



KLW

Locomotive Specification

Buyer Name

KLW NZE 15BE DE T4L Switcher Locomotive



Contents

1	Project Information.....	3
2	Introduction	3
3	Specific Definitions	4
4	Compliance	4
5	Work Required by the Specifications.....	4
6	Technical Requirements/General Information	5
7	MAINTENANCE.....	5
8	FRAME.....	6
9	TRUCKS AND HANDBRAKE	6
10	CAB.....	7
11	S-5506 FUEL TANK	9
12	CAR BODY.....	9
13	EXTERIOR LIGHTS AND NUMBER BOARDS.....	9
14	AIR SYSTEM	10
15	Audible Warning Devices	11
16	SANDING	11
17	MULTIPLE UNIT CONTROL	11
18	ELECTRICAL SYSTEM.....	121
19	GENERAL ENGINE SPECIFICATION	14
20	PAINTING AND STENCILING	14
21	TESTS.....	15
22	PERFORMANCE	15
23	LOCOMOTIVE SUPPORTIVE DOCUMENTS AND UMLER REGISTRATION.....	15
24	FINAL ACCEPTANCE.....	16
25	TRAINING REQUIREMENTS	17
26	SPARE PARTS.....	17
27	QUALITY ASSURANCE & WARRANTY FOR BREAKDOWN / MALFUNCTION OR DAMAGE.....	17
28	SAFETY PROVISIONS.....	187



1 Project Information

- 1.1 Customer: TBD
- 1.2 Locomotive Type: KLV NZE 15BE DE T4L Switcher Locomotive
- 1.3 Quantity of Locomotive(s): 1
- 1.4 Frame: GS14B
 - 1.4.1 CSXT TBD
- 1.5 Trucks: Blomberg B Trucks
- 1.6 Contract Number: TBD
- 1.7 Purchase Order Number: TBD
- 1.8 Equipment Specification Revision:
- 1.9 Revision Date:
- 1.10 Specification Acceptance (Customer Initials): _____
- 1.11 Acceptance of Specification by KLV (KLV Initials): _____

2 Introduction

This Specification is approved for use by the _____ Operation, Engineering and Quality Assurance Departments.

The Federal Railroad Administration (FRA) issues numerous Notices of Proposed Rule Making (NPRM) which are reviewed by the industry. The locomotive manufacturer is to keep themselves aware of all required changes. The affected sections within this specification are to be covered and meet FRA requirements at the time the new rule takes effect. These changes will have to be incorporated, as required per the Code of Federal Regulation (CFR), at the time new requirements take effect. Commercial impact of these changes will need to be reviewed by the supplier and end-user for price effect to the equipment.

3 Specific Definitions

To avoid undue repetition, the following terms, as used in this specification, shall be construed as follows:

- a. AAR means Association of American Railroads.
- b. "Acceptable / successful delivery" means locomotive meet all requirements indicated herein for delivery and inspection.
- c. AISI means American Iron and Steel Institute.
- d. ASME means American Society of Mechanical Engineers.
- e. AWS means American Welding Society.
- f. CFR means Code of Federal Regulations.
- g. FRA means the Federal Railroad Administration.
- h. "Mechanically and operationally identical" means the chassis of the locomotive may differ while still meeting Specification parameters but engine and other mechanical and moving parts are identical between each locomotive. Spare parts for these units shall be interchangeable among the locomotive.
- i. _____ means the legal entity
- j. KLV means the Knoxville Locomotive Works, Inc.

4 Compliance

As applicable, the locomotive must satisfy the following:

- a. AAR Interchange Rules
- b. AAR Manual of Standards and Recommended Practices Section-M, Locomotive and Locomotive Equipment
- c. AISI standards
- d. ASME, Boiler and Pressure Code Section IX, Welding Qualifications
- e. AWS, D 15.1 - Railroad Welding Specification
- f. CFR, Title 49, Transportation
- g. FRA regulations
- h. The Official Railway Equipment Register

