

MOTORMAN'S *Trouble Shooting* **GUIDE**

RAPID TRANSIT CARS (SERIES 6000)

The purpose of this guide is to aid Motormen in quickly correcting trouble, thereby reducing delays to service.

There are 3 parts to the guide:

PART 1 - "QUICK CHECK" TO CORRECT FOUR COMMON TROUBLES

Below the four common troubles are the "Quick Checks" that must be made to correct each trouble.

If the "Quick Checks" fail to correct the trouble, Motormen must follow the instructions under Part 2.

PART 2 - PROCEDURE TO CUT OUT PART OF A TRAIN

If the trouble on a defective car or unit cannot be corrected, cut out part of the train and operate with the remaining unit or units.

If this procedure fails, the following train must couple on and push the defective train as outlined in Part 3.

PART 3 - PROCEDURE TO COUPLE FOLLOWING TRAIN TO DEFECTIVE TRAIN

PART 1 - "QUICK CHECK" TO CORRECT FOUR COMMON TROUBLES

When trouble occurs, follow the "Quick Checks" as indicated in the boxes until the trouble clears. Always start with the top box first.

DRUM BRAKES FAIL TO RELEASE

Red Panel Light stays "On"

Make Cineston inoperative and then operative

Flip all "P" switches in switch cabinet down and reset by flipping up

Turn Control Positive switch off. Conductor depresses Cineston handle on "Coast" position. Check outside drum brake signal lights. Cut out actuators on defective car

Test each brake trip device arm to assure that it is not off center, see that drum switches at each end of train are at "Uncoupled" position. At the same time have Conductor push each Conductor's Emergency Switch snugly toward outside of car

M.G. STOPS RUNNING

White Panel Light stays "On"

Turn on car lights to assure that 600 volt power is "On"

Make Cineston inoperative and then operative

IF THESE CHECKS DO NOT CLEAR TROUBLE

Cut out Motor Control Cut-Out Switch and actuators on the defective car

Proceed with caution

CIRCUIT BREAKER BLOWS

Circuit Breaker Buzzer sounds when Cineston handle is moved to power

Operate power reset (Cineston handle must be depressed at "Coast" or "Brake" positions)

IF THIS CHECK DOES NOT CLEAR TROUBLE

Cut out Motor Control Cut-Out Switch and actuators on the defective car

Proceed with caution

AUTOMATIC STARTING FAILS

Green Panel Light stays "Off"

Have Conductor check for door trouble

Flip down all "P" switches in switch cabinet and reset by flipping up

IF THESE CHECKS DO NOT CLEAR TROUBLE

Block control power relay "In"

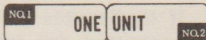
Operate on buzzer signal

If the "Quick Check" has not cleared the trouble, follow the instructions under Part 2.

PART 2 - PROCEDURE TO CUT OUT PART OF A TRAIN

If the trouble on a defective car or unit cannot be corrected, cut out part of the train and operate with the remaining unit or units as outlined below:

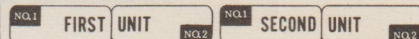
ONE - UNIT TRAIN



STEP 1. Cannot be cut.

STEP 2. Follow coupling procedure in Part 3.

TWO - UNIT TRAIN



STEP 1. Move both drum switches at point of coupling to "Uncoupled" position.

Try operating from Cab No. 2 of first unit: If train responds, cut out actuators on second unit and operate from Cab No. 1 of first unit.

If train does NOT respond, then -
try operating from Cab No. 1 of second unit: If train responds, cut out actuators on first unit and operate from Cab No. 1 of second unit.

STEP 2. If train cannot be operated after making above step, follow coupling procedure in Part 3.

THREE - UNIT TRAIN



STEP 1. Move both drum switches between second and third units to "Uncoupled" position.

Try operating from Cab No. 2 of second unit: If train responds, cut out actuators on third unit and operate from Cab No. 1 of first unit.

STEP 2. Move both drum switches between second and third units to "Coupled" position and move both drum switches between first and second units to "Uncoupled" position.

Try operating from Cab No. 1 of second unit: If train responds, cut out actuators on first unit and operate from Cab No. 1 of second unit.

If train does NOT respond, then -

Try operating from Cab No. 2 of first unit: If train responds, cut out actuators on second and third units and proceed with caution - operating from Cab No. 1 of first unit.

STEP 3. Leave both drum switches between first and second units at "Uncoupled" position and move both drum switches between second and third units to "Uncoupled" position.

Try operating from Cab No. 2 of second unit: If train responds, cut out actuators on first and third units and proceed with caution - operating from Cab No. 1 of second unit.

If train does NOT respond, then -

Try operating from Cab No. 1 of third unit: If train responds, cut out actuators on first and second units and proceed with caution - operating from Cab No. 1 of third unit.

STEP 4. If train cannot be operated after making above steps, follow coupling procedure in Part 3.

PART 3 - PROCEDURE TO COUPLE

FOLLOWING TRAIN TO

DEFECTIVE TRAIN

1. Have following train couple on
2. Do NOT cut in drum switches between trains
3. Cut out actuators on defective train
4. Have train pushed to terminal