SLPS PCC 1743 Progress Report

STL PS 1743 Progress Report 12/5 to 12/12/15

12/15/15

1. Labeled the aux contacts on LB1 B6 and 4 normally closed, 3G and G normally open. G had no continuity to ground. We added a jumper and now it is ground.
2. Labeled coil wired on LB2 3G and 3. LB2 now closes when LB1 closes.
3. B1 and B2 should be closed when LB1 and LB2 are open. B2 closed but B1 did not because there were no wires on the coil. I have to give Steve credit for this, I did not see it. Steve attached 2 jumpers from the B1 coil and we connect the B1 and B2 coils together. Now they both close at the same time.
4. When C1 is manually closed C2 and B1-B2 alternate. I thought this was a problem but looked at the schematic and saw they are wired correctly.
5. To energize LB3 and B3 I positioned the commutating resistor so that contact KM-6 was closed. I manually closed C1 and LB3 and B3 energized.
6. With KM-6 closed and C1 manually closed LB1, LB2, LB3, B3 and FS2 close, B1 and B2 open.
7. Sent update to Ed Lindstrom and Jeff Hackner on work performed today.

12/16/15

1. Traded emails with Ed Lindstrom and Jeff Hackner
2. Received messages from Ed Lindstrom that FS2 should have closed, not FS1
3. Received messages from both on using schematics to trouble shoot.
4. Received messages from both on Emergency Stop and Towing a streetcar.
5. Received alternate Sequence Test from Jeff Hackner
6. Emergency Stop and towing will be shared with the streetcar group.

12/17/15

1. Cleaned out my toolbox, took tools no longer need home and added 2 holding screwdrivers and a Craftsman wire stripper.
2. Steve and I reviewed the schematic to determine what is required to close all of the contactors in the rack.
3. Teresa came up to review printing of the schematic I had drawn in Visio. We have to find a way to convert the schematic to PDF to print on the office printer.
4. I took a long lunch with the train guys.
5. When Steve and I got back from lunch others were working on the door cams and connecting to 600 volts. Steve and I reviewed Ed Lindstrom's Propulsion Controls Electrical Test. This test is conducted on battery power and is equivalent to the sequence test.
6. Steve is planning to install the motor and field connector clamps on truck 1 on Saturday.
7. Steve and I are planning to run the sequence test on Tuesday 12/22.