5 Work Required by the Specifications

These Specifications relate generally to KLV's provision of quantity one (1) mechanically and electrically refurbished switcher locomotive equipped with a new Ultra-Low Emitting (ULE) single engine certified to United States Environmental Protection Agency Tier 4 emissions requirements. The switcher locomotive will provide 1,560 BHP with a starting tractive effort of 81,144 pounds +/- 3%. Delivery destination for the locomotive is **City, State** and will be defined by **Buyer** to KLV at least 30 days prior to delivery availability from the Knoxville, Tennessee locomotive manufacturing facility. Seller shall be responsible for paying the cost for the transportation of the Locomotive by rail from Seller's site in Knoxville, Tennessee to Buyer's premises in **City, State**. Buyer shall assume responsibility for risk of loss for the Locomotive while in transport from Knoxville, Tennessee to the Buyer's premises in **City, State**. Buyer shall provide adequate insurance to cover such risk of loss thereafter at the project site until Seller has received full payments and applicable taxes for the Locomotive. Title to the Locomotive shall pass to Buyer upon receipt of full payment of the Purchase Price for the Locomotive plus applicable taxes.

6 Technical Requirements/General Information

General Configuration Requirements

- a. Refurbished switcher locomotive with a new single engine prime mover.
- b. Emissions - Each locomotive shall be in compliance with the US EPA refurbished Switcher Locomotive Standards (40 CFR Parts 92 and 1033) and EPA certified/CARB verified.
- c. 1,560 brake horsepower per locomotive.
- d. AR10/CA5 traction alternator.
- e. 18KW AC aux gen.
- f. Atlas Copco GAR37 electric compressor.
- g. Locomotive weight is to be 276,000 LBS, +/- 3%.
- h. Starting tractive effort of 80,000 pounds, +/- 3%.
- i. Chassis is not to exceed a nominal 58 feet in length, end sheet to end sheet.
- j. AAR Standard type E alignment control couplers with type 390/391 alignment control draft gear to be inspected and free of defects. If defects are found, they will be replaced with new or requalified couplers of the same type .
- k. GP Blomberg B trucks with single shoe four cylinder rigging, high friction shoes, and outboard (axles one and four) sanders
- l. Conform to AAR Plate-C clearance dimensions.
- m. AAR S-5506 Fuel tank. Fuel tank capacity shall be a nominal 2,400 gallons. DEF tank shall be a nominal 200 gallons.
- n. Traditional GP cab design per AAR Rules and Regulations as applicable to remanufactured locomotive.
- o. Traditional yard switcher car body (short hood end = "front").
- p. KLW shall provide three different manuals: 1. Operator's Manual; 2. Service & Maintenance Instructions Manual; 3. Parts Manual.
- q. KLW shall provide locomotive operator and maintenance training at location of delivery, as outlined in Section 18, "Training Requirements ". Training requirements include hands-on operations with on-site personnel.

7 MAINTENANCE

7.1 The locomotive will be designed to generally support a 184-day maintenance plan.

- 7.1.1 Air, Fuel, and Oil filters are sized with capacities to allow for 184 days in typical usage between change-out. Fuel and air filters may need to be changed at 92-day intervals dependent on the quality of fuel being delivered to the project site and air ambient quality.

8 FRAME

- 8.1 The frame shall be stripped, steam cleaned, media blasted, and primed.
- 8.2 The frame shall be reinforced and ballasted as necessary to meet weight requirements and balance as outlined in the technical requirements of this specification.
- 8.3 End sheets will be repaired or replaced as needed and will be equipped with adjustable pilot plates.
- 8.4 Step skirts and steps will be requalified and replaced as necessary (49CFR231.30).
- 8.5 Coupler pockets will be repaired or replaced as necessary and will be conformed to meet the draft gear requirements outlined in the technical requirements of this specification.
- 8.6 Qualified draft gears and couplers as outlined in the technical requirements of this specification shall be installed.
- 8.7 The frame shall be equipped with four jacking pads located at the longitudinal bolster centers on either side of the frame.

9 TRUCKS AND HANDBRAKE

Requalified two axle Blomberg-B trucks with the following features:

- 9.1 Axle/Gear/Wheel and Traction Motors
 - 9.1.1 Reconditioned wheelset assemblies with "Fat 40" 41" wheelsets with a minimum 3" or better wheel. Gear ratio 62:15.
 - 9.1.2 Requalified gear cases to utilize polymer seals and be crater grease filled. Gear cases to be fastened with new clamp and Tee bolt assemblies.
 - 9.1.3 Requalified or rebuilt GG axle bearing boxes.
 - 9.1.4 Requalified D77/78 traction motors with new glad hand boots.
 - 9.1.5 All nose springs to be requalified.
 - 9.1.6 Requalified support bearings.
- 9.2 Brake Rigging and hand brake
 - 9.2.1 Requalified brake rigging, guides, and bushings with four cylinder single shoe arrangement.
 - 9.2.2 Requalified 9 X 8 brake cylinders.
 - 9.2.3 New V-330 or equivalent hi friction brake shoes.
 - 9.2.4 An electric hand brake will be provided on the short hood end.
 - 9.2.5 Electric handbrake must be applied in order to self-load.

