Notch 7 and Maximum Power is limited to Notch 7. (Omission of Power Limit Switch is an option.)

SAFETY CONTROL FOOT PEDAL (Fig. 2)

A foot pedal, if installed, is located at the operator's position. The pedal must be depressed at all times during locomotive operation. If the operator's foot is removed from the pedal for more than five seconds, the brakes will apply at the SERVICE rate. For further description, see Safety Controls section.

WHEELSLIP

Axle speed is continuously monitored by the locomotive computers. The axle (or wheel) speed of all axles are compared. If the differential in speeds is greater than a preset limit, wheel slip action will take place. The amount of correction is determined by the amount of slip and is accomplished in several stages:

Stage 1 - Sand (In Motoring and Dynamic Braking)

Automatically apply sand to the leading axles on this locomotive if a small difference in motor speeds is detected. Sanding continues for three seconds after the slip is corrected.

Stage 2 - Small Power Reduction (Motoring Only)

When the Stage 1 limit is exceeded, a small power reduction goes into effect and sanding continues.

Stage 3 - Moderate Power Reduction (Motoring and Dynamic Braking)

When Stage 2 limit of wheelslip is exceeded, a moderate power reduction goes into effect and sanding continues.

Stage 4 - Complete Power Removal (Motoring and Dynamic Brake)

If a large difference in wheel speeds is detected, a quick power output removal accompanied by a trainlined wheelslip indication results.

The following checks and inspections should be made in accordance with railroad rules:

BEFORE BOARDING LOCOMOTIVE

1. Inspect for broken, worn, loose or dragging parts (brake rigging, brake shoes, wheels, traction motor commutator covers, etc.).
2. Check for leaks from outside piping.
3. Properly position all drain and cut-out cocks.
4. Check the proper connections for air hoses and jumper cables (if in multiple with other units).
5. Check the fuel supply on the fuel tank sight glass.

AFTER BOARDING LOCOMOTIVE

1. Remove rags, tools, etc., from moving parts and electrical equipment.
2. Check the diesel engine lubricating-oil supply. Oil level should indicate FULL on the measuring gage with the engine shut down. A measuring gage (dipstick) is located on the side of the engine near the lubricating-oil fill and is marked LOW and FULL.
3. Check the governor oil supply. The sight glass on the governor should be full of oil. After engine is started, the oil level must be at the mark on the sight glass, Fig. 27.
4. Check the air compressor lubricating-oil supply. On the Gardner-Denver compressor, the proper level is indicated on the dipstick near the oil fill cap, Fig. 35.

PREPARATION FOR OPERATION

On the WABCO air compressor, maintain the oil supply to the RUN level on the oil level indicator gage.

5. Check the cooling water supply. Be sure the water drain valve is closed.
6. Check that the diesel-engine overspeed device is reset, Fig. 37.
7. Check that the engine barring-over device is removed from the engine and cover is mounted in place.
8. Check that the following air cut-out cocks are open:
 - a. Air Compressor Governor
 - b. Control Air
 - c. Safety Control (if used)
 - d. Bell, Horn and Window Wiper
 - e. Overspeed Control (if used).
9. Check that the brake-pipe angle cocks is "cut in" (vertical position).
10. The brake valve pilot cut-out cock (double-heading cock) on the 26L air brake system should be properly positioned.
11. The MU2A valve or dual ported cut-out cock must be positioned according to the location of the unit in the locomotive consist.
12. Check the positions of the Automatic and Independent Brake Valve handles. The Automatic Brake Valve handle should be removed on all Trail units, and the Independent handle should be in RELEASE if not removable.
13. Move the Engine Control switch to START.

PREPARATION FOR OPERATION

GEJ-6710

14. Properly position the MU Headlight Selector switch.
15. Check that the Throttle handle is in IDLE and the Selector handle is in OFF.
16. Check that the dead-engine cock is closed.

STARTING ENGINE

1. Perform operations as in Before Boarding Locomotive and After Boarding Locomotive sections.
2. If the engine has been stopped for a considerable period of time, or if a quantity of rain has entered the stack, the cylinders should be cleared of fuel or water accumulation before starting the engine.

