

---

---

## GE P32/40/42 STUDY GUIDE

---

---

1. What will occur when the RED segment of the MU Emergency Shutdown pushbutton/toggle switch is activated on an Amtrak General Electric locomotive which is operating as a lead unit of a consist?

- A:** Only the lead unit of the consist will shut down.
- B:** All units in the consist will shut down.
- C:** All units, except the lead unit in the consist will shut down.
- D:** Only the units manufactured by General Electric will shut down.

**REF:** P-42 Operator Manual, pg.17

2. Which one of the following best describes the results of cutting out the speed sensor cut-out switch on the P-32(500 series)/P-40/P-42 locomotive?

- A:** All speed sensors on the locomotive are cut out, regardless of traction motor cut out switch position.
- B:** Speed sensors are cut out on traction motors that are cut in.
- C:** Speed sensors are cut out on traction motors that are cut out.
- D:** All speed sensors on the locomotive remain cut in until a ground relay occurs.

**REF:** P-32(500 series)/P-42 Operator Manuals, pg.27

3. If no battery charging takes place on a P-32/P-40/P-42 locomotive for a period of 15 minutes, a complete load disconnect from the batteries takes place. How do you reconnect the batteries to the locomotive electrical system?

- A:** Open the battery knife switch.
- B:** Press the Battery Connect Pushbutton.
- C:** Move the engine control switch to the isolate position.
- D:** Move the throttle to idle position and place the reverser in neutral.

**REF:** P-32(500 series) Operator Manual, pg.28; P-42 Operator Manual, pg.27

---

---

## GE P32/40/42 STUDY GUIDE

---

---

4. What will be the result, if the Engine Stop (Emergency Fuel Cut-off) button on the engine control panel is pressed on the P-32/P-40/P-42 locomotive?

- A:** All units in the locomotive consist will be shut down.
- B:** Only the unit on which the button is pressed will be shut down.
- C:** All units in the locomotive consist will be isolated.
- D:** Any unit in the consist which is providing HEP will be shut down.

**REF:** P-32(500 series) Operator Manual, pg.24; P-42 Operator Manual, pg.25

5. When priming the fuel system on the P-32/P-40/P-42 locomotive, hold the Fuel Prime/Engine Start switch in the FUEL PRIME position?

- A:** No longer than 10 seconds.
- B:** No longer than 20 seconds.
- C:** No longer than 40 seconds.
- D:** Until solid fuel flow with no bubbles showing in the fuel sight glass.

**REF:** P-32(500 series) Operator Manual, pg 98; P-42 Operator Manual, pg.93

6. When traction motor electrical problems arise on a P-32/P- 40/P-42 locomotive, individual traction motors may be cut out?

- A:** Manually.
- B:** Automatically.
- C:** Both A and B are correct.
- D:** Only when the locomotive is in a mechanical facility.

**REF:** P-32(500 series) Operator Manual, pg 111; P-42 Operator Manual, pg.120

---

---

## GE P32/40/42 STUDY GUIDE

---

---

7. In the event of a diesel engine overspeed shut down on a P- 32 BWH locomotive, what reset procedure must be used?

- A:** Press the Engine Overspeed reset button on the engine control panel.
- B:** Pull the lay shaft lever, located on the left side of the diesel engine, outward and hold for five seconds.
- C:** Reset the overspeed trip lever located near the engine water pump.
- D:** The overspeed is automatically reset when the engine control switch is moved to the START position.

**REF:** P-32(500 series) Operator Manual, pg. 114

8. Which of the following are true statements for P-32/P-40/P- 42 HEP operation?

- A:** HEP will not start with 'CB Trip' or 'HEP Fault' light illuminated.
- B:** HEP will not start with one or both Trainline Complete lights out.
- C:** HEP will not start with 480VAC light illuminated (trainline energized).
- D:** All of the above are correct.

**REF:** P-32(500 series) Operator Manual, pg. 33; P-42 Operator Manual, pg.71

9. On the P-32/P-40/P-42 locomotive, with the HEP Mode switch in NORMAL position and the HEP Locomotive Position Selector Switch in TRAIL position, 480VAC will be supplied to?

