

RESTORING ALERTER

GE - AC or DC EVOLUTION LOCOMOTIVES

(Conventional or DP Operation)

1. **Fully** apply independent brake.
2. **CUT OUT** automatic brake valve (**SAVE & CONFIRM SETUP**).
3. Move automatic brake valve handle to **RELEASE**.
4. Adjust regulating valve to 90 psi (**SAVE & CONFIRM SETUP**).
5. **CUT IN** automatic brake valve to **FREIGHT** (**SAVE & CONFIRM SETUP**).
6. If train is to be run with Distributed Power, re-link per current ABTH rules.
Note: DP remote locomotive is still set-up to be re-linked by the same lead locomotive so you don't have to return to the remote for re-linking. However, the isolation switch will still have to be placed to **RUN** per current practices.
7. If you get a **LINK FAIL**, unlink, end distributed power and recover air as prompted. Attempt to link again.
8. If you get a **LINK FAIL** on your second attempt, enter the same locomotive number in the highlighted box directly under the locomotive number already entered and press **DONE**. The DP remote screen should now come up on the left screen.

Note: This second attempt method should be used anytime you are having trouble linking. At Midwest we will be prone to this as the DP remote locomotive is sitting in the metal shed causing some interference with radio signals.

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