Proceed as follows:

- a. Apply the engine barring-over device, and back off the compression relief plugs on the left side of each cylinder.
- b. Rotate the engine at least two complete revolutions by use of the engine barring-over device.
- c. Remove the barring-over device from the engine, and tighten all compression relief plugs before cranking.

NOTE: Cover for barring-over feature must be securely mounted, otherwise engine cannot be cranked. See Barring-Over Switch section.

3. Check that the emergency stop feature is nullified (Throttle handle in IDLE).

PREPARATION FOR OPERATION

4. Close the Battery switch located behind the door under the EC panel.
5. Turn on all applicable circuit breakers in the top row of breakers on the EC panel.
6. Turn on ALL circuit breakers in the second row of breakers on the EC panel.

NOTE: *When starting engines of several locomotives in a multiple-unit consist, start engines one at a time. Close the Control circuit breaker only on one unit at a time. When all engines are running, close the Control circuit breaker on the Lead unit only, open all others.*

7. Check the Diagnostic Display for any fault messages. It should read "READY." If the display says "Can't Crank" or "Won't Crank," the unit will not attempt to crank.
8. Place the Engine Control (EC) switch in the START position.
9. At the Start Station, located near the engine, turn the Start switch to the PRIME position. Hold until solid fuel shows in the sight glass.
10. Turn the switch to the START position and hold until the engine starts.

NOTE: *There will be a 2 to 4 second delay between the time the switch is placed in the START position and the diesel engine starts to rotate.*

PREPARATION FOR OPERATION

GEJ 6710

NOTE: *If proper engine lube-oil pressure does not build up within approximately 40 seconds, the governor will shut off fuel and prevent the engine from running.*

CAUTION: *Do not discharge the battery excessively by repeated attempts to start. If the first two or three tries are unsuccessful, recheck the starting procedure.*

BEFORE MOVING LOCOMOTIVE

1. Turn the Engine Control switch to RUN.
2. Make an air brake test and other checks in accordance with railroad regulations.
3. Check the main reservoir air pressure according to railroad rules.
4. Check the control air pressure. Normal pressure is 80 psi.
5. Make an Independent air brake application. Release the handbrake and remove any blocking of the wheels.
6. Allow time for the engine cooling water to warm up before moving the locomotive in accordance with railroad rules. Also see ALARMS, SAFEGUARDS, POWER DERATIONS AND SHUTDOWNS section of this manual.

FASTER AIR PUMPING

To provide faster air pumping on locomotive, when reservoirs have been drained or after the locomotive has been coupled to a train, proceed as follows:

1. Leave the Generator Field circuit breaker in the OFF position.
2. Close the Control breaker on the Engine Control panel.
3. Insert the Reverse handle.
4. Move the Throttle handle to Notch 4 or 5, as needed.

NOTE: *If the main reservoir air pressure is above 130 psi and is not rising, increasing the engine speed will not raise the pressure.*

COLD WEATHER ENGINE STARTING/WARM-UP

During cold weather conditions, when a locomotive has been shutdown for a period of time, locomotive horsepower will automatically be derated until the lubricating oil temperature reaches a predetermined level. This special warm-up period is required to avoid equipment failure from thermal or overload strain. See ALARMS, SAFEGUARDS, POWER DERATIONS AND SHUTDOWNS section of this manual.

MOVING A TRAIN

1. Close the Generator Field circuit breaker on the control console.
2. Move the Reverse handle to the desired direction of movement.
3. Place foot on the Safety Control foot pedal (if used) and release the brakes completely. Several minutes may be required to release the brakes, depending on the length of the train.
4. Advance the Throttle handle.
5. The Throttle handle has notches (IDLE up to Notch 8), with each successive notch representing an increase in power, or locomotive tractive effort.