- A:** Only the front receptacles.
- B:** Only the rear receptacles.
- C:** Both the front and rear receptacles.
- D:** None of the locomotive receptacles.

**REF:** P-32(500 series) Operator Manual, pg. 35; P-42 Operator Manual, pg.72

---

---

## **GE P32/40/42 STUDY GUIDE**

---

---

10. Before silencing the Locked Axle Alarm using the Locked Axle Cut-Out Switch on the P-32/P-40/P-42 locomotive, what must be done?

- A:** Move the engine control switch to the ISOLATE position.
- B:** Move the engine control switch to the START position.
- C:** Open the battery knife switch.
- D:** Be certain that all wheels are rotating freely.

**REF:** P-32(500 series) Operator Manual, pg. 28; P-42 Operator Manual, pg.27

11. What is the purpose of the EOT Rear Emergency Brake Toggle Switch on the General Electric P-40/P-42 locomotive?

- A:** To initiate an End Of Train emergency brake application if a two-way EOT is in use and armed.
- B:** To place the train in emergency when no EOT is in use.
- C:** To initiate an emergency brake application only on the locomotive; not the train.
- D:** To cut-out data transmission from the EOT in an emergency.

**REF:** P-42 Operator Manual, pg. 17

12. How is the MU Emergency Shutdown Pushbutton/Toggle Switch reset to the RUN position after it has been tripped on an Amtrak General Electric Locomotive?

- A:** The pushbutton resets automatically by moving the reverser to neutral.
- B:** The pushbutton resets automatically when an attempt is made to start the diesel engine.
- C:** Press the shutdown reset lever located by the engine start station.
- D:** Press the GREEN for Run segment of the MU Emergency Shutdown pushbutton/toggle switch.

**REF:** P-42 Operator Manual, pg. 17

---

---

## **GE P32/40/42 STUDY GUIDE**

---

---

13. Which of the following describes the proper position of the Control Circuit Breaker, which is located on the engineer's control console, on General Electric locomotives?

- A:** Multiple unit operation - ON for lead unit.
- B:** Multiple unit operation - OFF for trailing units.
- C:** Single unit PUSH mode - ON
- D:** All of the above are correct.

**REF:** P-42 Operator Manual, pg. 18

14. The Trainline Ground Reset Pushbutton on General Electric P-42 locomotives is used to:

- A:** Reset high voltage grounds in passenger cars.
- B:** Reset trainline complete (TLC) grounds on passenger cars.
- C:** Reset trainline complete (TLC) grounds on the locomotive consist.
- D:** Silence electronic air brake alarms on units equipped with electronic air brakes.

**REF:** P-42 Operator Manual, pgs. 19 & 134

15. On a General Electric P-42 locomotive, which of the following components is/are used to cut out a defective alerter (alerter will not reset)?

- A:** The alerter/O.S. cut-out cock behind the access door under the engineer's seat pedestal.
- B:** The alerter cut-out switch on the engine control panel.
- C:** The alerter reset cut-out relay on the audio visual box above the radio.
- D:** Both A and B are correct.

**REF:** P-42 Operator Manual, pg. 26, Fig 12, Item 35.

---

---

## GE P32/40/42 STUDY GUIDE

---

---

16. On P-42 locomotives, if 24 volt power is lost to the NYAB/KNORR electronic air brake system on the lead unit in a locomotive consist, which of the following will occur?

- A:** Only a minimum reduction will be made.
- B:** A penalty (service) brake application will occur.
- C:** An emergency brake application will occur.
- D:** The system will continue to function normally for 1 hour.

**REF:** P-42 Operator Manual, pg. 31

17. On General Electric P-32/P-40/P-42 multiple unit consist, which of the following describes the correct positioning of the Engine Run circuit breaker located on the engineer's control console?

- A:** ON for lead unit.
- B:** OFF for lead unit.
- C:** ON for lead unit, OFF for trail units.
- D:** ON for all units in a consist.

**REF:** P-42 Operator Manual, pg. 18

18. The Sand Pushbutton on General Electric P-32/P-40/P-42 locomotives performs which of the following functions?

- A:** Applies sand to the rail in front of the leading axle of all units in the consist when locomotive speed is less than 10 mph.
- B:** Applies sand to the rail when locomotive speed is greater than 10 mph.
- C:** Applies sand to the rail at all locomotive speeds.
- D:** Only functions in an emergency situation.