- 9.2.6 Electric handbrake must not be wired hot all the time.
- 9.2.7 Request to load with handbrake applied will result in trainline 2 (attendant call) and trainline 10 (wheelslip).

9.3 Springs and hardware

- 9.3.1 Requalified coil and elliptical springs.
- 9.3.2 Requalified polymer pedestal liners to be installed.
- 9.3.3 Requalified center bowl liner and dust boot to be installed.
- 9.3.4 Requalified traction motor blower boots to be installed.
- 9.3.5 Qualified truck frame, tie bars, bolsters, spring planks, coil spring seats, swing hangers, swing hanger blocks, and safety hangers.

10 CAB

The standard steel fabricated GP cab shall be requalified and located near the front-end of the locomotive main frame.

10.1 Control Stand

- 10.1.1 Requalified AAR control stand.
- 10.1.2 Requalified horn valve.
- 10.1.3 Requalified sand and bell switch.
- 10.1.4 Requalified or new Salem 795 series Brake Pipe/Brake Cylinder and Main Reservoir/Equalizing Reservoir gauges.
- 10.1.5 Requalified or new Quantum speedometer with Overspeed mounted atop the control stand.
- 10.1.6 Requalified indicator light cluster
- 10.1.7 Requalified or new analog ammeter
- 10.1.8 Requalified or new slide switches
- 10.1.9 Requalified or new AESS reset switch
- 10.1.10 AAR radio enclosure mounted atop stand above brake valves with power cord and antenna cord connections
- 10.1.11 Requalified or new head light rotary control switch (center dim and bright selection toward end switch is rotated towards with master on/off slide switch for each respective end).

10.2 Cab Seats

- 10.2.1 Two (2) mid-back seats with armrests mounted as follows:
 - 10.2.1.1 One (1) seat in the engineer's position.

10.2.1.2 One (1) seat on the Conductor's side.

10.3 Cab Amenities (Cab layout to be approved by customer)

10.3.1 LED cab lights will include engineers and conductor's reading lights.

10.3.2 Emergency brake valve to be applied on the conductor's side of the cab.

10.3.3 New first aid kit (P/N HPI10PWLSL or equivalent).

10.3.4 FRA cab card and daily inspection card holder.

10.3.5 Fusee Holder.

10.3.6 New 10LB type ABC fire extinguisher and bracket.

10.3.7 Two (2) coat hangers.

10.3.8 Cab door cushion pads.

10.3.9 Cab door closure bars.

10.3.10 Flexible hinge guard on cab doors.

10.3.11 Padded sun visors.

10.4 Cab Flooring/Ceiling

10.4.1 Cab flooring to be 11/16" marine grade lumber with diamond plate rubber mat laminate trimmed in aluminum.

10.4.2 Ceiling material to be perforated metal.

10.5 Cab Awnings/Wind Deflectors/Doors/Windows/Wipers

10.5.1 Two (2) metal folding awnings shall be provided, one on each side of the locomotive cab.

10.5.2 Four (4) wind deflectors with full length mirrors shall be provided, two on each side of the locomotive cab.

10.5.3 Aluminum type cab doors to be applied. The short hood door shall have the locking mechanism on the exterior of the door, which can be secured with a padlock. Both the front and rear cab doors shall have provisions to lock the doors from inside of the cab. A latch design will also be made available to hold both doors open.

10.5.4 Window Glass will be high impact front and rear window material and glazing according to FRA 49 CFR 223. Sliding sash windows to have Type II unitized with armrests.

