

## Conducting a Locomotive Daily Inspection

PASS	FAIL	CHECK LIST	Unit Number _____
		<b>Periodic Inspection</b>	
		Examine Blue Card to insure the locomotive is not due a periodic inspection and tests prescribed by Part 229 are current	
		The following items are non-complying conditions if they do not function properly during the daily inspection. <b>(Not all defects are non-complying, exceptions are listed)</b>	
		<b>A. Control Compartment/Locomotive Cab</b>	
		<ul style="list-style-type: none"> <li>• Operate sanders to deposit sand in front of each locomotive's lead wheels (use reverser to determine direction)</li> </ul>	
		<ul style="list-style-type: none"> <li>• Each air gauge registers within 3-psi of the required pressure</li> </ul>	
		<ul style="list-style-type: none"> <li>• Locomotive cab is free of stumbling hazards.</li> </ul>	
		<ul style="list-style-type: none"> <li>• No traction motors have been cut-out. However, on GE AC, GE-8 DC, GE-9 DC, and EMD AC locomotives, one or more traction motors/trucks may be cut out and not considered a non-complying condition</li> </ul>	
		<ul style="list-style-type: none"> <li>• Cab seats are properly secured</li> </ul>	
		<ul style="list-style-type: none"> <li>• Dynamic brakes are operative on equipped locomotives. A locomotive will be considered as having a non-complying condition if the dynamic brake has been defective for 30 continuous days.</li> </ul>	
		<b>On the lead locomotive ensure that:</b>	
		<ul style="list-style-type: none"> <li>• At least one headlight bulb is operational on each end of the locomotive consist.</li> </ul>	
		<ul style="list-style-type: none"> <li>• At the initial terminal, both ditch lights are operational. At least one ditch light must be operational <b>at other than initial terminal.</b></li> </ul>	
		<ul style="list-style-type: none"> <li>• Horn and bell operate</li> </ul>	
		<ul style="list-style-type: none"> <li>• Gauge lights and engineer's overhead cab light illuminate. If burned out and other available lighting is sufficient to allow visibility from the crew's normal position, report as defect but not a non-complying condition.</li> </ul>	
		<ul style="list-style-type: none"> <li>• Speed indicator functions accurately. After a daily inspection, <b>if the speed indicator failure is identified on the lead locomotive as soon as it begins moving, the failure is a non-complying condition discovered during the daily inspection.</b></li> </ul>	
		<ul style="list-style-type: none"> <li>• Windows provide a clear view. Small cracks that do not obscure view must be reported as defects but not non-complying.</li> </ul>	
		<ul style="list-style-type: none"> <li>• The locomotive toilet facility is sanitary and operational</li> </ul>	
		Only a telemetry head end unit (HEU) calibrated within the last 368 days may be used. Exception: Calibration is not required when an affixed sticker states the unit is: <ul style="list-style-type: none"> <li>• Equipped with a Wabtec synthesized or Ritron FRA-compliant radio</li> <li>• Exempt from FRA mandatory periodic testing requirements</li> </ul>	
		<b>B. Walkway and Engine Compartment</b>	
		<b>Inspect both sides of each locomotive to ensure that:</b>	
		<ul style="list-style-type: none"> <li>• Walkways and walk-in compartments (car body-type locomotives) are clear of debris, tools, and accumulated oil or grease that present a hazard to the crew.</li> </ul>	
		<ul style="list-style-type: none"> <li>• Handrails, hand holds, steps, ladders, safety chains, and guards are secured and ready for service. Inspect for broken, bent, damaged, or loose equipment. Make sure safety chains are connected high enough for safe passage. The chain droop must not exceed 8 inches from the grab iron connection to top of chain.</li> </ul>	

		<ul style="list-style-type: none"> <li>All electrical and rotating equipment guards are in place.</li> </ul>
		<ul style="list-style-type: none"> <li>The diesel engine has no apparent exhaust, oil, water, or fuel leaks.</li> </ul>
		<ul style="list-style-type: none"> <li>The hand brakes is operational</li> </ul>
		<ul style="list-style-type: none"> <li>Walkway and engine compartment lights are working. If burned out and other lighting is sufficient on the locomotive to allow visibility, report as defect but not a non-complying condition.</li> </ul>
		<p><b>C. Ground Level</b></p>
		<p><b>Inspect the exposed areas for apparent defects, but do not crawl under or between locomotives to make the visual inspection. Set hand brakes, if necessary, and walk around both sides of the locomotive to ensure that:</b></p>
		<ul style="list-style-type: none"> <li>Sand is deposited on the rail in front of the lead wheels of each locomotive in the consist.</li> </ul> <p><b>Exceptions:</b></p> <ul style="list-style-type: none"> <li>In road service as lead locomotive, if sanders are found to be defective <b>en route</b>, the locomotive may continue in service until it is placed in a repair facility but under no conditions for more than 14 calendar days.</li> <li>In road service as a trailing locomotive, if sanders are found to be defective en route, the locomotive may continue in service until it is placed in a repair facility.</li> <li>In switching service, if sanders are found to be defective at a location where repair facilities are not available, the locomotive may remain in service for no more than 7 calendar days.</li> </ul>
		<ul style="list-style-type: none"> <li>Fuel tank is not leaking</li> </ul>
		<ul style="list-style-type: none"> <li>No defects such as cracks and broken or missing parts are on the following: <ol style="list-style-type: none"> <li>Locomotive trucks</li> <li>Wheels</li> <li>Gear cases</li> <li>Draft gears.</li> </ol> </li> </ul>
		<ul style="list-style-type: none"> <li>Brake cylinder piston travel is sufficient to provide brake shoe clearance when brakes are released.</li> </ul>
		<ul style="list-style-type: none"> <li>Maximum brake cylinder piston travel is 1 ½ inches less than the travel entered on the FRA Form F6180-49A (Blue Card) in the locomotive cab.</li> </ul>
		<ul style="list-style-type: none"> <li>Brake shoes are secured and approximately in line with the tread of the wheel with no obvious lips or overhangs.</li> </ul>
		<ul style="list-style-type: none"> <li>Foundation brake rigging is secured, and all components other than wheels and sand hoses are at least 2 ½ inches above the top of the rail.</li> </ul>
		<ul style="list-style-type: none"> <li>Snowplow, pilot, or endplate is properly secured and is between 3 inches and 6 inches above the top of the rail.</li> </ul>
		<ul style="list-style-type: none"> <li>No part of the electrical cable is lying on the coupler.</li> </ul>
		<ul style="list-style-type: none"> <li>Unused Electrical cables are stowed, or the disconnected ends are placed into a dummy receptacle or a multiple-unit cable holder.</li> </ul>
		<ul style="list-style-type: none"> <li>There is no apparent physical damage to the ATC/ACS receiver bars on locomotives equipped with ATC/ACS.</li> <li>These bars are located above the rail and in front of the wheels. This requirement applies only to lead locomotives on trains operating in ATC/ACS territory. Any apparent damage must be reported, but it does not constitute a non-complying defect.</li> </ul>