**REF:** P-42 Operator Manual, pg. 19

---

---

## GE P32/40/42 STUDY GUIDE

---

---

19. After initiating an emergency brake application using the Emergency Brake Valve Pushbutton on the P-40/P-42 locomotive, how is the pushbutton reset?

- A:** It automatically resets itself.
- B:** Press the F8 key on the IFD screen.
- C:** Pull the Emergency Brake Valve Pushbutton out.
- D:** Push the Emergency Brake Valve Pushbutton in.

**REF:** P-42 Operator Manual, pg. 21

20. On General Electric P-40/P-42 locomotives, before entering the auxiliary compartment or control area 9, which of the following must be performed?

- A:** Open the Auxiliary Alternator Field Cut-Out switch (BFCO) in control area 1, adjacent to the event recorder.
- B:** Shut down HEP from any source.
- C:** Verify that the IFD displays the summary message 'Won't Load: Aux. Alternator Field C/O'.
- D:** All of the above are correct.

**REF:** P-42 Operator Manual, pg. 108, Table 5

21. Amtrak General Electric P-42 locomotives are not equipped with dual ported cut out cocks or MU2A valves. On these locomotives, how is the independent brake valve cut out?

- A:** Move the Brake Pipe Cut Off Pilot Switch to TRL position.
- B:** Move the automatic brake valve handle to emergency.
- C:** Move the Independent Cut-Out Cock, located under the cab floor, to the OUT position.
- D:** Use the IFD screen to cut out the independent brake valve.

**REF:** P-42 Operator Manual, pgs 33, 99 & Fig 15 p.32

---

---

## GE P32/40/42 STUDY GUIDE

---

---

22. On a General Electric P-42 locomotive, which of the following would most likely be the cause of brake pipe charging to 50psi and then reducing during recovery of an alerter penalty brake application?

- A:** Audio Visual Box (AVB) short circuit.
- B:** Locomotive overspeed cut out cock partially open.
- C:** Alerter reset button or switch has not been pressed (acknowledged).
- D:** 26F control valve leaking.

**REF:** P-42 Operator Manual pg.34

23. On General Electric P-40/42 locomotives, the HECB is located in control area 1, behind the narrow door on the fireman's side. What is the name of this device and its function?

- A:** Hot Engine Cooling Ballast - Cools the diesel engine after it has overheated.
- B:** Heater Enable Circuit Breaker - Enables the auxiliary cab heater.
- C:** Halon Energize Control Breaker - Controls the halon engine fire extinguisher system.
- D:** Head End Circuit Breaker - Provides over current protection when HEP is operating.

**REF:** P-42 Operator Manual, pg. 30, pg. 29-Fig 13, Item 15

24. On Amtrak P-40/42 locomotives, the Hot Bearing Detection Panel, located in control area 1, behind the narrow compartment door on the fireman's side, performs which of the following functions?

- A:** Monitors the temperature of the journal bearings on the locomotive.
- B:** Monitors the temperature of the traction motor support bearings on the locomotive.
- C:** Both A & B are correct.
- D:** None of the above are correct.

**REF:** P-42 Operator Manual pg. 30 & pg. 29-Fig 13, Item 16



---

---

## GE P32/40/42 STUDY GUIDE

---

---

25. On Amtrak P-42 locomotives, how is the equalizing reservoir pressure adjusted?

- A:** By turning the regulating valve handle clockwise or counterclockwise.
- B:** By using the arrow keys on the IFD air brake setup screen to adjust the electronic regulating valve setting.
- C:** By turning the handle on the air brake computer SS-8 board.
- D:** Equalizing reservoir pressure cannot be adjusted on Amtrak P-42 locomotives.

**REF:** P-42 Operator Manual pgs 34,35

26. An Amtrak P-40/42 locomotive is to be hauled 'dead-in-train' (no M.U. main reservoir available), with brake pipe pressure on the controlling locomotive set to LESS than 90psi. What must be done to prevent sliding wheels on 'dead in train' unit?