10.5.5 All four corners will have new electric wiper motors with protective covers. Arms & blades will be new.

11 S-5506 FUEL TANK

- 11.1 Bottom of fuel tank to top of rail shall comply with CFR 49 requirements.
- 11.2 Fuel tank will have a nominal 2,400-gallon diesel fuel capacity. It shall include a nominal 100-gallon capacity internal retention tank for collection of effluents which will be routed from the frame sump. Where applicable, an external 200-gallon DEF tank shall be applied.
- 11.3 Two Snyder Twist Lock fuel filler necks to be installed, one on each side of the fuel tank.

12 CAR BODY

- 12.1 Car body will be new construction including roof hatches and doors and will house the engine-alternator assembly, accessory drive assembly, auxiliary generator, compressor assembly, coolant expansion tank, and all necessary blowers and filters.
- 12.2 The interior of the car body shall be equipped with a new 10LB type ABC fire extinguisher and bracket.
- 12.3 Handrails will be provided on all exterior walkways.

13 EXTERIOR LIGHTS AND NUMBER BOARDS

- 13.1 Step lights shall be LED and will be located to illuminate each corner switching step.
- 13.2 Platform lights shall be LED and be located at the base of the long hood nose, the end of the long hood traction motor blower duct, and the stairwell at the short hood entrance to the cab.
- 13.3 Ground lights shall be LED and will be positioned under the frame on either side of the cab near the centerline of the sliding sashes
- 13.4 Two number boards on the upper section of the long hood nose and the upper section of the short hood end of the cab shall have black on white lettering and be illuminated by LED lighting.
- 13.5 Headlights shall be Halogen (75VDC each).
- 13.6 Ditch lights shall be Halogen (75VDC each). The ditch lights will be steady burn only and will illuminate on the end toward which the direction lever this thrown and when that end's headlight is also selected to the bright setting. A slide switch will be included on the control stand to turn power on and off to the ditch light system.

14 AIR SYSTEM (MU Equipped)

14.1 Air Brakes

- 14.1.1 CCB26 air brake system with rebuilt components.
- 14.1.2 All air piping will be requalified.
- 14.1.3 Brake pipe angle cocks will be non-vented.
- 14.1.4 Independent brake valve pressure set for 72 psi.
- 14.1.5 Automatic and independent brake exhaust will be vented to a position below the cab floor.
- 14.1.6 Instantaneous PC knockdown to idle & unload during emergency application. PC knockdown to idle during overspeed.

14.2 Air Compressor

- 14.2.1 New variable speed electric-driven Atlas Copco GAR37 air compressor.
- 14.2.2 Air compressor will be adjusted to maintain nominal 140 psi main reservoir pressure.
- 14.2.3 Air compressor will provide a nominal displacement at idle operating rpm and maximum operating rpm.

14.3 Main Reservoirs, Filtration, Drain Valves, and Safety Valve

- 14.3.1 Unit will be equipped with two main reservoirs.
- 14.3.2 Two final filters (Salem 824, 818 Series) shall be provided. Manual drain valves on each filter.
- 14.3.3 Two main reservoir manual/automatic drain valves (Salem 880 Series) shall be provided, one per reservoir. The drain valve exhaust will be directed to prevent "ballast blowing" and will be exhausted away from personnel.
- 14.3.4 A safety valve set at a nominal 148 PSI will be provided to protect the main reservoirs from over pressure.

14.4 Cut-out Cocks. Standard ball-type cut-out cocks shall be fitted in the auxiliary supply lines to the:

- 14.4.1 Horn
- 14.4.2 Front-end sand system
- 14.4.3 Rear-end sand system
- 14.4.4 Truck cut-out cocks

15 Audible Warning Devices

15.1 Horn and Bell

- 15.1.1 The horns will be type Nathan or equivalent three chime and will be located atop the cab within the Plate C requirements. The bell will be Graham-White Electronic Series 373 or equivalent.

16 SANDING

16.1 Control

- 16.1.1 Manual sand will be applied to the outboard axles in the direction of movement (reverser position).
- 16.1.2 Automatic sanding for wheel adhesion in direction of travel.
- 16.1.3 During testing at 0 MPH, sand will be applied for a maximum of 60 seconds in the direction that the reverser is thrown and the manual sand switch is activated.

16.2 Sand Traps, Fillers and Boxes

- 16.2.1 A total of four sand traps with rotary shutoff valves.
- 16.2.2 Sand box(es) with wash out panels at each end with a nominal 15 cubic feet capacity provided.

17 MULTIPLE UNIT CONTROL

Multiple unit control is provided. The following modifications / features are provided:

17.1 Receptacle

- 17.1.1 Single 27 point receptacle at each end with AAR standard pin assignments.
- 17.1.2 "Dummy" receptacle to be provided at each end.

17.2 Walkway Ramps

- 17.2.1 Fixed walkway and hand railing provided on both ends with provision to secure MU cables under walkway.
- 17.2.2 Chains with breakaway links to be installed.

18 ELECTRICAL SYSTEM

18.1 Detail of Electrical System

- 18.1.1 All wiring and cabling to be new with Exane, with exception to requalified traction motor leads.
- 18.1.2 Electrical cabinet with interiors to be painted white.
- 18.1.3 Electrical equipment in cabinet to be new or rebuilt, including reverser contactors, power contactors, battery switch, and breaker switch panel. LED lighting inside electrical cabinet. Low voltage carrying relays and current rectifiers to be new or rebuilt.
- 18.1.4 All temperature and pressure sensors new.
- 18.1.5 Provision to lockout handbrake breaker.

18.2 Batteries

- 18.2.1 New batteries for the 24V and 64V systems.

18.3 Battery Charging

- 18.3.1 Rebuilt Auxiliary Generator to provide charging to the 64V system. 18 KW will be available at all engine speeds. Engine-mounted alternator will provide charging to the 24-volt system.

18.4 Ground Relay Reset

- 18.4.1 Automatic ground relay reset provided with fault logging.

18.5 Main Alternators

- 18.5.1 Rebuilt AR-10/CA5 alternator assembly applied as part of the new diesel engine-alternator package.

18.6 Microprocessor Control System

- 18.6.1 The Microprocessor will control the following contactors: Power Contactors, Reverser Contactors, Engine Starting and Shutdown control, Traction Motor Cut Out, Ground Relay Reset, and Load Shedding contactors.
- 18.6.2 Monitor and Display Parameters. The Microprocessor will monitor and display the following functions: Alternator voltage, all Traction Motor Current, Throttle Notch, Power Contactor Position, Reversing Switch Position, Battery Charging Voltage and Current, Engine Status, Essential Train-line Status, Total Horsepower, Locomotive Speed, Main Reservoir Pressure, Warning: Movement in Direction Opposite of Reverser Selection, and Sanding Status.

- 18.6.3 Systems Control. The Microprocessor will control the following systems: Wheel Slip Detection and Correction, Traction Power Regulation, and Sanding
 - 18.6.4 Fault Monitoring. The Microprocessor will log the following fault conditions: Ground Fault, Over current, Traction Motor Open Circuit, Contactor or Relay Fault, Battery Charging Failure, Air System Pressure Failure.
 - 18.6.5 Fault Log Snapshot. The Microprocessor will “Snapshot” the following parameters with a fault log: Traction Horsepower, Throttle Notch, Speed, Traction Motor Current, Power Contactor Status, Reverser Contactor Status, Alternator Current, Battery Charging Voltage, Train-line Status, Sanding Status.
 - 18.6.6 Traction Motor Cut Out. The control system will provide individual traction motor cut-out.
 - 18.6.7 Locomotive to include CHMM (Crash Hardened Memory Module).
- 18.7 Automatic Engine Start Stop (AESS). The Locomotive will be equipped with an AESS system with parameters which meet current AAR specs.
- 18.7.1 The conditions for auto shutdown are as follows:
 - 18.7.1.1 BC – The brake cylinder pressure must be 68 PSI or higher. (ignored when electric handbrake applied)
 - 18.7.1.2 Speed – The locomotive speed must be zero.
 - 18.7.1.3 Throttle – Must be in idle.
 - 18.7.1.4 Reverser – The Reverser must be centered. (ignored when electric handbrake applied)
 - 18.7.1.5 64V Bat Volt – The Battery voltage must be 70V or higher.
 - 18.7.1.6 24V Bat Volt – The Battery voltage must be 25V or higher.
 - 18.7.1.7 72V Bat Amps – The Battery current must be less than 30A.
 - 18.7.1.8 24V Bat Amps – The Battery current must be less than 30A.
 - 18.7.1.9 Coolant – The engine coolant temperature must be 120°F (49°C) or higher.
 - 18.7.1.10 Air Temp – The ambient air temperature must be 0°F (-18°C) or higher.
 - 18.7.1.11 MR2 PSI in any mode (lead or trail)– At least 125 PSI. (ignored when electric handbrake applied)

If all the parameters above are in range and the idle timer is 0, the AESS system will shut down the engine. For the last 14 seconds prior to shutting down the engine, a buzzer in the engine area and cab will sound.

- 18.7.2 The conditions for auto restart when electric handbrake not applied are as follows:
 - 18.7.2.1 BC – The brake cylinder pressure falls below 60 PSI.
 - 18.7.2.2 Speed – The locomotive speed is not zero.
 - 18.7.2.3 Throttle – The throttle is notch 2 or above with the GF switch opened.
 - 18.7.2.4 Reverser – The Reverser is in forward or reverse.
 - 18.7.2.5 64V Bat Volt – The Battery voltage falls below 63V.
 - 18.7.2.6 24V Bat Volt– The battery voltage falls below 23V.
 - 18.7.2.7 Coolant– The engine coolant temperature falls to 50°F (10°C).

- 18.7.2.8 Air Temp – The ambient air temperature falls to -13°F (-25°C).
 - 18.7.2.9 64V Bat Amp – This parameter is not used for restart.
 - 18.7.2.10 24V Bat Amp – This parameter is not used for restart.
 - 18.7.2.11 MR2 PSI in Lead/Run– 105 PSI.
 - 18.7.2.12 MR2 PSI in Trail/Run, Lead/Isolate, Trail/Isolate falls to (or less than) 77 PSI.
- 18.7.3 The conditions for auto restart when electric handbrake is applied are as follows:
- 18.7.3.1 Speed – The locomotive speed is not zero.
 - 18.7.3.2 64V Bat Volt – The battery voltage falls below 63V.
 - 18.7.3.3 24V Bat Volt – The battery voltage falls below 23V.
 - 18.7.3.4 Throttle – The throttle is notch 2 or above with the GF switch opened.
 - 18.7.3.5 Coolant– The engine coolant temperature falls to 50°F (10°C).

When in auto-shutdown (ASD), if any AESS parameter is out of range, the engine will start and the idle timer will be set to 5 minutes. 12 seconds prior to auto restart, a buzzer in the engine area and cab will sound.

DISCLAIMER – KLV recommends all end users to have a handbrake test procedure implemented. AESS parameters will monitor speed when handbrake is applied and restart the engine but a short period of time will be required to charge the air brake system.

19 GENERAL ENGINE SPECIFICATION

- 19.1 The engine parameters to be included are:
 - 19.1.1 MTU Series 2000 / 16V2000 S96 model
 - 19.1.2 Engine shall achieve a continuous power rating of 1,560 BHP.
 - 19.1.3 Engine protection alarm and shutdown functionality for low oil pressure and coolant levels.
 - 19.1.4 Engine shall be EPA certified and compliant to Tier 4 and CARB verified.

20 PAINTING AND STENCILING

- 20.1 Paint specifications shall conform to AAR standards for locomotive.
- 20.2 Primer shall be one coat of primer.
- 20.3 Finish paint shall be two coats.
- 20.4 Painting shall be completed with one coat of clearcoat.
- 20.5 Paint scheme, lettering, numbering, and fonts shall be supplied by customer.



- 20.6 Interior of car body and components to be painted suede grey
- 20.7 Interior of cab and under cab floor to be painted suede grey
- 20.8 Control stand to be painted flat black or coated with Rhino Lining.
- 20.9 Required decals shall be applied.

21 TESTS

- 21.1 Cab noise shall conform to Title 40 Part 229.121 and be documented.
- 21.2 Horn will comply with Title 49 Part 229.129 and will be documented.
- 21.3 The following performance tests will be conducted and documented:
 - 21.3.1 Perform load test at each throttle position with the highest throttle position achieving alternator rated output for a minimum of 2 hours. The engine shall make 1,400 traction horsepower (+/-5%).
 - 21.3.2 Locomotive System Commissioning.

22 PERFORMANCE

- 22.1 Maximum speed – 60 MPH
- 22.2 Maximum continuous tractive effort – 54,000 lbs.
- 22.3 Minimum continuous speed – 5.8 MPH
- 22.4 Maximum tractive effort – 80,000 lbs. +/-3%
- 22.5 Total Rated Brake Horsepower – 1,560 +/-3%
- 22.6 Total Rated Tractive Horsepower – 1,400 +/-5%

23 LOCOMOTIVE SUPPORTIVE DOCUMENTS AND UMLER REGISTRATION

- 23.1 Following delivery of the locomotive to the project site in **City, State**. KLV shall provide complete locomotive Documentation Packages to designated customer personnel. The informational content will be supplied in the format of: One (1) reproducible electronic copy and one (1) physical copy. The Documentation Packages provided will include:



- 23.1.1 Copy of blue card
 - 23.1.2 Copy of cab level noise test
 - 23.1.3 Copy of horn test
 - 23.1.4 Copy of load test
 - 23.1.5 Copy of periodic inspection check off
 - 23.1.6 Plate C dimensions
 - 23.1.7 Copy of weight sheet (of first unit in a series)
 - 23.1.8 Photos (front, rear, fireman’s side, and engineer’s side views)
 - 23.1.9 Major Component Serial Number Matrix
- 23.2 KRW shall provide a quantity of one (1) each of the following manuals and schematics (in hard copy or digital format):
- 23.2.1 One manual to include Operator’s Manual, Service & Maintenance Manual, and Parts Catalog.
 - 23.2.2 Wiring Diagram
 - 23.2.3 Air Brake Diagram
 - 23.2.4 Air Brake Maintenance Manual
 - 23.2.5 Air Brake Troubleshooting Guide
- 23.3 KRW shall assist in registering all locomotive data in the AAR Universal Machine Language Equipment Register (UMLER) System for interchange movements and ownership. KRW will install AEI transponder tags for each respective unit.

24 FINAL ACCEPTANCE

- 24.1 Final and successful acceptance will be considered on the date interchanged at the customer’s location in **City, State**.
- 24.2 KRW will power on each locomotive in the presence of the customer’s personnel and/or its designees. Customer shall verify Specification compliance at the point of final acceptance and confirm acceptance to KRW. Any locomotive not meeting commissioning acceptance will be the responsibility of KRW for corrective action and repair(s).
- 24.3 At Final Acceptance inspection, the following inspection checklist shall apply:
- 24.3.1 General overall appearance is clean and structurally correct as originally designed.
 - 24.3.2 Structural damage is non-existent.
 - 24.3.3 Unit is free from any corrosion or oxidation.
 - 24.3.4 Unit is properly stenciled according to specification.
 - 24.3.5 Hood, doors, and end arrangements conform to standards and operate properly.



- 24.3.6 The underframe (including coupler pockets) shall be damage-free, structurally intact, and have legible manufacturer's builder plates.
- 24.3.7 Check coupler knuckle for proper operation and condition.
- 24.3.8 Check air brakes for proper operation.
- 24.3.9 Check wheels.
- 24.3.10 Start and check for leaks.
- 24.3.11 Run locomotive at multiple throttle settings, loaded, for a given duration, followed by shutdown and temperature check.
- 24.3.12 Locomotive shall operate for two hours performing the customer's general operations which may include but not be limited to: switching, hauling freight, setting out cars, and picking up cars.

25 TRAINING REQUIREMENTS

- 25.1 KLW shall provide on-site operator, hands-on maintenance, service, and troubleshooting training to customer's personnel for 2 days.
- 25.2 Training shall be scheduled to be held on a mutually agreed upon date at the customer's specified location or locations after the applicable delivery.

26 SPARE PARTS

- 26.1 A recommended spare parts list shall be provided.

27 QUALITY ASSURANCE & WARRANTY FOR BREAKDOWN / MALFUNCTION OR DAMAGE

- 27.1 Quality Assurance Plan
 - 27.1.1 Within thirty (30) days of Contract Award, KLW shall provide documentation which describes how it intends to ensure the final product meets or exceeds the Specifications herein.
- 27.2 Warranty



- 27.2.1 KLW shall guarantee that its products will meet all applicable specifications and other specific product and work requirements including those for performance of the Contract and will be free from defects in materials and workmanship.
- 27.2.2 Specific warranty details are included in the contract under separate exhibit.

28 SAFETY PROVISIONS

- 28.1 All work performed by KLW will follow all OSHA standards.
- 28.2 KLW personnel and its contractors shall meet site specific requirements for entry. Any safety training expense required by buyer for seller entry or access to property will be the responsibility of the buyer.