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Sub:- Cab Reversal Procedure of 3-Phase Electric Locomotive with conventional Brake Rigging

Ref: - RDSO's letter No. EL 3.2.19 (3-Phase) dated 04.01.2012.

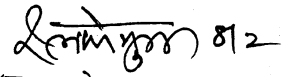
The existing cab changing procedure of 3-phase locos with parking brakes and revised cab reversal procedure of 3- Phase electric locomotive with conventional brake rigging is appended below.

S.No.	Existing procedure	S.No.	Revised procedure
1.	Move Direct brake controller (SA-9) in applied condition.	1.	Move Direct brake controller (SA-9) in applied condition.
2.	Open VCB.	2.	Ensure BC pressure.
3.	Lower Panto	3.	Open VCB
4.	Move key switch 'BL' into position 'O' and remove the key.	4.	Lower Panto
5.	Set automatic brake controller to position 'Neutral' and remove handle.	5.	Set automatic brake controller to position 'Neutral' and remove handle. (It will ensure application of emergency brake.)
6.	Release direct brake.	6.	Move key switch 'BL' into position 'O' and remove the key.
7.	Change driver's cab and insert key.		
8.	Move key switch 'BL' into position 'D'.	7.	Change driver's cab and insert BL key.

8.	Insert Automatic brake controller (A-9) handle and set to "RUN" position.	8.	Ensure direct brake controller in applied position.
		9.	Move key switch 'BL' into position 'D'.
		10.	Insert Automatic brake controller (A-9) handle and set to "Run" position. BP will charge to 5 kg/cm ² .
		11.	Release direct brake.

Note: After moving the key switch 'BL' to position 'O' the MCE remains active for 10 minutes. The change of driver's cab should take place during this time. If the MCE has to be restarted, it takes longer to set up the locomotive because peripheral tests have to be carried out.

It is therefore requested to counsel all running staff to follow revised procedure for cab reversal in view of non-availability of parking brakes due to provision of conventional type brake rigging in WAP-7 loco.

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Dy.CEE/Loco

कृते मुख्य विद्युत इंजीनियर

For Chief Electrical Engineer

C/- Principal, ETTC/BZA for information and necessary action.