- A:** Unit cannot be hauled 'dead in train' with less than 90psi brake pipe pressure.
- B:** Place the parking brake handle located in the operator's cab to the APPLIED position.
- C:** Manually release the 8 parking brake units using a 9/16 or 14 mm wrench.
- D:** Both B and C are correct.

**REF:** P-42 Operator Manual pgs 37 & 45-46

27. On Amtrak P-40/42 locomotives, when the parking brake units have been manually released, which of the following should also be performed to prevent sliding wheels?

- A:** Place the parking brake handle in the operator's cab to the APPLIED position.
- B:** Close the brake cylinder cut out cocks on the right side of the locomotive.
- C:** Release the handbrake.
- D:** None of the above are correct.

**REF:** P-42 Operator Manual pg 45

---

---

## GE P32/40/42 STUDY GUIDE

---

---

28. When the parking brake release handle in the operator's cab of a P-40/42 locomotive is moved to the RELEASE position, which of the following occurs?

- A:** Main reservoir air is vented at the handle to release the parking brake units.
- B:** Main reservoir air is sent to all 8 brake units to release the parking brake.
- C:** Large springs in each brake unit release the parking brake.
- D:** None of the above are correct.

**REF:** P-42 Operator Manual pg 45

29. To drain the cooling system on Amtrak P-40/42 locomotives, open the engine cooling water drain valve located?

- A:** Adjacent to the air dryer.
- B:** On the left side of the battery box.
- C:** In the engine compartment adjacent to the water pump.
- D:** In the radiator compartment adjacent to the air compressor.

**REF:** P-42 Operator Manual pg 58, Fig 49

30. How is the slow speed backing system deactivated on a P-42 locomotive after the locomotive engineer has finished using it?

- A:** Press the slow speed backing disable button.
- B:** Move the combined power handle to IDLE.
- C:** Move the ABV to Suppression .
- D:** Press the spotter pushbutton.

**REF:** P-42 Operator Manual pg 77

---

---

## GE P32/40/42 STUDY GUIDE

---

---

31. When setting up the air brakes on a P-42 locomotive from TRAIL to LEAD position, after applying the parking brake and moving the independent brake handle to full application, which step should be performed next to prevent an emergency brake application?
- A:** Move the Brake Pipe Cut-off Pilot Switch to TEST; then move the automatic brake handle to release.
  - B:** Move the automatic brake handle to release; then move the Brake Pipe Cut-off Pilot Switch to PASS or FRT position.
  - C:** Move the Brake Pipe Cut-off Pilot Switch to PASS or FRT position; then move the automatic brake handle to release.
  - D:** Either B or C will prevent an emergency brake application during air brake set-up.

**REF:** P-42 Operator Manual pg. 98

32. In order to produce Standby HEP on a General Electric P-32(500 series), P-40 or P-42 locomotive, the HEP Mode Selector Switch must be placed in the 'Standby' position and the Engine Control (EC) Switch must be placed in the \_\_\_\_\_ position.
- A:** Start.
  - B:** Isolate.
  - C:** Run.
  - D:** Jog.

**REF:** P-42 Operator Manual pg 72

33. On a P-40/P-42 locomotive, a fault occurs accompanied by the summary message 'Won't Load: Locked Axle Detected'. What would be the likely cause of this fault if the axles are NOT locked on the locomotive?
- A:** A locked axle has been detected on a superliner car.
  - B:** A bad summary message has been displayed.
  - C:** The traction alternator has overheated causing a false locked axle alarm.
  - D:** A faulty speed sensor has been detected.

**REF:** P-42 Operator Manual pg 108, Table 5, Fault 44B3

---

---

## GE P32/40/42 STUDY GUIDE

---

---

34. The Lead unit of a 2 unit General Electric P-40/P-42 engine consist displays the summary message 'Warning! Axle Problem on Other Loco' accompanied by a 'Slip/Axle Warn' alarm light. Which of the following could be the cause?

- A:** A locked axle has been detected on the trailing locomotive.
- B:** A hot traction motor support bearing has been detected on the trailing locomotive.
- C:** A hot bearing has been detected on a superliner car.
- D:** Both A and B are correct.

