

Auto Scan Exceptions

Locomotive Engineers,

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I know most, if not all of you are aware that locomotives can be downloaded wirelessly at various locations around the system. But did you know that we now have a system in place to automatically scan those *wireless* downloads? *There* is now a computer in place that, once every 24 hours, goes out to those wireless locations and grabs every download and reviews them for potential problems. Once it finds what it thinks is a problem, it forwards that download and possible problem location to the appropriate MOP for further review. Attached is a list of things the Auto Scan is looking for.

Forewarned is forearmed. Avoid those “Heavy Reductions Stopped with Brakes Released and Power Braking” type situations and you will avoid unnecessary scrutiny.

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Independent Brake at Speed: This exception is activated if the brake cylinder pressure is greater than 15 psi for at least 30 seconds while the train is moving between 15mph and 70mph.

EIE While In Motion: This exception is activated if the train is moving at a speed between 8 mph and 70 mph for at least 20 seconds while an Engineer Emergency is in effect.

Alerter Penalty at Speed: This exception is activated if an alerter penalty is active for at least 10 seconds while the train is moving at a speed greater than 10 mph.

Engine Revving: This exception is activated if the throttle remains at a notch greater than 2 for at least 25 seconds while the train has no load (i.e., current/TE and speed are both zero).

Heavy Reduction: This exception is activated if the brake pipe pressure is less than 72 psi for at least 15 seconds while the train is moving greater than 20mph. This exception may only be set when **PCS** is closed.

Power Braking (PWRBRK): This exception is activated if the brake pipe pressure is less than 76 psi for at least 30 seconds while the train is moving greater than 20 mph and the throttle is greater than notch 5.

Power Braking (PWRBRKT6): This exception is activated if the brake pipe pressure is less than 76 psi for at least 30 seconds while the train is moving greater than 20mph and the throttle is greater than notch 6.

Engine Stall: This exception is activated if the load is greater than 200 amps (or TE greater than 20 kibs) for at least 180 seconds while the train is stopped.

Stopped with Brakes Released: This exception is activated if the brake pipe pressure is greater than 84 psi for at least 10 minutes while the train is stopped. This exception is used in testing for a failure to test the brakes (sequential scan). This scan is not logged in any exception report.

Brakes Applied: This exception is activated if the brake pipe pressure is less than 84 psi. This exception is used in testing for a failure to test the brakes (sequential scan). This scan is not logged in any exception report.

CVE While in Motion: This exception is activated if the train is moving at a speed between 8mph and 70 mph for at least 20 seconds while a CVE is in effect.

Lead Unit: This exception is activated if the *train is moving* at a speed *greater than 1* mph for at least 5 seconds while a horn is in effect (used to identify a lead unit, not an exception).

Speed: This exception is activated if the train is moving at a speed greater than 73 and less than 81 mph for at least 90 seconds. (Changed from >71 to >73 on 2/312005)

Failed to Test Brakes: This exception is activated if the train moves at a speed greater than 20 mph (with a load greater than 300 amps or TE greater than 20 klbs) if the brakes were not applied at least once since the train was last stopped for 10 minutes or longer (see Stopped with Brakes Released scan -listed above). This scan is not logged in any exception report.