Starting a train depends on type, length, weight, grade, condition of rail and amount of slack in the train. This locomotive is designed to have easily controlled tractive effort build-up characteristics, with the tractive effort in each notch limited to definite values as the Throttle handle is moved from the lowest to the highest notch. The operator easily can control the amount of tractive effort required to start and accelerate a particular train. Speed can be controlled as desired by reducing or increasing the Throttle handle position.

STOPPING A TRAIN

Move the Throttle handle to IDLE, and apply the dynamic or air brakes according to railroad regulations. If leaving the operator's position after the train has stopped, move the Reverse handle to OFF.

REVERSING LOCOMOTIVE

CAUTION: *The control system of this locomotive will delay movement from power to dynamic braking. If however, other locomotives in the consist do not have this feature, to prevent equipment damage when changing from power to dynamic braking or from dynamic braking to power, pause 10 seconds with the Throttle handle at IDLE and Dynamic Brake handle in OFF.*

1. Bring the locomotive to a full stop.
2. Move the Reverse handle to the opposite direction.
3. Release the brakes.
4. Advance the Throttle handle.

PASSING THROUGH WATER

Do not exceed two or three mph if there is water over the rails. Do not pass through water that is over 2.5 in. above the top of the rail.

PASSING OVER RAILROAD CROSSINGS

Do not pass over railroad crossings at full power, or traction motor flashover may result. Reduce power by moving the Throttle handle to Notch 5, or below, while all units are passing over the crossing.

STOPPING ENGINE

1. Move the Throttle handle to IDLE.

CAUTION: *After a locomotive has operated under full load for a considerable period of time, allow the engine(s) to run at IDLE for at least five minutes before shutting down. Otherwise, immediate shut-down after such operation could be harmful to some engine components requiring brief idling time.*

2. Open the Generator Field circuit breaker on the control stand.
 3. Move the Engine Control switch to START.
 4. Press the Engine Stop button on the Engine Control panel or at the Engine Start Station.
 5. To shut down all engines when in multiple-unit operation, move the Throttle handle to the SHUTDOWN position on the Master Controller. The Throttle handle must be in IDLE before attempting to start the engine.
- NOTE:** *On some older units this will not turn off the fuel pumps. Pushing the STOP button on each unit will turn them off.*
6. Secure the locomotive in accordance with railroad rules and procedures.

BEFORE LEAVING LOCOMOTIVE

1. Apply the handbrake, Fig. 28, and release the air brakes after uncoupling from the train.

OPERATING PROCEDURES

NOTE: On three-axle floating bolster trucks with low-hung brake cylinders, a "QR," or quick-release valve is provided which removes the air in the one brake cylinder that is in the handbrake system. The handbrake chain must trip the stem of the QR valve and no trapped air is permitted in this brake cylinder; otherwise, if the locomotive air pressure leaks off, the locomotive can roll down the track unattended.

2. Leave the Throttle handle in IDLE.
3. Close the windows and doors.
4. Open all switches and circuit breakers as described in Control Console Equipment and Engine Control Panel sections.

cautions must be taken to see that the locomotive does not freeze. See DRAINING TEM section, and follow railroad

PASSING

Do not pass over a crossing and release the air from the train. Do not pass over a crossing with the Throttle handle to NEUTRAL.

OPERATING PROCEDURES

SEL-6710

After a Penalty brake application has occurred, normal locomotive operation is restored in the following manner:

1. Move the Throttle handle to IDLE.
2. Move the Automatic Brake Valve handle to SUPPRESSION.
3. Depress the Safety Control foot pedal.
4. After the application pipe has built up to normal pressure, move the Automatic Brake Valve handle to RELEASE.

NOTE: Other forms of safety control may be provided. See railroad rules for specific procedures.

Dynamic braking is applied to the locomotive only.

APPLYING DYNAMIC BRAKES

Applying dynamic braking is done in the following manner:

NOTE: *Dynamic brake cannot be applied on a locomotive which has any traction motor manually or automatically cut out.*

1. Move Throttle handle to IDLE.
2. Move the Dynamic Brake handle to SET-UP position; pause, then advance the handle into the BRAKING sector as desired.
3. After the slack is bunched, manipulate the Dynamic Braking handle until the desired braking effort is obtained. Observe and correct braking effort during the initial period of Dynamic Brake application.