**REF:** P-42 Operator Manual pgs 108,126,127

35. A hot traction motor support bearing is detected on a P-40/P-42 locomotive. If nothing is found to indicate a hot motor support bearing after stopping and inspecting according to AMT-3, how should the fault be reset?

- A:** Reset the alarm by pressing the appropriate button on the Hot Bearing Detection Panel.
- B:** Reset the fault on the IFD screen.
- C:** Cut out the Speed Sensor cut-out switch.
- D:** Both A and B are correct.

**REF:** P-42 Operator Manual pgs 126-127 & AMT-3 pgs. 90-91

36. On a P-40/P-42 locomotive, in addition to correcting the problem which caused a fault/shutdown, what must also be done to return the locomotive to normal operation, unless automatically reset?

- A:** Nothing - the locomotive will always return to normal operation automatically after correcting the cause of the fault/shutdown.
- B:** After correcting the cause, the fault must be either acknowledged or reset using the IFD screen.
- C:** The cause of the fault is always automatically reset; only the IFD screen must be acknowledged or reset.
- D:** None of the above are correct.

**REF:** P-42 Operator Manual pgs 103,108

---

---

## GE P32/40/42 STUDY GUIDE

---

---

37. The batteries on a P-40/P-42 locomotive become discharged while attempting to start the diesel engine. The batteries can be recharged through the redundant battery charger which operates?

- A:** When jumper cables are connected to the locomotive batteries.
- B:** By using stored current in the cranking reactor.
- C:** By using current from the HEP system when HEP is being produced.
- D:** None of the above are correct.

**REF:** P-42 Operator Manual pg 129

38. One of the four fuel compartments on a P-40/P-42 locomotive is damaged and leaking. The remaining three undamaged compartments have enough room to accept fuel from the leaking compartment. Which valve/s should be closed to reduce a fuel spill?

- A:** Close all 4 fuel supply valves.
- B:** Close all 4 fuel return valves.
- C:** Close the 3 fuel return valves to the undamaged fuel compartments.
- D:** Close the fuel return valve to the leaking compartment.

**REF:** P-42 Operator Manual pg 130

39. A P-40/P-42 locomotive shuts down due to no fuel in tank. After refueling and holding the start switch in PRIME position for approximately 2 minutes, no fuel flow can be seen in the fuel sight glass. What should be done to prime the fuel system?

- A:** Bleed the air from the fuel system at the fuel filter housing.
- B:** Close the 4 supply valves to the fuel compartments.
- C:** Prime the system by moving the lay shaft in and out approximately 10 times.
- D:** Reset the Low Fuel Shutdown Lever in the engine compartment.

**REF:** P-42 Operator Manual pg 130, also Figs 69 & 79

---

---

## GE P32/40/42 STUDY GUIDE

---

---

40. If the 'Slip/Axle Warn' alarm light is lit continuously on a locomotive consist, what must be done?

- A:** Continue to the next mechanical repair point and note on the MAP 100.
- B:** Stop the locomotive consist and inspect each wheel on the Lead unit only to ensure free rotation.
- C:** Stop the locomotive consist and inspect ALL wheels in the consist to ensure they rotate freely.
- D:** Reset the 'Slip/Axle Warn' alarm light and note on the MAP 100.

**REF:** P-42 Operator Manual pg 120

41. An unrecoverable penalty brake application occurs on a P-42 locomotive (electronic brake) due to either a malfunctioning alerter or overspeed function. Which of the following should be performed in your attempt to recover the penalty brake application?

- A:** Cut out the alerter cut-out switch on the EC panel.
- B:** Cut out the overspeed cut-out switch on the EC panel.
- C:** Cut out BOTH the alerter and overspeed cut-out switch on the EC panel.
- D:** All the above are correct.

**REF:** P-42 Operator Manual pg 131

42. A penalty brake application occurs on a P-42 locomotive (electronic brake) which cannot be recovered using the automatic brake valve handle. Which of the following can be used in your attempt to recover the penalty brake application?

- A:** Reset/Reboot the air brake computer (open/close air brake computer circuit breaker).
- B:** Reset/Reboot the air brake and locomotive computers (open/close BOTH air brake computer and battery charge and computer circuit breakers).
- C:** Set the trailing unit up for LEAD and the lead unit up for TRAIL until recovery is successful.
- D:** All of the above are correct.

**REF:** P-42 Operator Manual pg 133

---

---

## GE P32/40/42 STUDY GUIDE

---

---

43. If the electronic air brake computer on a P-42 locomotive experiences an internal fatal failure or power loss, which of the following are true concerning operation of the locomotive?

- A:** The unit **MUST** be operated as a trailing unit.
- B:** Maximum independent brake cylinder pressure is limited to 45 psi on the unit.
- C:** Unit will not load.
- D:** All of the above are correct.

**REF:** P-42 Operator Manual pgs 133,134

44. What position must the Door Closed By-Pass Switch on a P-42 locomotive be in to operate Lite.

- A:** Normal.
- B:** By-Pass Door Closed.
- C:** OFF.
- D:** Does not matter what position when not coupled to cars.

**REF:** SGRFN 23

45. When operating a MU consist of GE locomotives, what must be done to charge the batteries if the lead unit shuts down and cannot be restarted?

- A:** Connect 27 point MU jumper and batteries will charge automatically.
- B:** On Dead GE unit set HEP to Off, HEP locomotive position switch to Lead, ensure no battery charge light is not lit, if necessary reset BCPB.
- C:** On Dead GE unit set HEP to Standby, HEP locomotive position switch to Lead, ensure no battery charge is not lit, if necessary reset battery connect push button.
- D:** Batteries will automatically charge as long as 480 volt power is fed through from trailing unit; no special set-up procedure is required.

**REF:** SGRFN 22

---

---

## GE P32/40/42 STUDY GUIDE

---

---

46. When setting up the air brake system on a P-42 locomotive from Lead to Push service, after making a Full Service application with the automatic brake valve handle and waiting for air exhaust to stop, what is the next step?
- A:** Move the brake pipe cut-off pilot switch to 'TRL' position.
  - B:** Move the automatic brake valve handle to the 'Handle Off' position.
  - C:** Place the independent brake handle in the release position (Do not bail off brake cylinder pressure).
  - D:** Bail off brake cylinder pressure.

**REF:** SGRFN 12

47. Following the proper procedure when setting up the air brake system on a P-42 locomotive from Lead to Push service will prevent the following?
- A:** Trapped air in the independent brake system.
  - B:** Sticking brakes on the locomotive.
  - C:** A and B are correct.
  - D:** None of the above are correct.

**REF:** SGRFN 12

48. When Isolating diesel electric locomotives in a multiple unit consist, what is required when the consist has 2 P-42 locomotives and a F-59 locomotive trailing?
- A:** Do not isolate any trailing units.
  - B:** Do not isolate the F-59 unless the cab is occupied and monitored for wheel slip.
  - C:** Isolate the leading P-42 only.
  - D:** Do not exceed notch 6 when the F-59 is isolated to prevent wheel slip.

**REF:** SGRFN 53



---

---

## GE P32/40/42 STUDY GUIDE

---

---

49. The use of cruise control on P-42 locomotives is prohibited when the following conditions exist.

- A:** Operating a single unit.
- B:** Trailing units are not equipped with cruise control.
- C:** Trailing units are not equipped with cruise control (except when isolated).
- D:** Operating a P-42 and a P-40 in a multiple unit consist.

**REF:** SGRFN 53

50. On a P-42 equipped with the Automatic Engine Start Stop (AESS) system, what are the correct control stand settings to allow Automatic Diesel Engine Shut Down?

- A:** Throttle in IDLE, Independent brake applied, and Generator Field switch down.
- B:** Throttle in IDLE, Independent brake applied, and Reverser handle in NEUTRAL.
- C:** Throttle in IDLE, Independent brake applied, Generator Field switch down, Headlights OFF.
- D:** Reverser Handle in NEUTRAL, Independent brake applied, and Automatic brake handle in Full Service.

**REF:** SGRFN 53

51. Where are the following relays: Brake Relay 1, Penalty Control Relay and Pace Setter Relay located on a P-42 locomotive?

