

Post Winter & Pre Start Up Checks for D 10XX Class
Diesel-Hydraulic Loco's D1013 & D 1062.

Loco No. _____

Operation.	Date.	Signature.
1) Replace all drain plugs in inter-coolers, coolant pumps and water inlet pipes at the back of the engines. (Both 'A' & 'B').		
2) Close all engine and cooler group coolant dump valves. (Both 'A' & 'B').		
3) Open transmission heat exchanger dump valves, and if possible, collect the anti-freeze mixture from the drainpipe for future re-use. (Both 'A' & 'B').		
4) Connect water feed to coolant filling point on the side of the loco, and then open the cooler group filling valve on 'A' cooler group only. Turn on the water feed to fill the cooling system.		
5) Whilst cooling system is filling, check all joints, flanges and hoses for leaks. Keep filling the system if all OK or if leaks appear, stop filling system and rectify.		
6) When coolant flows out of overflow, close cooler group filling valve. Again check for any leaks.		
7) Is cooling system full at 'A' end. Yes / No. <i>Delete as necessary.</i>		
8) Repeat steps 4 to 6, but now on 'B' end.		
9) Is cooling system full at 'B' end. Yes / No. <i>Delete as necessary.</i>		
10) Remove all tarpaulin sheets from the roof of the loco.		
11) Check all exhaust apertures are clear and free from debris.		
12) Re-connect loco batteries and check state of battery charge & electrolyte levels. Charge batteries if necessary.		
13) Re-connect Hawker – Siddeley boxes at both ends of the loco.		
14) Check all brush gear, of all electrical motors on the loco, for free movement and general cleanliness. (<i>Compressors, Exhausters, Dynostarters, etc</i>).		
15) Bleed both Pre-heaters if necessary, of air in both the cooling system and the fuel system.		

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16) Start and fire up both pre-heaters. (<i>Check the 'telephone' pipes to make sure they don't get hot quickly after start up! If so, this would indicate an air lock in the cooling system.</i>)		
17) Check for any coolant leaks or frost damage whilst the engines are warming up.		
18) Climb into both cooler groups, and spin both the fans in each by hand to check for free rotation.		
19) Check all lubricating oil levels.		
20) Drain off some engine sump oil from the dump valves, into a bucket, to check for water/coolant in the sump.		
21) Drain off some transmission sump oil from the dump valves, into a bucket, to check for water/coolant in the sump.		
22) Open all de-compression valves of both engines. Bar over both engines to check for rotation/no tight spots and to make sure there is no coolant in the engine cylinders. Close all de-compression valves.		
23) Switch on B.I.S. if not switched on. Switch on main C.B.		
24) Switch on fuel pump and start isolation switches 'A' end.		
25) Bleed the fuel system on 'A' engine.		
26) Check 'A' engine governor for correct operation before making any attempt to start the engine.		
27) Start 'A' engine using the local start button. Check for any coolant or lubricating oil leaks.		
28) Check 'A' turbo-charger top oil feed for correct operation.		
29) Turn both of the auto-clean filters on 'A' engine.		
30) Repeat steps 24 to 29 with 'B' engine.		
31) Allow both engines to run for approximately 10 minutes, checking that the charging system is OK.		
32) Shut down both engines, turn off all electrical equipment and check turbo-chargers for correct run down.		

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33) Check all cooling systems and all hydraulic / lubricating oil systems for leaks.		
34) Is the loco in a fit state to be re-started? <i>Yes / No. Delete as necessary.</i>		
35) Is all the electrical equipment on the loco switched off? <i>Yes / No. Delete as necessary.</i>		
36) Secure the loco as necessary if no other work is to be carried out.		

Please note.

The loco should now be in a fit state to have its engines run up. This checklist does not however, mean that the loco is fit for traffic or movement under its own power, as further checks need to be carried out for this purpose.