CAUTION: *Prolonged operation of dynamic braking in Notch 8 at speeds above 61 miles per hour can cause increased maintenance requirements of traction motors.*

The amount of braking effort obtainable varies with the position of the Dynamic Braking handle for various speeds. Maximum braking effort is obtained in the FULL BRAKING position at speeds of 22 to 30 mph, depending on locomotive gearing.

When a locomotive is equipped with extended range dynamic braking, a series of peak braking efforts will occur down to about 8 mph. If independent air brakes are applied

when dynamic braking is in effect, only minimum dynamic brake will be obtained.

NOTE: *Wheel slip warning may occur while in dynamic braking. This indicates wheels are sliding. Sand is applied automatically to the wheels of the sliding unit. Reduce the Braking handle position until the warning stops.*

USE OF AIR BRAKES DURING DYNAMIC BRAKING

When necessary, the automatic air brake may be used in conjunction with the dynamic brake. Automatic air brakes will apply on the train but not on the locomotive. If the Automatic Air Brake handle is moved to the EMERGENCY position, the dynamic brake is removed and brakes on the locomotive, as well as those on the train, go into Emergency application.

The Dynamic Brake Magnet Valve (DBM) nullifies an Automatic air brake application on the locomotives when dynamic braking is being used. This same interlock will release an Automatic application on the locomotives when dynamic brakes are set-up, and prevents reapplication of the automatic brake on the locomotive after release of the dynamic brake.

NOTE: *An optional arrangement reapplies automatic brakes on the locomotive after the release of dynamic brake.*

The independent air brake MUST NOT be used during dynamic braking, to avoid flat spots on the locomotive wheels caused by sliding.

RELEASE OF DYNAMIC BRAKING

Release dynamic braking by moving the Dynamic Braking handle to the OFF position.

OPERATING AS A LEADING UNIT

To operate the locomotive as a Lead unit of a consist, first make the necessary preliminary preparations for operation then proceed as follows:

Air Equipment Set-Up

1. Insert the Automatic Brake Valve handle in the HANDLE OFF position.
2. Depress the handle of the brake-valve pilot cut-out cock and move it to the IN position.
3. Depress the handle of the MU/2A valve and move it to the LEAD/DEAD position or move the handle of the dual ported cut-out cock to the IN/OPEN position.
4. Move the Independent Brake Valve handle to the FULL APPLICATION position.
5. Test the air brake in accordance with railroad rules.

Operating Unit - Electrical Set-Up

1. Close the Generator Field circuit breaker on the control stand. (The Control circuit breaker must be closed on the Lead unit only.)
2. Close the Dynamic Brake circuit breaker (if so equipped).
3. Close the Control circuit breaker.
4. Close all circuit breakers on the Engine Control (EC) panel.
5. Move the MU Headlight Set-Up switch to the required position.

MULTIPLE-UNIT OPERATION

6. Insert the Reverse handle into the Controller.
7. Move the Reverse handle to the desired direction.
8. Operate the locomotive in accordance with operating procedure.

OPERATING AS A TRAILING UNIT

Air Equipment Set-Up

1. Make a Full Service application with the Automatic Brake Valve handle.
2. Move the brake valve pilot cut-out (double-heading) cock to the OUT position.
3. Move the Automatic Brake Valve handle to the HANDLE OFF position and remove the handle.
4. Place the Independent handle in RELEASE position.
5. Move the MU2A valve to LEAD/DEAD position, or if the dual ported cut-out cock is used, move the handle to the OUT/CLOSED position.

Electrical Set-Up

1. Move the Reverse handle to OFF and remove the handle.
2. Open the Generator Field, Control, Engine Run and Dynamic Brake circuit breakers on the control stand.
3. The top row of circuit breakers on the Engine Control (EC) panel can be turned OFF for Trail operation. Second row of breakers MUST BE ON for Trail operation. The Running Lights circuit breaker may be positioned as desired.