- A:** Behind the Engine Control panel.
- B:** Control area 2.
- C:** Engine compartment next to the start station.
- D:** Control area 9.

**REF:** SGRFN 25

---

---

## GE P32/40/42 STUDY GUIDE

---

---

52. On a P-42 Locomotive what could be the problem if after using the cruise control the locomotive will not load?

**A:** Stuck Brake Relay.

**B:** Stuck Pace Setter Relay.

**C:** Parking brake fault.

**D:** Radio Failure.

**REF:** SGRFN 25

53. What must be done when attempting to release a stuck BR1, Pace Setter, or Penalty Control Relay on a P-42 Locomotive ?

**A:** Stop train or engine, place Automatic brake valve in suppression.

**B:** Open local control and battery charge/computer circuit breakers.

**C:** with a gloved hand move the relay side to side

**D:** All the above.

**REF:** SGRFN 25

54. On a P-42 locomotive what could be the cause when a penalty brake application occurs for no apparent reason and you are unable to recover from it?

**A:** AESS system failure.

**B:** Pace setter relay is stuck.

**C:** Parking brake relay is stuck.

**D:** Penalty control relay is stuck.

**REF:** SGRFN 25

---

---

## GE P32/40/42 STUDY GUIDE

---

---

55. On a P-42 Locomotive, after slowing down for a restriction using blended braking or dynamic braking you attempt to increase speed, but the Locomotive will not load, what could be the cause?

- A:** A stuck radiator relay.
- B:** A stuck brake relay.
- C:** A stuck pace setter relay.
- D:** A stuck independant relay.

**REF:** SGRFN 25

56. If the compressor will not start on a P-42 Locomotive, what must be checked.

- A:** Compressor magnet valve.
- B:** Compressor motor speed sensor.
- C:** Compressor governor switch.
- D:** Inter cooler drain cocks.

**REF:** SGRFN 25

57. If an air compressor has a loading problem on a P-42 Locomotive, what must be done to start the compressor after opening the local control circuit breaker?

- A:** Hook compressor magnet valve under the latch, check IFD ensuring compressor starts, then unlatch compressor magnet valve.
- B:** Place throttle in notch 1 for 10 minutes.
- C:** Recycle air brake computer circuit breaker.
- D:** Hook the compressor magnet valve under latch, close local control CB, reset IFD fault, check that compressor starts and unlatch compressor magnet valve.

**REF:** SGRFN 25

---

---

## GE P32/40/42 STUDY GUIDE

---

---

58. When Amtrak General Electric Locomotives are operating in multiple unit consists, the HEP Mode Switch on units not producing HEP must be set to?

**A:** NORMAL

**B:** OFF

**C:** STANDBY

**D:** WAYSIDE

**REF:** P-42 Operators Manual, pg.71

59. Locomotive engineers are prohibited from resetting faults on General Electric locomotives while in IFC Level?

**A:** 3

**B:** 1

**C:** 2

**D:** 2S

**REF:** SGRFN 29

60. Locomotive engineers must never reset which IFC Fault, even if instructed by CNOC Mechanical Desk?

**A:** 2IOU

**B:** 45ED

**C:** HELP

**D:** 29UP

**REF:** SGRFN 29

---

---

## GE P32/40/42 STUDY GUIDE

---

---

ANSWERS	
1.	B
2.	C
3.	B
4.	B
5.	D
6.	C
7.	B
8.	D
9.	C
10.	D
11.	A
12.	D
13.	D
14.	D
15.	B
16.	B
17.	C
18.	A
19.	C
20.	D
21.	A
22.	C
23.	D
24.	B
25.	B
26.	D
27.	A

---

---

## GE P32/40/42 STUDY GUIDE

---

---

28. B

29. C

30. B

31. A

32. C

33. D

34. D

35. D

36. B

37. C

38. D

39. A

40. C

41. D

42. D

43. D

44. B

45. B

46. C

47. C

48. B

49. C

50. B

51. A

52. B

53. D

54. D

55. B

56. B

---

---

## GE P32/40/42 STUDY GUIDE

---

---

57. D

58. B

59. A

60. B