ALERTER NULLIFICATION

GE – AC or DC EVOLUTION LOCOMOTIVES

(Conventional [start at step #3] or DP Operation)

- Some pre-production GE Evolution Locomotives with Desk Top Controls will nullify the Alerter using our normal method. If normal method fails to nullify Alerter on GE - **AC** or **DC** Evolution Locomotives, use the method below.

1. When train is operating with Distributed Power, leave generator field **OFF**, automatic brake valve in **RELEASE** position, **CENTER** and **REMOVE** reverser, **ISOLATE** all locomotives on head-end consist at control panel.

2. **UNLINK** distributed power, wait one minute, then **END DISTRIBUTED POWER**. Follow prompts to clear EAB Penalty. With Automatic Brake valve still in **SUPPRESSION go to step #6**.

3. Set up lead locomotive for conventional operation. **LEAVE** generator field switch **OFF**, center and **REMOVE** reverser.

4. **ISOLATE** all locomotives on head-end consist at control panel.

5. Make a **FULL SERVICE** brake pipe reduction, wait at least 30 seconds after brake pipe exhaust stops.

6. **CUT OUT** automatic brake valve; (**SAVE & CONFIRM SETUP**) move handle to **RELEASE** position.

7. Adjust regulating valve to 114 psi or highest setting available (**SAVE & CONFIRM SETUP**).

8. Move automatic brake valve handle to **SUPPRESSION** position.

9. **CUT IN** automatic brake valve to **PASS**. (**SAVE & CONFIRM SETUP**) **Note**: Equalizing reservoir pressure will be 84 psi. DP remote locomotive brake valves will be automatically configured to Lead-Cut Out and brakes will act like a car in the train.

10. Release independent brake, actuate if necessary to reduce brake cylinder pressure to 0 psi, **allow alerter to time-out. ALARM will sound until time-out is complete.**

11. Go to DP remote locomotive and **ISOLATE** at control panel. Ensure brakes are released on DP remote locomotive. If brakes are not released, ensure brake valves at DP remote locomotive are set to **LEAD-CUT OUT** with independent brake valve handle in the release position. Actuate if necessary to reduce brake cylinder pressure to 0 psi.