MULTIPLE-UNIT OPERATION

GEJ-6710

4. Place the MU Headlight Set-Up switch in the proper position.

CHANGING OPERATING ENDS

To change operating control from the cab of one locomotive unit to the cab of another, proceed as follows:

Vacating Unit - Air Equipment Set-Up

1. Make a Full Service brake-pipe reduction.
2. Allow time for all air blowing sounds to stop, then depress the handle of the brake valve pilot cut-out cock and move it to the OUT position.
3. Place the Automatic Brake Valve handle in the HANDLE OFF position and remove; place the Independent Brake Valve handle in the RELEASE position.
4. Depress the handle on the MU2A valve, and move it to TRAIL position, or the dual ported cut-out cock to the OUT/CLOSED position.

Vacating Unit - Electrical Set-Up

1. Move the Reverse handle to OFF, and remove the handle.
2. Open the Generator Field, Control, Engine Run and Dynamic Brake circuit breakers on the control stand.
3. The top row of circuit breakers on the Engine Control (EC) panel can be turned OFF for Trail operation. Second row of breakers MUST BE ON for Trail operation. The Running Lights circuit breaker may be positioned as desired.

MULTIPLE-UNIT OPERATION

4. Move the MU Headlight Set-Up switch to the required position.

Operating Unit - Air and Electrical Equipment Set-Up

Set-up the air brakes and electrical equipment on the operating unit as described in Operating As a Leading Unit "Air Equipment Set-Up" and "Electrical Equipment Set-Up" sections.

TO OPERATE WITH OTHER TYPES OF UNITS

This locomotive is equipped with a traction motor thermal simulator which computes traction motor temperatures. This simulator will reduce locomotive output as required to protect the traction motors.

If the units in the locomotive consist are geared for differing maximum speeds, do not run at speeds in excess of that recommended for the unit having the lowest maximum permissible speed.

Similarly, do not operate at low speeds long enough to exceed the specified traction motor ratings on any of the units in the locomotive consist. A locomotive with high horsepower per axle will develop more tractive effort at any given speed than will units of lower horsepower per axle and will, therefore, tend to overload sooner at lower speeds.

When the leading unit is slipping excessively, the Power-Limit switch (if so equipped) can be moved to NOTCH 7 to reduce the power on this unit while the Trailing units are operating at full power. This will reduce the tractive effort

MULTIPLE-UNIT OPERATION

GEJ 6710

on the Leading unit and will usually improve the ability of the locomotive to hold the rail under bad rail conditions.

BRAKE PIPE LEAKAGE TEST

A brake-pipe leakage test can be performed in the following manner:

With the brake system fully charged and with the brake-valve pilot cut-out cock in the IN position, move the Automatic Brake Valve handle promptly toward the SERVICE position until the equalizing reservoir pressure has been reduced 15 psi; then stop and leave the handle in this position.

As soon as the brake-pipe pressure has reduced to the level of the equalizing reservoir pressure (continuous blow from brake-valve exhaust), depress the Brake-Valve Pilot Cut-Out Cock handle and move it to the OUT position. Immediately observe the brake-pipe gage, and time the pressure drop in accordance with railroad rules.

At the completion of the brake-pipe leakage test, move the Brake Valve handle further toward the SERVICE position, and reduce the equalizing reservoir pressure slightly below the brake-pipe pressure. The brake may later be released by returning the Brake Valve handle to the RELEASE position.

DEAD HEADING (DEAD-IN-TRAIN)

1. Place the Independent Brake Valve handle in the RELEASE position and the Automatic Brake Valve handle in the HANDLE OFF position.

MULTIPLE-UNIT OPERATION

2. Depress the Brake Valve Pilot Cut-Out handle and move to the CUT position.
3. Depress the handle of the MU2A valve and move to the LEAD/DEAD position. On units equipped with the optional dual ported cut-out cock, place the cock in the IN/OPEN position.

CAUTION: *To avoid wheel flats, drain main reservoirs of unit 40 psi below the brake pipe pressure used on the train to which the locomotive will be coupled.*

4. Open the dead-engine cock.

NOTES: