NPCU STUDY GUIDE

1. On a Non Powered Control Unit (NPCU), what are the three pneumatic cutout cocks located in the short nose?

A: Speedometer overspeed, Train Control (ITCS), and Alertor.

B: Speedometer overspeed, Alertor, and Radar.

C: Speedometer overspeed, Radar, and Compressor governor.

D: Speedometer overspeed, Train Control (ITCS), and Main Reservoir.

REF: AMT3, 7.1.5, pg.54

2. What method would an Engineer use to shut down the main engine on the locomotive from an NPCU during push pull operation?

A: MU emergency shutdown push button.

B: Engine stop push button.

C: Throttle placed in stop position.

D: Turn off control and fuel pump switches.

REF: .

3. On an NPCU, what are the handle positions on the Automatic Brake Valve?

A: Release, minimum, suppression, full service, handle off, emergency.

B: Release, minimum, full service, suppression, handle off, emergency.

C: Release, running, first service, lap, service, emergency.

D: Release, hold, lap, service, handle off, emergency.

REF: .

4. When operating in pull mode, how should the brake cut outs be positioned on an NPCU?

A: ABV cut off valve (test), ABV Handle (Handle Off), MU2A (not equipped) IBV(Released).

B: ABV cut off valve (FRT), ABV Handle (Suppression), MU2A (Lead/Dead) IBV (Released).

C: ABV cut off valve (OUT), ABV Handle (Handle Off), MU2A (Lead/Dead) IBV (Released).

D: ABV cut off valve (OUT), ABV Handle (Handle Off), MU2A (Cab Car Trail) IBV (Released).

REF: AMT-3 Table A, pg 157

5. On an NPCU, what position would the Head End 480 V A/C trainline setup switch be in for push/pull operation?

A: Normal

B: Short Hood trail

C: Long Hood trail

D: Unit Isolate (TL Feed Through)

REF: .

6. When an NPCU is coupled to a train in Push/Pull mode, what pneumatic and electrical connections are required?

A: 480 volt TL connections, brake pipe, and main reservoir.

B: 480 volt TL connections, brake pipe, main reservoir, and 27 pin propulsion (MU) cable.

C: 480 volt TL connections, brake pipe, and 27 pin propulsion (MU) cable.

D: 480 volt TL connections, brake pipe, main reservoir, application and release, actuating, main reservoir equalizing.

REF: .

7. When changing ends on a Push/Pull passenger train from the Locomotive to the NPCU, which of the following setup procedures are correct for the NPCU?

A: MU2A (Lead), ABV (PSG), Engine Run (Off), Control and Fuel (On), Generator Field (Off), and Reverser Forward.

B: MU2A (Trail), ABV (PSG), Engine Run (On), Control and Fuel (On), Generator Field (On), and Reverser Neural.

C: MU2A (Lead), ABV (PSG), Engine Run (On), Control and Fuel (On), Generator Field (On), and Reverser Forward.

D: MU2A (Lead), ABV (FRT), Engine Run (Off), Control and Fuel (On), Generator Field (On), and Reverser Forward.

REF: AMT-3, Table A, pg. 157

8. When operating a push/pull passenger train, what position would the Head Light control switch be in operating from a NPCU?

A: Single unit or Intermediate unit.

B: Controlling with unit coupled at long hood end.

C: Controlled from another unit coupled to either end.

D: Controlling with unit coupled at short hood end.

REF: .

9. While operating an NPCU in a Push/Pull train, you have an Alertor failure and cut it out Pneumatically, but the Audible alarm continues to sound and you need to turn the Alertor breaker off. Where is the Alertor breaker located?

A: Right side of the AAR 105 control stand.

B: In the short hood next to the pneumatic cut outs.

C: On the rear cab wall electric control panel.

D: In the battery switch compartment on the circuit breaker panel.

REF: .

ANSWERS
1. A
2. C
3. B
4. C
5. C
6. B
7. C
8. B
9. D