

Section 3 Safety Precautions

- 3.1 All maintenance, repair, or adjustments must be made on shop or repair track where car will not be moved. Protective eye and ear wear should be used when doors are operated.
- 3.2 Carefully follow the instructions which are located on stencils at the sides of the car.
- 3.3 **ALWAYS - STAND CLEAR AND ASSURE OTHERS ARE CLEAR WHILE DOORS ARE BEING OPERATED**
- 3.4 Do not operate the doors manually unless the car has completely stopped moving.
- 3.5 When operating the doors manually, the operator must keep well away from the air cylinder and main operating lever. The operator must also have an assistant on each side of the car to ensure that everyone stands clear of the car doors.
- 3.6 If the car does not operate electrically or manually, **DO NOT** attempt to force the mechanism in any way.
- 3.7 Do not make any repairs, alterations, replacements or adjustments to any part of the door system without first fully releasing the air pressure in the system. To release air pressure, first close auxiliary train line valves to cut off air source and then slowly open reservoir drain valve. CAUTION: The internal check valve will not allow all air in the system to exhaust through the auxiliary trainline and reservoir. This residual air pressure will be released by slowly disconnecting the air hose fittings. Always use caution when first applying air to the cars. The control valve can be actuated with as little as 10-15 psi of residual air pressure and on wayside air only cars the retained residual air may be enough to even open the doors. If the control valve is inadvertently actuated to open by pressing the manual button or running the car through a charged 3rd rail system and there is a minimum amount of residual air pressure, the doors will open as soon as air is applied.
- 3.8 Do not load or ship car unless the door mechanism is locked over center and the secondary lock hook is in the locked position. The over center indicator under the center sill will align with the indicator stripes when the mechanism is locked.
- 3.9 **When welding on any part of the car, the pick up shoe must not be struck with the welding arc, as the high current will destroy the diodes in the control valve. It is recommended that both pick up shoes be disconnected and the wire ends insulated before welding on the car.**