

| This is a copy imported into excel of the rebuild database from access |     |            |         |           |                                                                                                              |
|------------------------------------------------------------------------|-----|------------|---------|-----------|--------------------------------------------------------------------------------------------------------------|
| Air Relay (AR2)                                                        | 158 | 1/2/2010   | Rebuild | 2/4/2010  | C2, #1 - pulled to t/shoot loss of truck brake pressure. NFF - returned to stock.                            |
| Air Relay (AR2)                                                        | 159 | 2/28/2010  | Rebuild | 3/10/2010 | C4, #1 - pulled for excessive air coming out of exhaust. Disintergrated o-ring in high-hat (exhaust).        |
| Air Relay (AR2)                                                        | 1   | 1/4/2012   | Rebuild |           | C9 #2 pulled for leak.                                                                                       |
| Air Relay (AR2)                                                        | 1   | 11/20/2011 | Rebuild |           | C2 #1 leak.                                                                                                  |
| Air Relay (AR2)                                                        |     | 4/8/2012   | Repair  |           | C1 #1 leaking.                                                                                               |
| Air Relay (AR2)                                                        |     | 4/8/2012   | Repair  |           | C1 #2 leaking.                                                                                               |
| Air Relay (AR2)                                                        |     | 4/8/2012   | Repair  |           | C2 #2 leaking.                                                                                               |
| Antiriser, Vehicle                                                     | 1   | 1/9/2011   | Repair  | 4/5/2011  | C2, leaf 1 - broken angle. Replaced aluminum rod.                                                            |
| Autolock (Horton)                                                      | 126 | 5/20/2008  | Rebuild | 5/21/2008 | S/S, B2, 5/6 - C/L switch "floating" and other issues.                                                       |
| Autolock (Horton)                                                      | 132 | 5/19/2008  | Rebuild | 5/21/2008 | N/S, B2, 5/6 - unlock fails. Cleaned and tested good.                                                        |
| Autolock (Horton)                                                      | 196 | 5/20/2008  | Rebuild | 5/21/2008 | N/S, B1, 5/6 - unlock fails. Cleaned and tested good.                                                        |
| Autolock (Horton)                                                      | 127 | 5/20/2008  | Rebuild | 5/27/2008 | S/M, B2, 3/4 - broken wire/needs cleaning. Cleaned and tested good.                                          |
| Autolock (Horton)                                                      | 146 | 5/22/2008  | Rebuild | 7/1/2008  | N/M, B2, 3/4 - unlock fails.                                                                                 |
| Autolock (Horton)                                                      | 142 | 6/4/2008   | Rebuild | 7/10/2008 | S/M, B3, 5/6 - loose coil.                                                                                   |
| Autolock (Horton)                                                      | 116 | 7/6/2008   | Rebuild | 7/10/2008 | N/M, B3, 3/4 - unlock fails.                                                                                 |
| Autolock (Horton)                                                      | 177 | 7/9/2008   | Rebuild | 7/11/2008 | N/M, B2, 3/4 - UF's and broken R4. Replaced PCb w/new style.                                                 |
| Autolock (Horton)                                                      | 198 | 7/11/2008  | Rebuild | 7/16/2008 | N/M, B3, 5/6 - UF's. Cleaned solenoid - tested good.                                                         |
| Autolock (Horton)                                                      | 101 | 7/14/2008  | Rebuild | 7/16/2008 | S/M, B2, 1/2 - UF's. Cleaned solenoid - tested good.                                                         |
| Autolock (Horton)                                                      | 130 | 7/14/2008  | Rebuild | 7/16/2008 | S/S, B3, 5/6 - UF's and stiffness. Clean solenoid - tested good.                                             |
| Autolock (Horton)                                                      | 196 | 7/26/2008  | Rebuild | 7/27/2008 | N/M, B3, 3/4 - LF's. Cleaned and tightened solenoid.                                                         |
| Autolock (Horton)                                                      | 117 | 8/1/2008   | Rebuild | 8/8/2008  | S/M, B2, 1/2 - malfunctions. Cleaned solenoid - tested good.                                                 |
| Autolock (Horton)                                                      | 133 | 8/4/2008   | Rebuild | 8/8/2008  | N/M, B2, 7/8 - flakey close/lock. Replaced solenoid shaft; cleaned up; replaced w/new PC board. Tested good. |
| Autolock (Horton)                                                      | 101 | 8/7/2008   | Rebuild | 8/8/2008  | S/M, B3, 3/4 - LF's. Cleaned solenoid and tested good.                                                       |
| Autolock (Horton)                                                      | 144 | 8/12/2008  | Rebuild | 8/24/2008 | N/M, B1, 3/4 - UF's, binding assy and loose coil wires. Cleaned up and tightened coil. Tested good.          |
| Autolock (Horton)                                                      | 104 | 8/14/2008  | Rebuild | 8/24/2008 | S/S, B2, 1/2 - UF's. Cleaned and tightened coil up. Tested good.                                             |
| Autolock (Horton)                                                      | 137 | 8/25/2008  | Rebuild | 9/12/2008 | N/S, B2, 7/8 - broken cap and sticking solenoid.                                                             |
| Autolock (Horton)                                                      | 198 | 9/1/2008   | Rebuild | 9/12/2008 | Unknown location - unknown reason. Cleaned and tested good.                                                  |
| Autolock (Horton)                                                      | 132 | 8/31/2008  | Rebuild | 9/14/2008 | S/M, B3, 5/6 - UF's.                                                                                         |

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| Autolock (Horton)                                                      | 196 | 9/9/2008   | Rebuild | 9/14/2008  | N/S, B2, 7/8 - numerous unlock fails. Also found loose wire on connector so autolock may be good. Tightened loose wire. Cleaned and tested good.                |
| Autolock (Horton)                                                      | 145 | 9/12/2008  | Rebuild | 9/14/2008  | S/M, B1, 5/6 - UF's and broken cap C1. Repaired, cleaned and tested good.                                                                                       |
| Autolock (Horton)                                                      | 101 | 9/12/2008  | Rebuild | 9/14/2008  | S/S, B2, 1/2 - LF's. Cleaned and tested good.                                                                                                                   |
| Autolock (Horton)                                                      | 140 | 9/20/2008  | Rebuild | 10/26/2008 | S/M, B1, 7/8 - unlock fail. Replaced board (broken R8). Cleaned and tested good.                                                                                |
| Autolock (Horton)                                                      | 117 | 9/22/2008  | Rebuild | 10/26/2008 | S/M, B1, 5/6 - UF's. Cleaned and tested good.                                                                                                                   |
| Autolock (Horton)                                                      | 170 | 10/25/2008 | Rebuild | 10/26/2008 | S/M, B2, 7/8 - unlock failures. Cleaned and tested good.                                                                                                        |
| Autolock (Horton)                                                      | 131 | 10/16/2008 | Rebuild | 10/27/2008 | S/M, B2, 1/2 - shaft binding. Cleaned and tested good.                                                                                                          |
| Autolock (Horton)                                                      | 197 | 11/7/2008  | Rebuild | 11/13/2008 | N/S, B3, 7/8 - cleaned and tested good.                                                                                                                         |
| Autolock (Horton)                                                      | 114 | 12/2/2008  | Rebuild | 12/3/2008  | S/S, B1, 5/6 - broken R4. Replaced R4 and tested good.                                                                                                          |
| Autolock (Horton)                                                      | 129 | 12/2/2008  | Rebuild | 12/3/2008  | N/S, B3, 5/6 - loose solenoid. Tightened solenoid, cleaned and tested good.                                                                                     |
| Autolock (Horton)                                                      | 196 | 3/1/2009   | Rebuild | 3/3/2009   | N/S, B3, 1/2 - numerous LF's. Harness bad. Cleaned up and replaced harness - tested good.                                                                       |
| Autolock (Horton)                                                      | 112 | 3/1/2009   | Rebuild | 3/4/2009   | Unknown location, unknown problem - noted C# bent, cleaned up, attached new wiring harness, tested good.                                                        |
| Autolock (Horton)                                                      | 144 | 2/19/2009  | Rebuild | 3/6/2009   | N/S, B2, 7/8 - UF's. Cleaned and tested.                                                                                                                        |
| Autolock (Horton)                                                      | 115 | 2/17/2009  | Rebuild | 3/9/2009   | N/S, B3, 1/2 - binding. Cleaned and tested.                                                                                                                     |
| Autolock (Horton)                                                      | 146 | 3/16/2009  | Rebuild | 4/5/2009   | S/M, B1, 5/6 - pulled for missing PC mounting screw and reports of intermittent coil chattering. Replaced missing screw, retinned solenoid leads and resecured. |
| Autolock (Horton)                                                      | 124 | 3/4/2009   | Rebuild | 4/9/2009   | N/S, B2, 1/2 - troubleshooting other problems.                                                                                                                  |
| Autolock (Horton)                                                      | 123 | 3/14/2009  | Rebuild | 4/9/2009   | S/M, B1, 5/6 - removed autolock due to autolock failures. Cleaned solenoid - tested good.                                                                       |
| Autolock (Horton)                                                      | 115 | 4/8/2009   | Repair  | 4/9/2009   | Inventory with broken R1. Replaced R1 - tested good.                                                                                                            |
| Autolock (Horton)                                                      | 135 | 4/8/2009   | Rebuild | 4/9/2009   | S/M, B1, 3/4 - removed due to intermittent malfunctions. Noted loose solenoid coil. Tightened solenoid and cleaned - tested good.                               |
| Autolock (Horton)                                                      | 133 | 3/4/2009   | Rebuild | 4/9/2009   | N/S, B2, 1/2 - removed for troubleshooting. Cleaned up and tested good.                                                                                         |
| Autolock (Horton)                                                      | 101 | 1/27/2009  | Rebuild | 5/22/2009  | S/M, B2, 1/2 - UF's. Cleaned and tested good.                                                                                                                   |

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| Autolock (Horton)                                                      | 1 122  | 5/21/2009  | Rebuild | 5/22/2009  | N/S, B3, 1/2 - sluggish in dropping to latch. May just need cleaning. Rebuilt and tested good.                                                                |
| Autolock (Horton)                                                      | 1 125  | 5/4/2009   | Rebuild | 5/22/2009  | S/S, B1, 1/2 - unlock failures. Cleaned and tested good.                                                                                                      |
| Autolock (Horton)                                                      | 1 170  | 2/5/2009   | Rebuild | 5/25/2009  | S/S, B1, 5/6 - UF's. Cleaned and tested good.                                                                                                                 |
| Autolock (Stanley)                                                     | 1      | 10/12/2009 | Repair  | 10/18/2009 | S/S, B3, 1/2 - no close and lock. Reterminated broken (purple) close and lock wire at switch.                                                                 |
| Autolock (Stanley)                                                     | 1 none | 12/21/2009 | Repair  | 12/21/2009 | Cannibalized several locks to get one to work. Replaced springs and close verified switch.                                                                    |
| Autolock (Stanley)                                                     | 1 002  | 1/1/2010   | Repair  | 1/19/2010  | No tag. Tore down to parade rest and replaced broken spring. Tested good.                                                                                     |
| Autolock (Stanley)                                                     | 1 001  | 1/1/2010   | Repair  | 1/20/2010  | No tag. Tore down to parade rest and rebuilt. Tested good.                                                                                                    |
| Autolock (Stanley)                                                     | 1 003  | 1/19/2010  | Repair  | 1/20/2010  | W/M, B2, 3/4 - malfunction code d2. Debris on NC contacts - cleaned contacts and tore down to parade rest. Tested good.                                       |
| Autolock (Stanley)                                                     | 1 004  | 1/19/2010  | Repair  | 2/3/2010   | E/M, B1, 7/8 - sticky, flakey operation. Broken spring replaced. Tore down to parade rest. Reassembled. Tested good - returned to stock.                      |
| Autolock (Stanley)                                                     | 1 005  | 1/30/2010  | Repair  | 2/3/2010   | E/M, B2, 7/8 - not unlocking. Straightened e-block rod, adjusted plastic shim.                                                                                |
| Autolock (Stanley)                                                     | 1 007  | 2/3/2010   | Repair  | 2/7/2010   | E/M, B2, 5/6 - poor operation. Broken emergency release spring. Cleaned up and replaced spring. Tested good. Returned to stock.                               |
| Autolock (Stanley)                                                     | 1 006  | 12/21/2009 | Repair  | 3/4/2010   | S/M, B2, 3/4 - pulled to t/shoot doorset. Used for parts, no good.                                                                                            |
| Autolock (Stanley)                                                     | 1 021  | 4/10/2010  | Repair  | 4/18/2010  | N/M, B3, 1/2 - flakey close and lock. Cleaned out switch and adjusted.                                                                                        |
| Autolock (Stanley)                                                     | 1 020  | 3/22/2010  | Repair  | 4/19/2010  | unknown location, unknown problem. Tightened loose wires.                                                                                                     |
| Autolock (Stanley)                                                     | 1 019  | 4/12/2010  | Repair  | 5/1/2010   | W/S, B1, 7/8 - no close and lock problem.                                                                                                                     |
| Autolock (Stanley)                                                     | 1 022  | 3/25/2010  | Repair  | 5/3/2010   | S/M, B2, 3/4 - not dropping. Broken spring - awaiting parts.                                                                                                  |
| Autolock (Stanley)                                                     | 1 023  | 4/12/2010  | Repair  | 5/3/2010   | W/S, B1, 3/4 - broken spring on emergency block - missing spring - awaiting parts. Cleaned all switches, solenoid and replaced spring.                        |
| Autolock (Stanley)                                                     | 1 024  | 4/5/2010   | Repair  | 5/3/2010   | N/M, B1, 5/6 - loss of close and lock, broken spring and burr on cam (filed down) - awaiting parts. Cleaned solenoid, replace spring and cleaned main switch. |
| Autolock (Stanley)                                                     | 1 025  | 4/29/2010  | Repair  | 5/3/2010   | S/M, B3, 3/4 - flakey close and lock and broken spring. Cleaned plunger switch and replaced spring.                                                           |
| Autolock (Stanley)                                                     | 1 019  | 5/1/2010   | Repair  | 5/4/2010   | Unknown location, unknown problem. Filed burrs down on cams.                                                                                                  |

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| Autolock (Stanley)                                                     | 1005 | 5/16/2010 | Repair | 5/16/2010 | E/M, B2, 1/2 - Broken spring. Replaced in place.                                                                                              |
| Autolock (Stanley)                                                     | 1028 | 5/16/2010 | Repair | 5/29/2010 | E/S, B2, 1/2 - close and lock issues and assembly is loose.                                                                                   |
| Autolock (Stanley)                                                     | 1026 | 4/25/2010 | Repair | 6/4/2010  | E/M, B1, 3/4 - broken spring. Replaced spring.                                                                                                |
| Autolock (Stanley)                                                     | 1029 | 5/17/2010 | Repair | 6/4/2010  | W/S, B2, 1/2 - broke spring, sloppy operation. Needs cleaning. Cleaned?                                                                       |
| Autolock (Stanley)                                                     | 1031 | 5/21/2010 | Repair | 6/5/2010  | W/M, B1, 7/8 - not dropping all of the way (broken spring). Filed burrs on cams.                                                              |
| Autolock (Stanley)                                                     | 1030 | 5/20/2010 | Repair | 6/6/2010  | W/M, B2, 5/6 - bent near close/lock switch arm. Bent arm back to normal position. Needs testing to make sure switch is good. Tested good.     |
| Autolock (Stanley)                                                     | 1010 | 5/29/2010 | Repair | 6/6/2010  | N/S, B1, 5/6 - burr on cam not allowing doors to close and lock. Filed burrs. Tested good.                                                    |
| Autolock (Stanley)                                                     | 1010 | 6/16/2010 | Repair | 6/7/2010  | E/M, B2, 5/6 - pulled for broken close monitor switch, causing "D2" codes and malfunction on open. Replace close monitor switch, tested good. |
| Autolock (Stanley)                                                     | 1004 | 6/16/2010 | Repair | 7/2/2010  | E/M, B2, 5/6 - broken close monitor switch. Replaced close monitor switch. Tested good.                                                       |
| Autolock (Stanley)                                                     | 1014 | 6/30/2010 | Repair | 7/2/2010  | W/M, B2, 5/6 for missing e-handle return spring. Replaced spring, tested good.                                                                |
| Autolock (Stanley)                                                     | 1032 | 6/20/2010 | Repair | 7/3/2010  | N/S, B2, 1/2 - flaky close and lock. Replaced broken spring and bent switch bracket back to 90 degrees. Tested good.                          |
| Autolock (Stanley)                                                     | 1033 | 7/1/2010  | Repair | 7/9/2010  | S/M, B3, 7/8 - Lock would not disengage. Inspected, lock looks good. Tested good.                                                             |
| Autolock (Stanley)                                                     | 1034 | 6/30/2010 | Repair | 7/9/2010  | E/M, B1, 7/8 - suspect bad close monitor switch. Replace bad close monitor switch, tested good.                                               |
| Autolock (Stanley)                                                     | 1037 | 7/12/2010 | Repair | 7/16/2010 | N/M, B2, 7/8 - removed during door recycle troubleshooting. Cleaned up, replaced spring, tested good.                                         |
| Autolock (Stanley)                                                     | 1039 | 8/2/2010  | Repair | 8/12/2010 | N/M, B3, 7/8 - broken spring and stripped threads. Replaced spring and E-rod.                                                                 |
| Autolock (Stanley)                                                     | 1036 | 7/10/2010 | Repair | 8/21/2010 | E/S, B2, 5/6 - malf on open. Lock has heavy burrs on cams.                                                                                    |
| Autolock (Stanley)                                                     | 1021 | 7/16/2010 | Repair | 8/21/2010 | N/M, B2, 7/8 - troubleshooting malfunction issues.                                                                                            |
| Autolock (Stanley)                                                     | 1038 | 8/6/2010  | Repair | 8/21/2010 | S/S, B2, 1/2 - closed and locked failures.                                                                                                    |



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| Autolock (Stanley)                                                     | 1 029 | 8/1/2010  | Repair | 8/21/2010 | Unknown location, unknown problem, unknown fix. Documentation sucks - thanks, Nick.                                                    |
| Autolock (Stanley)                                                     | 1 030 | 8/1/2010  | Repair | 8/21/2010 | Unknown location, unknown problem, unknown fix. Documentation sucks - thanks Nick.                                                     |
| Autolock (Stanley)                                                     | 1 040 | 8/1/2010  | Repair | 8/21/2010 | Unknown location, unknown problem, unknown fix. Documentation sucks - thanks, Nick.                                                    |
| Autolock (Stanley)                                                     | 1 007 | 8/27/2010 | Repair | 8/29/2010 | W/S, B1, 3/4 - lock not dropping. Changed spring, cleaned up. Tested good.                                                             |
| Autolock (Stanley)                                                     | 1 045 | 9/8/2010  | Repair | 9/8/2010  | E/M, B1, 1/2 - broken spring, lock slop, dirty. Cleaned and tightened up, replaced spring, tested good.                                |
| Autolock (Stanley)                                                     | 1 044 | 9/8/2010  | Repair | 9/11/2010 | W/M, B1, 3/4 - broken spring, lock slop, and dirty. Cleaned and tightened up lock, replaced spring. Tested good.                       |
| Autolock (Stanley)                                                     | 1 046 | 9/9/2010  | Repair | 9/11/2010 | S/S, B1, 1/2 - no C/L. Cleaned and tightened up. Tested good.                                                                          |
| Autolock (Stanley)                                                     | 1 027 | 5/11/2010 | Repair | 9/12/2010 | W/M, B2, 3/4 - close and lock issues. Replaced C/L switch and spring.                                                                  |
| Autolock (Stanley)                                                     | 1 028 | 8/22/2010 | Repair | 9/12/2010 | W/M, B1, 5/6 - t/shooting lock operation. 1 cam was bad. Replaced base assembly. Cleaned and tightened up. Tested good.                |
| Autolock (Stanley)                                                     | 1 042 | 8/29/2010 | Repair | 9/14/2010 | E/M, B1, 5/6 - broken EE spring. Replaced EE spring, cleaned C/L Monitor switch.                                                       |
| Autolock (Stanley)                                                     | 1 006 | 1/1/2010  | Repair | 9/15/2010 | S/M, B2, 3/4 - pulled to t/s doorset. Needs cleaning. Replaced switch, spring, and block.                                              |
| Autolock (Stanley)                                                     | 1 035 | 7/4/2010  | Repair | 9/15/2010 | N/M, B1, 7/8 - malf on open. Suspect bad close monitor switch. Scrapped bad switch, awaiting new. Replaced switch, spring and cleaned. |
| Autolock (Stanley)                                                     | 1 043 | 9/4/2010  | Repair | 9/19/2010 | N/S, B2, 5/6 - binding on close, missing one spring. Change E-spring and replaced missing spring, cleaned and adjusted.                |
| Autolock (Stanley)                                                     | 1 005 | 9/15/2010 | Repair | 9/20/2010 | E/M, B1, 1/2 - broken close monitor and actuator bracket. Chenaged E-spring and near close and lock monitor switch.                    |
| Autolock (Stanley)                                                     | 1 041 | 8/21/2010 | Repair | 9/27/2010 | N/S, B2, 7/8 - close and lock issues, believed to be good. Requires testing. Replaced ee spring and cleaned both C/L switches.         |
| Autolock (Stanley)                                                     | 1 003 | 9/22/2010 | Repair | 9/27/2010 | S/M, B1, 1/2 - solenoid will not pick. Cleaned C/L monitor switch and replaced ee spring.                                              |

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| Autolock (Stanley)                                                     | 1 040 | 9/30/2010  | Repair  | 10/3/2010  | E/M, B1, 5/6 - binding and loss of close and lock. Replaced EE spring, adjusted crooked solenoid.                                                                                         |
| Autolock (Stanley)                                                     | 1 049 | 10/11/2010 | Repair  | 10/13/2010 | S/S, B3, 7/8 - broken EE spring. Replaced bad spring and cleaned up. Tested good.                                                                                                         |
| Autolock (Stanley)                                                     | 1 050 | 10/11/2010 | Repair  | 10/13/2010 | S/M, B1, 3/4 - bad close monitor switch. Replaced close monitor switch & spring. Also repaired cut harness. Cleaned up, tested good.                                                      |
| Autolock (Stanley)                                                     | 1 033 | 10/11/2010 | Repair  | 10/13/2010 | N/S, B2, 1/2 - flakey close and lock. Cleaned up and replaced weak spring. Tested good.                                                                                                   |
| Autolock (Stanley)                                                     | 1 017 | 10/7/2010  | Repair  | 10/14/2010 | S/M, B2, 3/4 - pulled to t/shoot unlock fails. Needs testing. Wire harness pinched near connector, crimped new pins for connector. Tested good.                                           |
| Autolock (Stanley)                                                     | 1 028 | 10/8/2010  | Repair  | 10/14/2010 | E/M, B1, 5/6 - unlock failures. Inspected and cleaned up. Tested good.                                                                                                                    |
| Autolock (Stanley)                                                     | 1 051 | 10/11/2010 | Repair  | 10/14/2010 | N/S, B3, 3/4 - bad EE spring. Replaced spring. Cleaned up and inspected, tested good.                                                                                                     |
| Autolock (Stanley)                                                     | 1 052 | 10/19/2010 | Rebuild | 10/28/2010 | W/S, B1, 1/2 - broken EE spring. Replaced broken spring, replaced close monitor switch, and cleaned up. Tested good.                                                                      |
| Autolock (Stanley)                                                     | 1 048 | 9/13/2010  | Repair  | 11/2/2010  | E/S, B1, 1/2 - broken spring and dirty. Needs a cam spring. Replaced cam spring, release spring, adjusted solenoid, cleaned close monitor switch, teseted good.                           |
| Autolock (Stanley)                                                     | 1 002 | 10/24/2010 | Rebuild | 11/5/2010  | E/M, B2, 7/8 - broken EE spring. Modified near close switch location, added new release spring block/bushing/, cleaned and adjusted. Tested good.                                         |
| Autolock (Stanley)                                                     | 1 053 | 10/25/2010 | Rebuild | 11/5/2010  | N/M, B2, 1/2 - pulled for close and lock issues. Clean and test. Cleaned and adjusted solenoid, cleaned up close monitor switch, installed new release block/bushing/spring. Tested good. |
| Autolock (Stanley)                                                     | 1 020 | 10/31/2010 | Rebuild | 11/5/2010  | W/M, B2, 3/4 - broken plunger switch. Replaced close monitor switch, added new release block/spring/bushing, cleaned and adjusted. Tested good.                                           |
| Autolock (Stanley)                                                     | 1 030 | 11/1/2010  | Rebuild | 11/5/2010  | W/M, B1, 5/6 - EE spring is weak and doesn't force switch down far enough. Cleaned and adjusted solenoid. Installed new release spring/bushing/block. Tested good.                        |

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| Autolock (Stanley)                                                     | 1001 |  | 10/6/2010  | Repair  | 11/10/2010 | N/M, B3, 1/2 - close and lock problem. Cleaned and adjusted solenoid. Cleaned contacts on close monitor switch. Added new release block/spring/bushing. Tested good.               |
| Autolock (Stanley)                                                     | 1054 |  | 11/1/2010  | Rebuild | 11/20/2010 | W/M, B2, 1/2 - broken EE spring. Installed new release spring/block/bushing. Cleaned and adjusted solenoid. Tested good.                                                           |
| Autolock (Stanley)                                                     | 1026 |  | 11/8/2010  | Rebuild | 11/20/2010 | E/S, B1, 7/8 - return spring is short and doesn't pull down far enough causing faulty c/l. Cleaned and adjusted solenoid. Installed new release spring/block/bushing. Tested good. |
| Autolock (Stanley)                                                     | 1055 |  | 11/14/2010 | Rebuild | 11/20/2010 | N/S, B1, 1/2 - close switch "D2" code causing malfunction. Replaced close monitor switch. Cleaned and adjusted solenoid. Installed new release block gear. Tested good.            |
| Autolock (Stanley)                                                     | 1056 |  | 11/13/2010 | Repair  | 11/20/2010 | S/S, B1, 3/4 - unlock fails/ close & lock problems. Cleaned and adjusted solenoid. Installed new release spring/block/bushing. Tested good.                                        |
| Autolock (Stanley)                                                     | 1042 |  | 11/17/2010 | Rebuild | 11/20/2010 | S/M, B2, 3/4 - D2 error codes (close monitor switch). Cleaned close monitor switch. Cleaned and adjusted solenoid. Installed new release hardware. Tested good.                    |
| Autolock (Stanley)                                                     | 1041 |  | 11/14/2010 | Rebuild | 11/28/2010 | N/S, B3, 3/4 - close and lock switch red wire pulls out of block. Repinned connection block. Tested good.                                                                          |
| Autolock (Stanley)                                                     | 1050 |  | 11/19/2010 | Rebuild | 11/28/2010 | E/M, B2, 5/6 - U/L fails, possibly encoder. Inspected. Tested good.                                                                                                                |
| Autolock (Stanley)                                                     | 1004 |  | 11/27/2010 | Rebuild | 11/28/2010 | E/M, B1, 1/2 - unlock failures. Cleaned flakey close monitor switch. Cleaned and adjusted solenoid. Installed new release spring/bushing/block. Tested good.                       |
| Autolock (Stanley)                                                     | 1059 |  | 11/24/2010 | Rebuild | 12/2/2010  | S/S, B2, 5/6 - suspected malfunction. Cleaned and adjusted solenoid. Installed new release block/spring/bushing. Tested good.                                                      |
| Autolock (Stanley)                                                     | 1058 |  | 11/27/2010 | Rebuild | 12/2/2010  | N/M, B1, 1/2 - unlock failures. Cleaned flakey close monitor switch. Cleaned and adjusted solenoid. Installed new release block/bushin/spring. Tested good.                        |
| Autolock (Stanley)                                                     | 1028 |  | 11/26/2010 | Rebuild | 12/2/2010  | S/S, B2, 5/6 - unlock failures. Installed new release block/spring/bushing. Tested good.                                                                                           |
| Autolock (Stanley)                                                     | 1013 |  | 12/23/2010 | Rebuild | 12/29/2010 | E/M, B2, 3/4 - malfunction. Cam-loc dislocated. Also requires modification. Completed disk and large spring modification. Cleaned switches, and solenoid.                          |

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| Autolock (Stanley)                                                     | 1035 | 12/24/2010 | Rebuild | 12/29/2010 | S/M, B1, 1/2 - malfunction on open and generating a "D2" code. Also requires modification. Replaced close monitor sw, and completed disk and large spring modification.                                                  |
| Autolock (Stanley)                                                     | 1061 | 12/26/2010 | Rebuild | 12/29/2010 | S/S, B3, 3/4 - flakey close and lock - noted ee-spring broken. Requires ee modification. Completed disk and large spring modification. Cleaned switches and solenoid.                                                    |
| Autolock (Stanley)                                                     | 1060 | 11/28/2010 | Rebuild | 1/3/2011   | W/S, B2, 1/2 - broken ee-spring. Installed spring mod, cleaned up, tested good.                                                                                                                                          |
|                                                                        |      |            |         |            | W/M, B1, 5/6 - no close and lock. Cleaned solenoid and locked switch. Tested both the closed and the locked switches with a fluke meter finding no issues. Tested the autolock on the tester, again no issues noted.     |
| Autolock (Stanley)                                                     | 1059 | 12/22/2010 | Rebuild | 1/3/2011   | S/S, B3, 7/8 - malfunction on open - requires modification. Installed disk / bushing / and spring modification. Cleaned solenoid, replaced the teflon washer, cleaned and tested both switches. No further issues noted. |
| Autolock (Stanley)                                                     | 1006 | 12/25/2010 | Rebuild | 1/3/2011   | W/M, B1, 5/6 - close switch error code. Bad elevator switch? Found on test stand - works good. Returned to inventory.                                                                                                    |
| Autolock (Stanley)                                                     | 1017 | 12/21/2010 | Rebuild | 1/9/2011   | S/S, B2, 3/4 - installed, then, removed for left hand cam popping off. Also, ee-button loose. Tightened ee-button and cannibalized #018 LH cam.                                                                          |
| Autolock (Stanley)                                                     | 1013 | 1/5/2011   | Rebuild | 1/9/2011   | N/M, B1, 3/4 - lock failures. Cleaned solenoid and both switches. Tested switches for continuity followed by operational test on test stand. Unit tested good.                                                           |
| Autolock (Stanley)                                                     | 1062 | 1/1/2011   | Rebuild | 1/10/2011  | S/M, B1, 7/8 - close and lock issues. Also need modification. Modified. Cleaned close monitor switch.                                                                                                                    |
| Autolock (Stanley)                                                     | 1063 | 1/5/2011   | Rebuild | 1/10/2011  |                                                                                                                                                                                                                          |
|                                                                        |      |            |         |            | S/S, B2, 3/4 - close and lock issues. Also requires modification. Cleaned solenoid and both switches. Tested both switches for continuity followed by an operational test on the test stand. Unit tested good.           |
| Autolock (Stanley)                                                     | 1064 | 1/5/2011   | Rebuild | 1/10/2011  | N/M, B1, 3/4 - pulled to troubleshoot. Did not have a warm and fuzzy that this was a problem component - retested good.                                                                                                  |
| Autolock (Stanley)                                                     | 1035 | 1/9/2011   | Rebuild | 1/10/2011  |                                                                                                                                                                                                                          |

03685

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| Autolock (Stanley)                                                     | 1007 | 1/8/2011  | Rebuild | 1/11/2011 |  | W/M, B1, 3/4 - close and lock issues. Also, requires modification. Installed modification, cleaned the solenoid, replaced the C/M switch, and cleaned /tested the lock switch.                            |
| Autolock (Stanley)                                                     | 1065 | 1/11/2011 | Rebuild | 1/19/2011 |  | N/S, B3, 7/8 - broken ee-spring. Requires modification. Cleaned solenoid, and lock switch. Tested lock switch and c/m switch circuits for continuity. Replaced c/m due to broken spring.                  |
| Autolock (Stanley)                                                     | 1021 | 1/17/2011 | Rebuild | 1/22/2011 |  | N/S, B2, 5/6 - bad near close plunger spring. Requires modification. Modified.                                                                                                                            |
| Autolock (Stanley)                                                     | 1066 | 1/17/2011 | Rebuild | 1/23/2011 |  | E/S, B2, 3/4 - broken ee-spring. Requires modification. Modified. Cleaned switches. Tested good.                                                                                                          |
| Autolock (Stanley)                                                     | 1014 | 1/19/2011 | Rebuild | 1/23/2011 |  | E/S, B2, 5/6 - broken close monitor switch spring. Requires modification. Modified, close monitor switch cleaned.                                                                                         |
| Autolock (Stanley)                                                     | 1059 | 1/20/2011 | Rebuild | 1/23/2011 |  | E/S, B2, 5/6 - t/shooting malfunction on open. Coded "0c". Probably good - go over and retest. Adjusted C/M switch plunger and ran for 2 hrs on the test stand with issues.                               |
| Autolock (Stanley)                                                     | 1061 | 1/21/2011 | Rebuild | 1/23/2011 |  | N/S, B2, 5/6 - pins binding in cams because of a sagging door. Removed for good measure. Clean up and test. Probably nothing wrong with this one. Tested good, no other work completed to this lock.      |
| Autolock (Stanley)                                                     | 1006 | 1/22/2011 | Rebuild | 1/23/2011 |  | E/S, B2, 3/4 - flakey close and lock, poor operation. NFF.                                                                                                                                                |
| Autolock (Stanley)                                                     | 1036 | 1/22/2011 | Rebuild | 1/24/2011 |  | E/S, B2, 1/2 - broken ee-spring, poor operation. Requires modification.                                                                                                                                   |
| Autolock (Stanley)                                                     | 1067 | 1/28/2011 | Rebuild | 2/2/2011  |  | W/S, B1, 5/6 - malfunction on close. Requires modification.                                                                                                                                               |
| Autolock (Stanley)                                                     | 1068 | 1/31/2011 | Rebuild | 2/2/2011  |  | N/M, B2, 3/4 - broken ee-spring. Requires modification.                                                                                                                                                   |
| Autolock (Stanley)                                                     | 1070 | 2/1/2011  | Rebuild | 2/2/2011  |  | N/M, B2, 5/6 - broken ee-spring. Requires modification.                                                                                                                                                   |
| Autolock (Stanley)                                                     | 1069 | 1/31/2011 | Rebuild | 2/2/2011  |  | N/M, B3, 3/4 - broken return spring. Requires modification.                                                                                                                                               |
| Autolock (Stanley)                                                     | 1010 | 2/4/2011  | Rebuild | 2/7/2011  |  | N/M, B1, 7/8 - sticking. Require modification. Disassembled, cleaned, reassembled and tested with no issues found. Installed spring, bushing, disk mod. Unit is installed on the test stand. Tested good. |
| Autolock (Stanley)                                                     | 1042 | 2/11/2011 | Rebuild | 2/13/2011 |  | N/M, B1, 1/2 - malfunctions on open. Preliminary look-over shows NFF. Test stand results reveal that autolock operates satisfactorily. Returned to stock.                                                 |

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| Autolock (Stanley)                                                     | 1059 | 2/12/2011 | Rebuild | 2/13/2011 | N/M, B1, 1/2 - no close and lock, and malfunctions. Bench tested fine. Tested satisfactorily on test stand.                                                                   |
| Autolock (Stanley)                                                     | 1001 | 2/11/2011 | Rebuild | 2/14/2011 | S/S, B1, 3/4 - malfunction with "D2" code. Cleaned close monitor switch and replaced spring. Tested satisfactorily.                                                           |
| Autolock (Stanley)                                                     | 1043 | 2/17/2011 | Rebuild | 2/17/2011 | N/S, B2, 1/2 - unlock fails. Requires ee modification. Installed new hardware, cleaned and adjusted solenoid. Tested good.                                                    |
| Autolock (Stanley)                                                     | 1071 | 2/18/2011 | Rebuild | 2/19/2011 | N/S, B1, 7/8 - broken spring. Added new hardware, cleaned & adjusted solenoid. Tested good.                                                                                   |
| Autolock (Stanley)                                                     | 1026 | 2/18/2011 | Rebuild | 2/19/2011 | E/M, B1, 1/2 - malfunction on open. Cleaned close monitor switch. Tested good.                                                                                                |
| Autolock (Stanley)                                                     | 1036 | 2/14/2011 | Rebuild | 2/20/2011 | E/M, B1, 1/2 - installed and got a "d2", needs testing. Installed new close monitor switch and adjusted solenoid. Tested good.                                                |
| Autolock (Stanley)                                                     | 1067 | 2/14/2011 | Rebuild | 2/20/2011 | N/M, B1, 1/2 - pulled for "d2" code. Cleaned.                                                                                                                                 |
| Autolock (Stanley)                                                     | 1062 | 2/14/2011 | Rebuild | 2/20/2011 | S/S, B2, 3/4 - removed for "d2" code. Cleaned close monitor switch. Tested good.                                                                                              |
| Autolock (Stanley)                                                     |      |           |         |           | N/S, B1, 3/4 - broken return spring. Requires ee modification. Installed new hardware, cleaned & adjusted solenoid, tested CMS. All tested good.                              |
| Autolock (Stanley)                                                     | 1072 | 2/16/2011 | Rebuild | 2/23/2011 | S/M, B2, 3/4 - flakey close and lock. Replaced pin on female connector, adjusted solenoid. Tested good.                                                                       |
| Autolock (Stanley)                                                     | 1030 | 2/20/2011 | Rebuild | 2/23/2011 | E/S, B1, 5/6 - for failures. Installed new hardware, tested CMS, cleaned & adjusted solenoid. Tested good.                                                                    |
| Autolock (Stanley)                                                     | 1074 | 2/22/2011 | Rebuild | 2/23/2011 | N/S, B3, 5/6 - flakey close monitor switch and being wobbly. Requires ee modification. Tested CMS switch, installed new hardware, cleaned and adjusted solenoid. Tested good. |
| Autolock (Stanley)                                                     | 1073 | 2/16/2011 | Rebuild | 2/24/2011 | E/M, B2, 5/6 - flakey close and lock switch. Requires ee modification. Added new hardware, cleaned and adjusted solenoid. Tested good.                                        |
| Autolock (Stanley)                                                     | 1075 | 2/26/2011 | Rebuild | 3/3/2011  | E/M, B2, 5/6 - burr on cam. T/shooting open/close issues. Cleaned and adjusted solenoid, CMS checked good, tested good.                                                       |
| Autolock (Stanley)                                                     | 1073 | 2/26/2011 | Rebuild | 3/3/2011  | S/S, B1, 5/6 - "d2" code and no recycle. Requires ee-modification. Installed new release hardware, cleaned & adjusted solenoid, repaired CMS, tested good.                    |
| Autolock (Stanley)                                                     | 1076 | 3/1/2011  | Rebuild | 3/3/2011  |                                                                                                                                                                               |

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|                                                                        |      |           |         |           | Found. No tag. Test operate. Make necessary repairs and re-test if needed. Tested good.                                                                    |
| Autolock (Stanley)                                                     | 1012 | 3/7/2011  | Rebuild | 3/10/2011 | E/M, B1, 5/6 - broken spring. Installed new release hardware, tested CMS, cleaned & adjusted solenoid. Tested good.                                        |
| Autolock (Stanley)                                                     | 1027 | 3/19/2011 | Rebuild | 3/19/2011 | E/M, B2, 1/2 - broken spring. Installed new release hardware, tested CMS, cleaned & adjusted solenoid. Tested good.                                        |
| Autolock (Stanley)                                                     | 1044 | 3/19/2011 | Rebuild | 3/19/2011 | W/S, B1, 3/4 - broken ee-spring. Requires ee-spring modification. Installed new release hardware, cleaned CMS, cleaned and adjusted solenoid. Tested good. |
| Autolock (Stanley)                                                     | 1023 | 3/21/2011 | Rebuild | 3/23/2011 | W/S, B2, 1/2 - broken ee-spring. Requires ee-spring modification. Installed new release hardware, cleaned CMS, cleaned and adjusted solenoid. Tested good. |
| Autolock (Stanley)                                                     | 1034 | 3/21/2011 | Rebuild | 3/23/2011 | W/S, B2, 7/8 - broken ee-spring. Requires ee-spring modification. Installed new release hardware, cleaned CMS, cleaned and adjusted solenoid. Tested good. |
| Autolock (Stanley)                                                     | 1031 | 3/21/2011 | Rebuild | 3/23/2011 | S/M, B1, 5/6 - broken spring on CMS causing D2 codes. Replaced CMS, tested good.                                                                           |
| Autolock (Stanley)                                                     | 1067 | 3/30/2011 | Rebuild | 4/1/2011  | S/M, B3, 5/6 - broken ee-spring. Requires ee-modification. Installed new release hardware, cleaned & adjusted solenoid, tested good.                       |
| Autolock (Stanley)                                                     | 1077 | 4/3/2011  | Rebuild | 4/7/2011  | W/M, B2, 3/4 - broken ee-spring. Requires ee-modification. Installed new release hardware, cleaned & adjusted solenoid, tested good.                       |
| Autolock (Stanley)                                                     | 1051 | 4/5/2011  | Rebuild | 4/7/2011  | W/M, B1, 1/2 - broken ee-spring. Requires ee-modification. Installed new release hardware, cleaned & adjusted solenoid, tested good.                       |
| Autolock (Stanley)                                                     | 1078 | 4/5/2011  | Rebuild | 4/7/2011  | S/M, B2, 5/6 - broken ee-spring. Installed new release hardware, cleaned & adjusted solenoid, tested good.                                                 |
| Autolock (Stanley)                                                     | 1081 | 4/6/2011  | Rebuild | 4/7/2011  | S/M, B3, 1/2 - broken ee-spring. Installed new release hardware, cleaned & adjusted solenoid, tested good.                                                 |
| Autolock (Stanley)                                                     | 1079 | 4/6/2011  | Rebuild | 4/7/2011  | S/M, B3, 3/4 - broken ee-spring. Installed new release hardware, cleaned & adjusted solenoid, tested good.                                                 |
| Autolock (Stanley)                                                     | 1015 | 4/6/2011  | Rebuild | 4/8/2011  | S/M, B1, 5/6 - broken ee-spring. Installed new release hardware, cleaned & adjusted solenoid, tested good.                                                 |
| Autolock (Stanley)                                                     | 1080 | 4/6/2011  | Rebuild | 4/8/2011  |                                                                                                                                                            |

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| Autolock (Stanley)                                                     | 1006 | 4/1/2011   | Rebuild | 4/9/2011  | N/M, B2, 5/6 - close and lock failures. Installed new release hardware, cleaned & adjusted solenoid, tested good.                                                    |
| Autolock (Stanley)                                                     | 1032 | 4/7/2011   | Rebuild | 4/9/2011  | N/M, B2, 7/8 - pulled for T/S unlock fails/lock not dropping. Cleaned CMS, installed new release hardware, cleaned & adjusted solenoid, tested good.                 |
| Autolock (Stanley)                                                     | 1036 | 4/9/2011   | Rebuild | 4/13/2011 | S/M, B2, 5/6 - malfunction on open. Tested CMS, adjusted solenoid, tested good.                                                                                      |
| Autolock (Stanley)                                                     |      |            |         |           | W/S, B1, 7/8 - malfunction on open. Requires ee-modification. Installed new release hardware, cleaned CMS, cleaned & adjusted solenoid, tested good.                 |
| Autolock (Stanley)                                                     | 1016 | 4/13/2011  | Rebuild | 4/20/2011 | W/S, B2, 5/6 - sticking on open. Requires ee-modification. Installed new release hardware, cleaned CMS, cleaned & adjusted solenoid, tested good.                    |
| Autolock (Stanley)                                                     | 1082 | 4/13/2011  | Rebuild | 4/20/2011 | W/S, B1, 1/2 - broken ee-spring. Requires ee-spring modification. Installed new release hardware, cleaned CMS, cleaned & adjusted solenoid, tested good.             |
| Autolock (Stanley)                                                     | 1033 | 4/20/2011  | Rebuild | 4/20/2011 | W/S, B2, 5/6 - close and lock. Replaced missing spring, tested good.                                                                                                 |
| Autolock (Stanley)                                                     | 1006 | 4/16/2011  | Rebuild | 4/21/2011 | N/M, B2, 5/6 - bad close and lock switch plunger. Repaired CMS, cleaned and adjusted solenoid. Tested good.                                                          |
| Autolock (Stanley)                                                     | 1074 | 4/18/2011  | Rebuild | 4/21/2011 | N/S, B1, 3/4 - flakey near-close switch, causing loss of close and lock. Tested CMS, cleaned & adjusted solenoid. Tested good.                                       |
| Autolock (Stanley)                                                     | 1061 | 4/19/2011  | Rebuild | 4/21/2011 | N/M, B2, 7/8 - removed for c/l issues. Replaced pins on 2 pin connector, cleaned & adjusted solenoid, tested CMS. Tested good.                                       |
| Autolock (Stanley)                                                     | 1077 | 4/19/2011  | Rebuild | 4/21/2011 | N/S, B1, 7/8 - c/l problems, plunger switch sticks. CMS tested good, cleaned & adjusted solenoid. Tested good.                                                       |
| Autolock (Stanley)                                                     | 1068 | 4/20/2011  | Rebuild | 4/21/2011 | S/M, B3, 7/8 - requires ee-spring modification. Changed in conjunction with door repair. Installed new hardware, cleaned & adjusted solenoid, CMS good, tested good. |
| Autolock (Stanley)                                                     | 1022 | 4/24/2011  | Rebuild | 4/28/2011 | S/S, B3, 1/2 - broken EE-spring. Also missing one long spring. New release hardware, replaced missing spring, cleaned CMS, tested good.                              |
| Autolock (Stanley)                                                     | 1057 | 11/21/2010 | Rebuild | 5/5/2011  | N/S, B2, 1/2 - close and lock problems. Tested CMS, cleaned & adjusted solenoid, tested good.                                                                        |
| Autolock (Stanley)                                                     | 1014 | 4/23/2011  | Rebuild | 5/5/2011  |                                                                                                                                                                      |



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| Autolock (Stanley)                                                     | 1 061 | 4/24/2011 | Rebuild | 5/5/2011  | N/S, B2, 1/2 - faulty close and lock indication. Tested good.                                                                                                       |
| Autolock (Stanley)                                                     | 1 073 | 4/26/2011 | Rebuild | 5/5/2011  | E/M, B2, 1/2 - main close and lock switch is not working correctly. Tested CMS, cleaned & adjusted solenoid, tested good.                                           |
| Autolock (Stanley)                                                     | 1 009 | 5/11/2011 | Rebuild | 5/29/2011 | N/M, B1, 5/6 - intermittent close and lock issues. Requires ee-modification. Modified. Cleaned near-close switch.                                                   |
| Autolock (Stanley)                                                     | 1 023 | 5/17/2011 | Rebuild | 6/5/2011  | S/M, B3, 5/6 - broken internal close monitor switch spring. Rebuilt close/monitor switch, using new style spring.                                                   |
| Autolock (Stanley)                                                     | 1 045 | 5/23/2011 | Rebuild | 6/5/2011  | N/M, B2, 7/8 - binding when lock drops. Adjusted delrin strip to allow more room.                                                                                   |
| Autolock (Stanley)                                                     | 1 077 | 5/24/2011 | Rebuild | 6/5/2011  | N/S, B2, 1/2 - didn't fix problem. Probably okay. Just clean and test. Cleaned close/lock monitor switch.                                                           |
| Autolock (Stanley)                                                     | 1 083 | 6/1/2011  | Rebuild | 6/19/2011 | E/S, B1, 3/4 - door would not recycle w/"d0" error code. Requires ee-modification. Rebuilt close monitor switch - used new style spring. Completed ee-mod.          |
| Autolock (Stanley)                                                     | 1 037 | 6/8/2011  | Rebuild | 6/19/2011 | N/M, B3, 7/8 - broken ee-spring. Cleaned close monitor switch and completed ee-mod.                                                                                 |
| Autolock (Stanley)                                                     | 1 046 | 6/10/2011 | Rebuild | 6/19/2011 | S/S, B3, 5/6 - broken ee-spring. Cleaned close monitor switch and completed ee-mod.                                                                                 |
| Autolock (Stanley)                                                     | 1 084 | 6/14/2011 | Rebuild | 6/19/2011 | E/S, B1, 7/8 - no tag. Cleaned close monitor switch and installed new style spring. Completed ee-mod. Pinched female pins for better connection.                    |
| Autolock (Stanley)                                                     | 1 006 | 5/30/2011 | Rebuild | 6/20/2011 | N/S, B3, 5/6 - long story short... Suspect close monitor switch. Rebuilt close and monitor switch.                                                                  |
| Autolock (Stanley)                                                     | 1 025 | 6/18/2011 | Rebuild | 6/20/2011 | N/S, B1, 5/6 - close and lock failures. Requires ee-modification.                                                                                                   |
| Autolock (Stanley)                                                     | 1 038 | 6/18/2011 | Rebuild | 6/20/2011 | S/S, B1, 1/2 - close and lock failures. Requires ee-modification.                                                                                                   |
| Autolock (Stanley)                                                     | 1 015 | 6/18/2011 | Rebuild | 6/20/2011 | W/S, B2, 5/6 - close and lock failures.                                                                                                                             |
| Autolock (Stanley)                                                     | 1 019 | 6/29/2011 | Rebuild | 7/3/2011  | W/M, B2, 5/6 - broken ee-spring. Requires ee-modification. Cleaned, inspected, completed ee-modification and bench tested (good). Tested on the test stand, (good). |
| Autolock (Stanley)                                                     | 1 085 | 6/30/2011 | Rebuild | 7/4/2011  | S/M, B2, 3/4 - removed due to old style spring.                                                                                                                     |
| Autolock (Stanley)                                                     | 1 029 | 6/30/2011 | Rebuild | 7/4/2011  | S/M, B1, 1/2 - removed due to old style spring. Cleaned, inspected and bench tested (good). Tested on the test stand, (good).                                       |

03690

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| Autolock (Stanley)                                                     | 1 | 1086 |  | 6/30/2011 | Rebuild | 7/5/2011<br>S/M, B2, 7/8 - old style changed due to PM1200. Cleaned, inspected and bench tested. Replaced Closed Monitor switch. Test run on T/S good.              |
| Autolock (Stanley)                                                     | 1 | 1074 |  | 7/1/2011  | Rebuild | 7/6/2011<br>E/M, B2, 1/2 - no close and lock. Cleaned and inspected. Bench tested good and run on test stand.                                                       |
| Autolock (Stanley)                                                     | 1 | 1084 |  | 7/2/2011  | Rebuild | 7/10/2011<br>S/M, B2, 1/2 - missing cam spring. Replaced cam spring. Cleaned, inspected, and bench tested (good). Tested on test stand, (good).                     |
| Autolock (Stanley)                                                     | 1 | 1019 |  | 7/6/2011  | Repair  | 7/10/2011<br>left pin does not come up far enough to allow cam to release. Raised solenoid.                                                                         |
| Autolock (Stanley)                                                     | 1 | 1007 |  | 7/5/2011  | Rebuild | 7/11/2011<br>E/S, B2, 3/4 - "d2" and "d0" codes causing C/L issues? Adjusted solenoid.                                                                              |
| Autolock (Stanley)                                                     | 1 | 1086 |  | 7/6/2011  | Rebuild | 7/11/2011<br>Unknown location. Both pins slide on cam and get stuck. Adjusted solenoid.                                                                             |
| Autolock (Stanley)                                                     | 1 | 1085 |  | 7/6/2011  | Rebuild | 7/11/2011<br>Unknown location. Left pin slides on cam and gets stuck. Adjusted solenoid.                                                                            |
| Autolock (Stanley)                                                     | 1 | 1022 |  | 7/9/2011  | Rebuild | 7/20/2011<br>E/S, B1, 3/4 - close and lock issues. Cleaned, inspected and tested (good).                                                                            |
| Autolock (Stanley)                                                     | 1 | 1011 |  | 7/6/2011  | Rebuild | 7/20/2011<br>7/? , B2, 3/4 - broken spring. Requires ee-modification. Completed retrofit, cleaned, inspected and tested (good).                                     |
| Autolock (Stanley)                                                     | 1 | 1015 |  | 7/19/2011 | Rebuild | 7/20/2011<br>inventory. Had issue with close and lock. Found purple wire not attached. Cleaned, inspected, reterminated purple wire, and tested (good).             |
| Autolock (Stanley)                                                     | 1 | 1001 |  | 7/18/2011 | Rebuild | 7/20/2011<br>S/M, B3, 3/4 - no close and lock. Switch(?) does not work. Near close sw did not work because of broken nylon block on door - cleaned and tested good. |
| Autolock (Stanley)                                                     | 1 | 1087 |  | 7/20/2011 | Rebuild | 7/20/2011<br>S/S, B2, 7/8 - requires ee-modification. Cleaned up and installed modification.                                                                        |
| Autolock (Stanley)                                                     | 1 | 1052 |  | 7/20/2011 | Rebuild | 7/25/2011<br>S/S, B2, 1/2 - requires ee-modification. Installed retrofit, cleaned, inspected and tested (good).                                                     |
| Autolock (Stanley)                                                     | 1 | 1089 |  | 7/24/2011 | Rebuild | 7/28/2011<br>E/M, B1, 7/8 - broken ee-spring. Requires ee-modification. Installed new hardware, cleaned up, tested good.                                            |
| Autolock (Stanley)                                                     | 1 | 1090 |  | 7/24/2011 | Rebuild | 7/28/2011<br>W/M, B2, 7/8 - broken ee-spring. Requires ee-modification. Installed new hardware, cleaned up, tested good.                                            |

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| Autolock (Stanley)                                                     | 1008 | 7/24/2011 | Rebuild | 7/28/2011  | W/M, B1, 7/8 - broken ee-spring. Requires ee-modification. New release hardware, cleaned & tested good.  |
| Autolock (Stanley)                                                     | 1049 | 7/27/2011 | Rebuild | 7/28/2011  | N/M, B2, 1/2 - needs retrofit. Installed new hardware, new CMS spring, cleaned and tested good.          |
| Autolock (Stanley)                                                     | 1005 | 7/24/2011 | Rebuild | 7/29/2011  | W/M, B2, 1/2 - broken ee-spring. Requires ee-modification. New release hardware, cleaned & tested good.  |
| Autolock (Stanley)                                                     | 1091 | 7/27/2011 | Rebuild | 7/29/2011  | N/M, B3, 1/2 - needs retrofit. Installed new hardware, cleaned & tested good.                            |
| Autolock (Stanley)                                                     | 1093 | 7/31/2011 | Rebuild | 8/3/2011   | N/S, B2, 7/8 - requires ee-modification. Installed new hardware, cleaned & tested good.                  |
| Autolock (Stanley)                                                     | 1006 | 7/31/2011 | Rebuild | 8/5/2011   | N/S, B2, 3/4 - requires ee-modification. Installed new hardware, cleaned & tested good.                  |
| Autolock (Stanley)                                                     | 1039 | 7/31/2011 | Rebuild | 8/10/2011  | N/S, B3, 1/2 - requires ee-modification. Installed new hardware, cleaned & tested good.                  |
| Autolock (Stanley)                                                     | 1047 | 8/4/2011  | Rebuild | 8/10/2011  | S/S, B3, 7/8 - malfunction on open. Cleaned & tested good.                                               |
| Autolock (Stanley)                                                     | 1003 | 8/5/2011  | Rebuild | 8/10/2011  | S/S, B3, 7/8 - used to t/shoot door malfunctions. Probably okay. Tested good.                            |
| Autolock (Stanley)                                                     | 1084 | 8/7/2011  | Rebuild | 8/10/2011  | W/M, B2, 7/8 - constant door malfunction, code "d2". CMS tested good, cleaned up solenoid - tested good. |
| Autolock (Stanley)                                                     | 1093 | 8/11/2011 | Rebuild | 9/2/2011   | W/M, B2, 7/8 - t/shoot unlock fails. Probably nothing wrong. Replaced CMS, tested good.                  |
| Autolock (Stanley)                                                     | 1006 | 8/20/2011 | Rebuild | 9/2/2011   | W/M, B2, 7/8 - flakey close and lock. Tested good.                                                       |
| Autolock (Stanley)                                                     | 1091 | 8/27/2011 | Rebuild | 9/2/2011   | N/S, B2, 7/8 - close and lock failures. Tested good.                                                     |
| Autolock (Stanley)                                                     | 1084 | 8/31/2011 | Rebuild | 9/2/2011   | W/M, B2, 7/8 - displays "d2" codes. Replaced near-close switch. Requires testing. Tested good.           |
| Autolock (Stanley)                                                     | 1001 | 9/4/2011  | Rebuild | 9/21/2011  | N/S, B2, 7/8 - "d1" codes. Cleaned CMS, tested good.                                                     |
| Autolock (Stanley)                                                     | 1049 | 9/14/2011 | Rebuild | 9/21/2011  | N/S, B3, 1/2 - c/l not dropping good. Cleaned up, tested good.                                           |
| Autolock (Stanley)                                                     | 1093 | 9/20/2011 | Test    | 9/22/2011  | Returned from RMR - relocate near close switch and requires testing. Relocated switch, tested good.      |
| Autolock (Stanley)                                                     | 1094 | 9/20/2011 | Test    | 9/22/2011  | Returned from RMR - requires testing. Relocated switch, tested good.                                     |
| Autolock (Stanley)                                                     | 1088 | 7/20/2011 | Rebuild | 9/25/2011  | S/S, B1, 7/8 - requires ee-modification. Rebuilt & tested good.                                          |
| Autolock (Stanley)                                                     | 1077 | 10/2/2011 | Rebuild | 10/22/2011 | N/M, B3, 7/8 - poor operation, no pickup. Rebuilt, tested good.                                          |

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| Autolock (Stanley)                                                     | 1026 | 10/5/2011  | Rebuild | 10/22/2011 | N/M, B3, 1/2 - "d2" error. Cleaned flakey CMS, cleaned and adjusted solenoid, tested good.                                         |
| Autolock (Stanley)                                                     | 1064 | 10/19/2011 | Rebuild | 11/8/2011  | W/S, B1, 5/6 - unlock fails and springs need replaced.                                                                             |
| Autolock (Stanley)                                                     | 1046 | 10/17/2011 | Rebuild | 11/13/2011 | E/M, B2, 1/2 - "d0" error code - close monitor switch. Cleaned switches and replace cms spring.                                    |
| Autolock (Stanley)                                                     | 1068 | 11/10/2011 | Repair  | 11/13/2011 | N/S, B2, 1/2 - for c/l failures. Cleaned and replaced cms spring.                                                                  |
| Autolock (Stanley)                                                     | 1031 | 11/8/2011  | Repair  | 11/15/2011 | W/M, B2, 3/4 - for D0 code. Replaced cms spring & cleaned.                                                                         |
| Autolock (Stanley)                                                     | 1063 | 11/26/2011 | Rebuild | 11/26/2011 | Removed from N/S B3 7/8 due to trouble shooting no recycle when obs tructed and D2 code. Rpl CMS spring and cleaned.               |
| Autolock (Stanley)                                                     | 1078 | 11/20/2011 | Rebuild | 11/27/2011 | ES B1 1/2 for flakey c/l, possible CMS. CMS needed cleaned.                                                                        |
| Autolock (Stanley)                                                     | 1092 | 7/1/2011   | Rebuild | 12/6/2011  | W/M, B2, 5/6 - no close and lock. Needs to be sent out RMR due to a bad right side cam bearing. Tested good after return from RMR. |
| Autolock (Stanley)                                                     | 1077 | 12/14/2011 | Repair  | 12/14/2011 | From E/M B1 7/8 E-release fell off. Repaired and tested.                                                                           |
| Autolock (Stanley)                                                     | 1086 | 12/19/2011 | Rebuild | 12/19/2011 | Removed for closed and lock issues. Replaced Emergency Handle actuator.                                                            |
| Autolock (Stanley)                                                     | 1077 | 12/29/2011 | Repair  | 1/5/2012   | NS B2 7/8 for D2 code. Repaired CMS, tested good.                                                                                  |
| Autolock (Stanley)                                                     | 1079 | 1/4/2012   | Repair  | 1/5/2012   | WM B2 5/6 for CMS switch. Repaired CMS, tested good.                                                                               |
| Autolock (Stanley)                                                     | 1071 | 1/1/2012   | Repair  | 1/5/2012   | SM B2 3/4 for D2. Repaired CMS, tested good.                                                                                       |
| Autolock (Stanley)                                                     | 1068 | 12/29/2011 | Repair  | 1/5/2012   | NS B3 7/8 for D2 code. Repaired CMS, tested good.                                                                                  |
| Autolock (Stanley)                                                     | 1074 | 1/8/2012   | Rebuild | 1/13/2012  | SM B3 3/4 for c/l issues. Switch coming apart. Secured switch, tested good.                                                        |
| Autolock (Stanley)                                                     | 1053 | 1/6/2012   | Rebuild | 1/13/2012  | SM B3 3/4 t/s malf on open. Cleaned and tested good.                                                                               |
| Autolock (Stanley)                                                     | 1094 | 1/6/2012   | Rebuild | 1/13/2012  | SM B3 3/4 t/s malf on open. Cleaned and tested good.                                                                               |
| Autolock (Stanley)                                                     | 1094 | 1/21/2012  | Rebuild | 1/28/2012  | SS B3 7/8 UF, D1 code. Rebuilt, tested good.                                                                                       |
| Autolock (Stanley)                                                     | 1093 | 1/16/2012  | Rebuild | 1/28/2012  | SS B2 1/2 flakey CMS. Rebuilt, tested good.                                                                                        |
| Autolock (Stanley)                                                     | 1077 | 1/21/2012  | Rebuild | 1/28/2012  | SS B3 7/8 D1 code. Rebuilt, tested good.                                                                                           |
| Autolock (Stanley)                                                     | 1029 | 1/19/2012  | Rebuild | 1/28/2012  | SS B3 7/8 malf issues. Rebuilt, tested good.                                                                                       |
| Autolock (Stanley)                                                     | 1060 | 1/16/2012  | Rebuild | 1/28/2012  | SS B2 3/4 D2 and D0 codes. Rebuilt, tested good.                                                                                   |
| Autolock (Stanley)                                                     | 1064 | 1/23/2012  | Rebuild | 1/28/2012  | SM B3 7/8 for sticky CMS. Rebuilt, tested good.                                                                                    |
| Autolock (Stanley)                                                     | 1059 | 1/29/2012  | Rebuild | 2/9/2012   | SM B2 3/4 intermittent c/l, red/blk wire crushed. RH cam bad. Needs RMR.                                                           |
| Autolock (Stanley)                                                     | 1019 | 2/9/2012   | Rebuild | 3/15/2012  | SM B3 5/6 pins not fitting. Adjusted CMS.                                                                                          |
| Autolock (Stanley)                                                     | 1073 | 2/9/2012   | Rebuild | 3/15/2012  | SM B3 5/6 malf on closing. Cleaned CMS.                                                                                            |

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| Autolock (Stanley)                                                     | 1038   |  | 2/9/2012   | Rebuild | 3/15/2012  | EM B1 3/4. Cams not moving freely/sticking. Deburred cams and cleaned up.                                                                                      |
| Autolock (Stanley)                                                     | 1074   |  | 2/3/2012   | Rebuild | 3/15/2012  | SM B3 5/6 for D1 and D2 codes. Cleaned CMS.                                                                                                                    |
| Autolock (Stanley)                                                     | 1024   |  | 1/28/2012  | Rebuild | 3/15/2012  | NS B3 3/4 CMS switch loose, flakey c/l. Repaired CMS, cleaned up.                                                                                              |
| Autolock (Stanley)                                                     | 1051   |  | 3/25/2012  | Rebuild | 3/26/2012  | Removed from b2 5/6 s/m. Rebuilt and tested good.                                                                                                              |
| Autolock (Stanley)                                                     | 1086   |  | 3/25/2012  | Rebuild | 3/26/2012  | Removed from b3 5/6 s/m. Rebuilt cleaned switches and tested.                                                                                                  |
| Autolock (Stanley)                                                     |        |  | 4/9/2012   | Rebuild | 5/23/2012  | SS B2 1/2 for broken plunger switch. Replaced, tested good                                                                                                     |
| Autolock (Stanley)                                                     | 1093   |  | 4/1/2012   | RMR     | 12/10/2012 | (T1) S/M B2 5/6 for not dropping right. Broken main bracket. Rebuilt. On test stand.                                                                           |
| Autolock (Stanley)                                                     |        |  |            |         |            | E/S, B1, 1/2 - Damaged from closing too hard? Inspected fine (damage from misadjusted lock), installed new hardware, cleaned & adjusted solenoid, tested good. |
| Autolock (Stanley)                                                     | 1045   |  | 4/8/2011   | Rebuild |            | S/M, B2, 3/4 - malfunction on open.                                                                                                                            |
| Autolock (Stanley)                                                     | 1074   |  | 9/30/2011  | Rebuild |            | S/M, B2, 1/2 - for malfunctions, possible bad CMS. Needs to go to RMR. Bad harness, cms, & R/H cam.                                                            |
| Autolock (Stanley)                                                     | 1045   |  | 11/8/2011  | Repair  |            | Removed from N/M, B3, 5/6 for D2 codes, and a bad C/M Switch. Cleaned, inspected, tested and replaced the C/M Switch. Tested good on Test Stand.               |
| Autolock (Stanley)                                                     | 1019   |  | 12/28/2011 | Rebuild |            | Came from unknown. Rebuilt cleaned switches and replace cam spring.                                                                                            |
| Autolock (Stanley)                                                     | 1006   |  | 3/25/2012  | Rebuild |            | Removed form C8.                                                                                                                                               |
| Bearing, Door Roller                                                   | 4 N/A  |  | 1/22/2012  | Repair  | 1/23/2013  | -Cleaned, inspected and returned to stock.                                                                                                                     |
| Brake Parts                                                            | 1      |  | 5/7/2008   | Rebuild | 5/12/2008  | C8, 7/8 brake job.                                                                                                                                             |
| Brake Parts                                                            | 1      |  | 5/9/2008   | Rebuild | 5/12/2008  | C4, 7/8 - brake job.                                                                                                                                           |
| Brake Parts                                                            | 1      |  | 5/13/2008  | Rebuild | 6/3/2008   | C4, 1/2 - brake job                                                                                                                                            |
| Brake Parts                                                            | 1      |  | 6/2/2008   | Rebuild | 6/3/2008   | C4, 3/4 - brake job.                                                                                                                                           |
| Brake Parts                                                            | 1      |  | 6/9/2008   | Rebuild | 6/30/2008  | C3, 5/6 - brake job.                                                                                                                                           |
| Brake Parts                                                            | 1      |  | 7/4/2008   | Rebuild | 7/8/2008   | C3, 3/4 - brake job.                                                                                                                                           |
| Brake Parts                                                            | 1      |  | 7/22/2008  | Rebuild | 7/27/2008  | C3, 5/6 - brake job.                                                                                                                                           |
| Brake Parts                                                            | 1      |  | 7/25/2008  | Rebuild | 7/27/2008  | C3, 1/2 - brake job.                                                                                                                                           |
| Brake Parts                                                            | 1      |  | 8/4/2008   | Rebuild | 8/12/2008  | C3, 3/4 - brake job.                                                                                                                                           |
| Brake Motor Operator (BMO)                                             | 1 none |  | 12/1/2010  | Rebuild | 12/27/2010 | C8 - pulled for non-operation. Suspected broken breaker paddle. Also, noted bubbling paint. Clean and test operate. Tested good.                               |

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| BS/LS                                                                  | 1 | 1006 | 2/23/2012  | Rebuild | 12/6/2012  | Is removed from c2 for bent arm. Rebuilt, tested good. Put in inventory.         |
| BS/LS Aux Arm                                                          | 1 |      | 6/17/2008  | Rebuild | 8/17/2008  | C9, BS, left - hammered. One spring was mis-shaped - replaced                    |
| BS/LS Aux Arm                                                          | 1 |      | 8/16/2008  | Rebuild | 8/17/2008  | C4, LS - flakey contacts.                                                        |
| BS/LS Aux Arm                                                          | 1 |      | 10/1/2008  | Rebuild | 10/20/2008 | C1                                                                               |
| BS/LS Aux Arm                                                          | 1 | none | 7/1/2009   | Rebuild | 10/18/2009 | C1 - LS1 switch (left) cause no reverser operation (IC,RK)                       |
| BS/LS Aux Arm                                                          | 1 | none | 8/19/2009  | Rebuild | 10/18/2009 | C6, BS, LH - pulled to t/shoot intermittent reversal problems.                   |
| BS/LS Aux Arm                                                          | 2 | none | 11/4/2009  | Rebuild | 1/19/2010  | C4 - pulled to troubleshoot dynamic brake fails - no fix.                        |
| BS/LS Aux Arm                                                          | 1 |      | 2/15/2010  | Rebuild | 3/11/2010  | C6, RH BS - poor meter readings. Awaiting parts. -- Rebuilt.                     |
| BS/LS Aux Arm                                                          | 1 |      | 3/11/2010  | Rebuild | 3/11/2010  | Unknown location                                                                 |
| BS/LS Aux Arm                                                          | 2 |      | 4/22/2010  | Rebuild | 5/2/2010   | C4 - Reverser failure t/shooting                                                 |
| BS/LS Aux Arm                                                          | 1 |      | 3/22/2010  | Rebuild | 6/10/2010  | Unknown car, irregular readings. Replaced contacts.                              |
| BS/LS Aux Arm                                                          | 1 |      | 7/9/2010   | Rebuild | 8/5/2010   | C10, LH - broken contact. Replaced broken contact.                               |
| BS/LS Aux Arm                                                          | 1 |      | 8/5/2010   | Rebuild | 8/20/2010  | C9, BS, RH - bad reading. Replaced contacts and cleaned up.                      |
| BS/LS Aux Arm                                                          | 1 |      | 8/13/2010  | Rebuild | 8/20/2010  | C5, LS, RH - high resistance. Replaced contacts and cleaned up.                  |
| BS/LS Aux Arm                                                          | 1 |      | 8/13/2010  | Rebuild | 8/20/2010  | C7, LS, LH - flakey resistance. Replaced contacts and cleaned up.                |
| BS/LS Aux Arm                                                          | 1 |      | 8/12/2010  | Rebuild | 8/20/2010  | C2, LS, RH - bad readings. Replaced contacts and cleaned up.                     |
| BS/LS Aux Arm                                                          | 1 |      | 8/13/2010  | Rebuild | 8/20/2010  | C5, LS, LH - high resistance. Replaced contacts and cleaned up.                  |
| BS/LS Aux Arm                                                          | 1 |      | 10/7/2010  | Rebuild | 10/11/2010 | C8                                                                               |
| BS/LS Aux Arm                                                          | 1 |      | 10/11/2010 | Rebuild | 10/27/2010 | C3, RH BS - flakey readings, bent arms and poor alignment.                       |
| BS/LS Aux Arm                                                          | 1 |      | 10/14/2010 | Rebuild | 10/27/2010 | C7, RH LS - flakey resistance.                                                   |
| BS/LS Aux Arm                                                          | 2 |      | 10/18/2010 | Rebuild | 10/27/2010 | C2 - loose/bent contacts.                                                        |
| BS/LS Aux Arm                                                          | 2 |      | 10/25/2010 | Rebuild | 10/27/2010 | C1 - bent and worn.                                                              |
| BS/LS Aux Arm                                                          | 2 |      | 9/13/2010  | Rebuild | 11/17/2010 | C10 - reversal issues. Replaced contacts.                                        |
| BS/LS Aux Arm                                                          | 1 |      | 9/10/2010  | Rebuild | 11/17/2010 | C7, LH BS - high resistance. Awaiting parts. Replaced contacts.                  |
| BS/LS Aux Arm                                                          | 1 |      | 10/18/2010 | Rebuild | 11/17/2010 | C9 - loose/bent contacts. Replaced contacts.                                     |
| BS/LS Aux Arm                                                          | 1 |      | 12/8/2010  | Rebuild | 1/19/2011  | C6, LS, RH - flakey resistance. Rebuilt.                                         |
| BS/LS Aux Arm                                                          | 1 |      | 11/17/2010 | Rebuild | 4/17/2011  | C10 - fail to reverse (LS1 not picking). Awaiting parts. Rebuilt with new parts. |
| BS/LS Aux Arm                                                          | 9 |      | 4/17/2011  | Rebuild | 4/17/2011  | Exhausted stock of parts for arms requiring rebuild.                             |
| BS/LS Aux Arm                                                          | 1 |      | 5/30/2011  | Rebuild | 6/2/2011   | C9, BS, LH - flakey. Rebuilt.                                                    |
| BS/LS Aux Arm                                                          | 1 |      | 5/31/2011  | Rebuild | 6/2/2011   | C8, LS, RH - flakey. Rebuilt                                                     |
| BS/LS Aux Arm                                                          | 1 |      | 6/1/2011   | Rebuild | 6/23/2011  | C8, BS, LH - flakey. Rebuilt.                                                    |

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| BS/LS Aux Arm                                                          | 1      | 6/12/2011  | Rebuild | 6/23/2011  | C9, BS, LH - reading over 1 ohm. Contacts in good condition. Put back in stock. |
| BS/LS Aux Arm                                                          | 1      | 7/6/2011   | Rebuild | 9/15/2011  | C4, LS, RH - caused no fwd direction and reversal issues. Rebuilt.              |
| BS/LS Aux Arm                                                          | 1      | 10/11/2011 | Rebuild | 10/13/2011 | C5, BS, LH - flakey operation, causing zero speed loss. Rebuilt.                |
| BS/LS Aux Arm                                                          | 1      | 11/11/2011 | Rebuild | 11/17/2011 | C8, LS, LH - Pulled for high resistance. Rebuilt.                               |
| BS/LS Aux Arm                                                          | 1      | 11/14/2011 | Rebuild | 11/17/2011 | C9, LS, RH - removed for loss of vital zero speed alarm. Rebuilt.               |
| BS/LS Aux Arm                                                          | 1      | 3/8/2012   | Rebuild | 3/18/2012  | from C10, rebuilt and returned to stock.                                        |
| BS/LS Aux Arm                                                          | 5      | 3/18/2012  | Rebuild | 3/18/2012  | Pulled from inventory for improper rebuild. Rebuilt and returned to inventory.  |
| BS/LS Aux Contact Block                                                | 1      | 6/17/2008  | Rebuild | 8/17/2008  | C9, BS, left - fell apart.                                                      |
| BS/LS Aux Contact Block                                                | 1      | 8/16/2008  | Rebuild | 8/17/2008  | C4, LS - flakey contacts                                                        |
| BS/LS Aux Contact Block                                                | 1      | 8/13/2008  | Rebuild | 8/17/2008  | C5, RH LS - flakey resistance                                                   |
| BS/LS Aux Contact Block                                                | 1      | 10/1/2008  | Rebuild | 10/20/2008 | C1                                                                              |
| BS/LS Aux Contact Block                                                | 1 none | 8/3/2009   | Rebuild | 9/16/2009  | LH aux contact block pulled from C1 BS for poor resistance. (PMT)               |
| BS/LS Aux Contact Block                                                | 1 none | 8/19/2009  | Rebuild | 9/16/2009  | C6, BS, LH - pulled to t/shoot intermittent reversal problems.                  |
| BS/LS Aux Contact Block                                                | 1      | 1/18/2010  | Rebuild | 2/23/2010  | C6, RH BS - poor meter readings. Awaiting parts.                                |
| BS/LS Aux Contact Block                                                | 2      | 4/22/2010  | Rebuild | 5/2/2010   | C4 - Reverser failure t/shooting                                                |
| BS/LS Aux Contact Block                                                | 1      | 3/22/2010  | Rebuild | 6/10/2010  | Unknown car, irregular readings. Replaced contacts.                             |
| BS/LS Aux Contact Block                                                | 1      | 8/5/2010   | Rebuild | 8/20/2010  | C9, BS, RH - bad reading. Broke block upon disassembly. Scrapped.               |
| BS/LS Aux Contact Block                                                | 1      | 9/20/2010  | Rebuild | 9/26/2010  | C4, LH LS - loose contact bar.                                                  |
| BS/LS Aux Contact Block                                                | 1      | 10/7/2010  | Rebuild | 10/11/2010 | C8 - improperly glued contacts destroyed parts. Rebuilt with spare parts.       |
| BS/LS Aux Contact Block                                                | 1      | 10/14/2010 | Rebuild | 10/26/2010 | C7, RH LS - flaky resistance.                                                   |
| BS/LS Aux Contact Block                                                | 1      | 10/18/2010 | Rebuild | 10/26/2010 | C9 - loose/bent contacts                                                        |
| BS/LS Aux Contact Block                                                | 1      | 10/18/2010 | Rebuild | 10/26/2010 | C2 - loose/bent contacts.                                                       |
| BS/LS Aux Contact Block                                                | 2      | 10/25/2010 | Rebuild | 10/26/2010 | C1 - bent and worn.                                                             |
| BS/LS Aux Contact Block                                                | 4      | 9/13/2010  | Rebuild | 11/17/2010 | C10 - reversal issues. Replaced contacts.                                       |
| BS/LS Aux Contact Block                                                | 1      | 11/17/2010 | Rebuild | 12/19/2010 | C10 - fail to reverse (LS1 not picking). Awaiting parts                         |
| BS/LS Aux Contact Block                                                | 1      | 5/30/2011  | Rebuild | 6/2/2011   | C9, BS, LH - flakey. Broke block on disassembly. Scrapped.                      |
| BS/LS Aux Contact Block                                                | 1      | 10/11/2011 | Rebuild | 10/13/2011 | C5, BS, LH - flakey operation, causing zero speed loss. Rebuilt.                |
| BS/LS Aux Contact Block                                                | 1      | 3/8/2012   | Rebuild | 3/18/2012  | from C10, Rebuilt and returned to stock.                                        |
| Collector Shoe                                                         | 5      | 8/1/2008   | Rebuild | 8/25/2008  | Replaced two worn power shoe sub-assemblies. Cleaned remaining shoes.           |

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| Collector Shoe                                                         | 20     | 8/8/2008   | Rebuild | 10/8/2008  | Rejected 12, rebuilt 4, cleaned 4.                                                                                                                 |
| Collector Shoe Sub-assembly                                            | 52     | 8/1/2009   | Rebuild | 8/16/2009  | Various places. Cleaned and inspected. Scrapped (14).                                                                                              |
| Collector Shoe Sub-assembly                                            | 12     | 1/1/2010   | Rebuild | 1/19/2010  | North train - pulled for questionable wear - 10 cleaned and returned to stock - remaining two stripped for parts and recycling.                    |
| Collector Shoe Sub-assembly                                            | 21     | 5/17/2010  | Rebuild | 5/19/2010  | Collected from several areas. Requires cleaning and inspecting. Seven scrapped. Remainder returned to stock.                                       |
| Collector Shoe Sub-assembly                                            | 7      | 6/19/2011  | Rebuild | 6/19/2011  | Various locations, various conditions. Scrapped (5) shoes. Cleaned and returned (2) to stock.                                                      |
| Collector Shoe Sub-assembly                                            | 12     | 8/8/2011   | Rebuild | 9/13/2011  | Power shoe holder sub-assemblies arrived. Assemble complete power shoe sub-assemblies (holder, insulator block, swivel stem and assorted hardware. |
| Collector Shoe Sub-assembly                                            | 14     | 9/13/2011  | Rebuild | 9/13/2011  | Built-up power shoe subassemblies for pending installation on D-tram.                                                                              |
| Collector Tree                                                         | 1 8060 | 7/1/2008   | Rebuild | 7/24/2008  |                                                                                                                                                    |
| Collector Tree                                                         | 1 8061 | 7/1/2008   | Rebuild | 7/24/2008  |                                                                                                                                                    |
| Collector Tree                                                         | 1 8063 | 8/9/2008   | Rebuild | 8/25/2008  | C10, #1 - bad B-phase arm.                                                                                                                         |
| Collector Tree                                                         | 1 8071 | 11/30/2008 | Rebuild | 11/30/2008 | Replacement for #8064.                                                                                                                             |
| Collector Tree                                                         | 1 6017 | 11/30/2008 | Rebuild | 11/30/2008 | Unknown location. Bring in inventory up to proper level.                                                                                           |
| Collector Tree                                                         | 1 8051 | 11/30/2008 | Rebuild | 11/30/2008 | Replacement for #6033.                                                                                                                             |
| Collector Tree                                                         | 1 9083 | 4/1/2009   | Rebuild | 4/6/2009   | north - rebuilt for new cars.                                                                                                                      |
| Collector Tree                                                         | 1 6024 | 4/1/2009   | Rebuild | 4/6/2009   | north - rebuilt for new cars.                                                                                                                      |
| Collector Tree                                                         | 1 9084 | 4/1/2009   | Rebuild | 4/6/2009   | Pulled form north - rebuilt for new cars.                                                                                                          |
| Collector Tree                                                         | 1 8067 | 4/1/2009   | Rebuild | 4/6/2009   | north - rebuilt for new cars.                                                                                                                      |
| Collector Tree                                                         | 1 6016 | 4/1/2009   | Rebuild | 4/6/2009   | north - rebuilt for new cars.                                                                                                                      |
| Collector Tree                                                         | 1 6020 | 4/1/2009   | Rebuild | 4/6/2009   | north - rebuilt for new cars.                                                                                                                      |
| Collector Tree                                                         | 1 6013 | 4/1/2009   | Rebuild | 4/6/2009   | north - rebuilt for new cars.                                                                                                                      |
| Collector Tree                                                         | 3      | 5/1/2009   | Modify  | 5/5/2009   | Removed signal arms to conform to new vehicle use.                                                                                                 |
| Collector Tree                                                         | 1 6002 | 9/20/2009  | Rebuild | 9/20/2009  | Rebuilt in preparation of North train install.                                                                                                     |
| Collector Tree                                                         | 1 8061 | 9/20/2009  | Rebuild | 9/20/2009  | Rebuilt in preparation of North train installation. Only A/C swivel pin holes available.                                                           |
| Collector Tree                                                         | 1 7042 | 9/20/2009  | Rebuild | 9/20/2009  | Rebuilt in preparation of North train installation.                                                                                                |
| Collector Tree                                                         | 1 8065 | 9/20/2009  | Rebuild | 9/20/2009  | Rebuilt in preparation of North train installation. Only BG swivel pin holes available.                                                            |



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| Collector Tree                                                         | 1  | 18054   | 9/20/2009  | Rebuild | 9/20/2009  | Rebuilt in preparation of North train installation. Only A/C swivel pin holes available.                                                  |
| Collector Tree                                                         | 12 |         | 5/23/2010  | Rebuild | 5/23/2010  | Tore down, discarded unused items, cut arm extensions off of knuckle assembly and serialized. Cleaned and returned to stock.              |
| Collector Tree                                                         | 1  | 6010    | 8/16/2010  | Rebuild | 8/16/2010  | Replaces worn unit.                                                                                                                       |
| Collector Tree                                                         | 1  | 8066    | 8/16/2010  | Rebuild | 8/16/2010  | Replaces worn unit.                                                                                                                       |
| Collector Tree                                                         | 1  | 8058    | 8/16/2010  | Rebuild | 8/16/2010  | Replaces worn unit.                                                                                                                       |
| Collector Tree                                                         | 1  | 6027    | 6/18/2011  | Repair  | 6/19/2011  | C1, 5/6 - 8060 destroyed. Build-up replacement.                                                                                           |
| Collector Tree                                                         | 1  | 9082    | 6/18/2011  | Rebuild | 7/7/2011   | Replenishing supply.                                                                                                                      |
| Collector Tree                                                         | 1  | 6025    | 7/5/2011   | Rebuild | 7/7/2011   | C9, 5/6 - binding. Rebuilt.                                                                                                               |
| Collector Tree                                                         |    |         |            |         |            | C9, 7/8 - destroyed. Build-up replacement. Only rail and 2 knuckles were reuseable.                                                       |
| Collector Tree                                                         | 1  | 8069    | 9/14/2011  | Rebuild | 9/26/2011  | C9 B/G for binding. Rebuilt.                                                                                                              |
| Collector Tree                                                         | 1  |         | 12/21/2011 | Rebuild | 2/10/2012  | C9 pos B/G for binding. Replaced journal bearings, extender arms, an roll pins. This collector tree was rebuilt as an A/C collector tree. |
| Collector Tree                                                         | 1  | 7047    | 12/21/2011 | Rebuild | 12/11/2012 | C3 - air compressor shuts off too high. Found set points set at 130/170 on test stand. Readjusted to 120/155.                             |
| CSO                                                                    | 1  | none    | 12/13/2009 | Repair  | 12/14/2009 | C4 - needs to be tested. Test operated good - readjusted range and setpoints.                                                             |
| CSO                                                                    | 1  |         | 3/22/2010  | Rebuild | 5/31/2010  | C7, #1                                                                                                                                    |
| Door Edge Contact Roller                                               | 1  |         | 6/19/2008  | Rebuild | 10/20/2008 | C10, #7 - pulled for constant door edge contact?                                                                                          |
| Door Edge Contact Roller                                               | 1  |         | 11/28/2008 | Rebuild | 9/9/2009   | Most of the rollers were pulled from the west train for PM 506.                                                                           |
| Door Edge Contact Roller                                               | 15 |         | 9/6/2009   | Rebuild | 9/9/2009   | West PM506 - cleaned up and returned 11 of 16 to stock.                                                                                   |
| Door Edge Contact Roller                                               | 11 |         | 10/14/2009 | Rebuild | 10/14/2009 | West PM506 - replaced bad rollers and returned to stock.                                                                                  |
| Door Edge Contact Roller                                               | 6  |         | 10/14/2009 | Rebuild | 10/18/2009 | West PM506 - awaiting parts.                                                                                                              |
| Door Edge Contact Roller                                               | 3  |         | 10/18/2009 | Repair  | 1/13/2010  | West PM506 - awaiting parts.                                                                                                              |
| Door Edge Contact Roller                                               | 1  |         | 10/14/2009 | Rebuild | 1/13/2010  | C3, #1                                                                                                                                    |
| Door Edge Contact Roller                                               | 19 |         | 1/12/2010  | Rebuild | 1/13/2010  | South                                                                                                                                     |
| Door Edge Contact Roller                                               | 12 | various | 2/10/2010  | Rebuild | 2/11/2010  | South PM506 - boarding side.                                                                                                              |
| Door Edge Contact Roller                                               | 5  | various | 2/11/2010  | Rebuild | 2/24/2010  | South PM506 - alighting side.                                                                                                             |
| Door Edge Contact Roller                                               | 2  |         | 2/24/2010  | Rebuild | 5/24/2010  | South - awaiting parts                                                                                                                    |
| Door Edge Contact Roller                                               | 3  |         | 5/4/2010   | Rebuild | 5/24/2010  | unknown location.                                                                                                                         |
| Door Edge Contact Roller                                               | 2  |         | 5/17/2010  | Rebuild | 5/24/2010  | Mysteriously showed up.                                                                                                                   |
| Door Edge Contact Roller                                               | 5  |         | 5/26/2010  | Rebuild | 8/15/2010  | South.                                                                                                                                    |

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| Door Edge Contact Roller                                               | 3  | 8/1/2010   | Rebuild | 8/15/2010  | Unknown location.                                                                                                                    |
| Door Edge Contact Roller                                               | 9  | 10/1/2010  | Rebuild | 10/1/2010  | 9 rollers, no tag. Scrapped 2, cleaned and inspected 7 - checked good and put in spares.                                             |
| Door Edge Contact Roller                                               | 7  | 9/6/2010   | Rebuild | 10/3/2010  | C2 - PM506. Cleaned and inspected. Rebuilt three.                                                                                    |
| Door Edge Contact Roller                                               | 8  | 10/8/2010  | Rebuild | 10/15/2010 | C3 - PM506. Cleaned and inspected. All were good, returned to stock.                                                                 |
| Door Edge Contact Roller                                               | 8  | 10/13/2010 | Rebuild | 10/15/2010 | C4 - PM506. Cleaned up and inspected. All were good, returned to stock.                                                              |
| Door Edge Contact Roller                                               | 2  | 10/21/2010 | Rebuild | 12/30/2010 | C2, 3/4 - constant obstruction. Cleaned up and inspected. Good spares.                                                               |
| Door Edge Contact Roller                                               | 6  | 11/1/2010  | Rebuild | 12/30/2010 | Unknown reason. Unknown location. Cleaned and inspected. Good spares.                                                                |
| Door Edge Contact Roller                                               | 23 | 12/28/2010 | Rebuild | 12/30/2010 | Pulled from C5 and C6 for PM 506. Cleaned and inspected. Rebuilt two. All others good.                                               |
| Door Edge Contact Roller                                               | 8  | 1/4/2011   | Rebuild | 2/7/2011   | C7 - PM506.                                                                                                                          |
| Door Edge Contact Roller                                               | 3  | 2/6/2011   | Rebuild | 2/7/2011   | Various finds.                                                                                                                       |
| Door Edge Contact Roller                                               | 8  | 2/7/2011   | Rebuild | 2/9/2011   | C10 - PM506.                                                                                                                         |
| Door Edge Contact Roller                                               | 8  | 2/7/2011   | Rebuild | 2/9/2011   | C9 - PM506.                                                                                                                          |
| Door Edge Contact Roller                                               | 1  | 2/8/2011   | Rebuild | 2/13/2011  | C7, leaf 8 - dirty, preventing door edge contacts. Cleaned, inspected and returned to inventory.                                     |
| Door Edge Contact Roller                                               | 8  | 2/8/2011   | Rebuild | 2/13/2011  | C8 - PM506. Cleaned and inspected all 8 assemblies, returning 7 to inventory and rebuilding 1 unit before returning it to inventory. |
| Door Edge Contact Roller                                               | 4  | 4/1/2011   | Rebuild | 4/5/2011   | Various places.                                                                                                                      |
| Door Edge Contact Roller                                               | 1  | 4/25/2011  | Rebuild | 5/30/2011  | C2, leaf 4 - allows only 19v to wave switch.                                                                                         |
| Door Edge Contact Roller                                               | 1  | 5/18/2011  | Rebuild | 5/30/2011  | C5, leaf 1 - grounding?                                                                                                              |
| Door Edge Contact Roller                                               | 1  | 5/21/2011  | Rebuild | 5/30/2011  | C7, leaf 5 - noise.                                                                                                                  |
| Door Edge Contact Roller                                               | 1  | 5/21/2011  | Rebuild | 5/30/2011  | C5, leaf 6 - grounded.                                                                                                               |
| Door Edge Contact Roller                                               | 1  | 5/24/2011  | Rebuild | 5/30/2011  | C9, leaf 5 - no recycle, losing voltage through arm.                                                                                 |
| Door Edge Contact Roller                                               | 1  | 5/31/2011  | Rebuild | 6/5/2011   | C5, leaf 6 - no recycle and flakey meter readings.                                                                                   |
| Door Edge Contact Roller                                               | 2  | 5/21/2011  | Rebuild | 6/5/2011   | Pulled from supply - did not like the looks of them. Confirmed bad.                                                                  |
| Door Edge Contact Roller                                               | 1  | 6/7/2011   | Rebuild | 6/12/2011  | Rebuilt using four new rollers and two used ones.                                                                                    |
| Door Edge Contact Roller                                               | 1  | 6/7/2011   | Rebuild | 6/12/2011  | C9, leaf 8 - flakey voltage readings.                                                                                                |
| Door Edge Contact Roller                                               | 1  | 6/7/2011   | Rebuild | 6/12/2011  | C8, leaf 2 - flakey voltage readings.                                                                                                |

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| Door Edge Contact Roller                                               | 1          | 6/19/2011  | Rebuild | 6/19/2011  | C2, leaf 7 - bad readings? Replaced rollers.                                      |
| Door Edge Contact Roller                                               | 1          | 6/26/2011  | Rebuild | 6/27/2011  | C10, leaf 6 - no recycle.                                                         |
| Door Edge Contact Roller                                               | 1          | 6/28/2011  | Rebuild | 6/29/2011  | C5, leaf 1 - no recycle/bad meter readings.                                       |
| Door Edge Contact Roller                                               | 1          | 6/28/2011  | Rebuild | 6/29/2011  | C5, leaf 4 - no recycle and bad readings.                                         |
| Door Edge Contact Roller                                               | 1          | 7/7/2011   | Rebuild | 7/11/2011  | C7, leaf #5 - t/shoot constant door edge safety contact.                          |
| Door Edge Contact Roller                                               | 1          | 6/29/2011  | Rebuild | 7/11/2011  | C6, leaf #6 - bad voltage readings.                                               |
| Door Edge Contact Roller                                               | 1          | 7/10/2011  | Rebuild | 7/11/2011  | Unknown location. Unknown problem.                                                |
| Door Edge Contact Roller                                               | 1          | 8/1/2011   | Rebuild | 9/15/2011  | Unknown location, unknown reason. Cleaned and tested good.                        |
| Door Edge Contact Roller                                               | 2          | 8/27/2011  | Rebuild | 9/15/2011  | C1, Leaf 3/4 - t/shoot constant recycle. Cleaned and tested good.                 |
| Door Edge Contact Roller                                               | 1          | 9/2/2011   | Rebuild | 9/15/2011  | C7, Leaf 6 - constant door recycle. Cleaned and tested good.                      |
| Door Edge Contact Roller                                               | 4          | 9/6/2011   | Rebuild | 9/15/2011  | C1, Leaf 5, 6, 7 & 8 - PM506. Cleaned and tested good.                            |
| Door Edge Contact Roller                                               | 2          | 9/6/2011   | Rebuild | 9/15/2011  | C1, Leaf 1 & 2 - PM506. Cleaned and tested good.                                  |
| Door Edge Contact Roller                                               | 2          | 9/6/2011   | Rebuild | 9/15/2011  | C2, leaf 1 & 2 - PM506. Cleaned and tested good.                                  |
| Door Edge Contact Roller                                               | 7          | 9/9/2011   | Rebuild | 9/15/2011  | C1, C2 - PM506. Cleaned and tested good.                                          |
| Door Edge Contact Roller                                               | 16         | 10/13/2011 | Rebuild | 10/18/2011 | West - PM506. Clean and inspect. Rebuilt as needed and returned all to stock.     |
| Door Edge Contact Roller                                               | 26         | 1/3/2012   | Repair  | 1/6/2012   | Pulled from North for PM506. 16 LH, 10 RH. Rebuilt 2 RH, 1 LH.                    |
| Door Edge Contact Roller                                               | 8          | 1/31/2012  | Rebuild | 3/18/2012  | Cleaned and inspected the remaining. All 26 good.                                 |
| Door Edge Contact Roller                                               | 1          | 1/9/2012   | Rebuild | 3/18/2012  | C9 PM506. rebuilt and returned to stock.                                          |
| Door Edge Contact Roller                                               | 1          | 3/13/2012  | Rebuild | 3/18/2012  | C3 pos 7 bad connection. Rebuilt and returned to stock.                           |
| Door Edge Contact Roller                                               | 1          | 3/27/2012  | Rebuild | 3/27/2012  | unknown, rebuilt and returned to stock.                                           |
| Door Edge Contact Roller                                               | 1          | 3/27/2012  | Rebuild | 4/1/2012   | No tag. Rebuilt and returned to stock.                                            |
| Door Edge Contact Roller                                               | 1          | 3/27/2012  | Rebuild | 4/1/2012   | No tag. Rebuilt and returned to stock.                                            |
| Door Edge Contact Roller                                               | 1          | 3/27/2012  | Rebuild | 4/2/2012   | From C10 leaf 6 rebuilt and returned to stock.                                    |
| Door Edge Contact Roller                                               | 2          | 4/8/2012   | Rebuild | 4/8/2012   | No tag. Rebuilt and returned to stock.                                            |
| Door Operator                                                          | 1 96F 0017 | 4/13/2008  | Rebuild | 5/21/2008  | C10, #1 - sheared pin. Replaced worn arm, bearings and pulled sheared pin.        |
| Door Operator                                                          | 1 96K 0006 | 6/7/2008   | Rebuild | 7/2/2008   | C10, #7 - sheared pin. Replaced worn arm shaft and bearings.                      |
| Door Operator                                                          | 1 96F 0002 | 5/1/2009   | Modify  | 5/13/2009  | Installed new vehicle modifications.                                              |
| Door Operator                                                          | 1 96F 0003 | 5/1/2009   | Modify  | 5/13/2009  | Installed new vehicle modifications.                                              |
| Door Operator                                                          | 1 06N 0107 | 8/1/2009   | Repair  | 2/5/2010   | C3, #7 - intermittent loss of power. Rebuilt gearbox, tested good. Put in spares. |

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| Door Operator                                                          | 1  | 107080013 | 2/3/2010   | RMR     | 2/5/2010   | Returned from RMR (bent arm) - not electrically tested. Tested good.                                                                                                                                                                                       |
| Door Operator                                                          | 1  | 106N 0040 | 5/19/2010  | Repair  | 5/20/2010  | C3, #5 - locked up operator arm. Broken clip allowed spiroid gear to enter gearbox further, jamming assembly.                                                                                                                                              |
| Door Operator                                                          | 1  | 106N0001  | 4/28/2010  | Rebuild | 7/1/2010   | C3, #6 - Arm siezed in down position. Replaced damaged retaining ring for bearing and worn bushings in gearbox. Spiroid pinion gear clip broke - caused pinion gear to travel into spiroid gear, causing jam. Tested good.                                 |
| Door Operator                                                          | 1  | 106N 0068 | 7/20/2010  | Repair  | 8/11/2010  | C3, #2 - does not operate. Spiroid gear jammed. Spiroid pinion shaft c-clip became dislodged allowing the shaft to back into the motor housing and jamming the gears. Replaced ball bearing, clip, sleeve bearing, reshimmed gear and blown diode (term 1/ |
| Door Operator                                                          | 1  | 106N 0087 | 11/29/2010 | Rebuild | 12/18/2010 | C3, #3 - non operational. Gearbox rebuild not required. Replace broken bracket and switch, cleaned up, tested good.                                                                                                                                        |
| Door Operator                                                          | 1  | 106M 0027 | 9/10/2010  | Repair  | 6/1/2011   | C2, #4 - no operation. Awaiting grease. Replaced sleeve bearings. Replaced drive motor for binding pinion gears.                                                                                                                                           |
| Door Operator                                                          | 1  | 106M 0024 | 7/29/2010  | Rebuild | 6/7/2011   | C5, #3 - numerous operational problems. Replaced sleeve bearings. Noted arm is twisted, slightly.                                                                                                                                                          |
| Door Operator                                                          | 1  | 106N0044  | 12/10/2011 | Repair  | 1/2/2012   | C5 leaf 5 for C/L issues. Adj LS-1 and replaced contact block.                                                                                                                                                                                             |
| Door Operator                                                          | 1  | 106N0007  | 10/25/2011 | Repair  | 1/16/2012  | C3, leaf 8 - for failure to close. Rpl contact block & LS 4 & 5 switches. Op checked good.                                                                                                                                                                 |
| Door Roller Bearings                                                   | 36 |           | 9/6/2009   | Rebuild | 9/9/2009   | Most of the roller bearings were pulled from the west train for PM506.                                                                                                                                                                                     |
| Door Roller Bearings                                                   | 64 | none      | 10/14/2009 | Rebuild | 10/14/2009 | West PM506. 54 passed and returned to stock.                                                                                                                                                                                                               |
| Door Roller Bearings                                                   | 32 |           | 1/11/2010  | Rebuild | 1/12/2010  | South - cleaned, inspected and returned to stock.                                                                                                                                                                                                          |
| Door Roller Bearings                                                   | 32 |           | 1/12/2010  | Rebuild | 1/13/2010  | South - cleaned, inspected and returned to stock - all, but, one.                                                                                                                                                                                          |
| Door Roller Bearings                                                   | 48 | none      | 2/10/2010  | Rebuild | 2/11/2010  | South PM506 - boarding side.                                                                                                                                                                                                                               |
| Door Roller Bearings                                                   | 24 | n/a       | 9/7/2010   | Rebuild | 9/7/2010   | PM506 from car-2                                                                                                                                                                                                                                           |
| Door Roller Bearings                                                   | 24 |           | 10/8/2010  | Rebuild | 10/14/2010 | C3 - PM506. Cleaned up bearings, scrapped 1. 23 good put in spares.                                                                                                                                                                                        |
| Door Roller Bearings                                                   | 27 |           | 10/13/2010 | Rebuild | 10/15/2010 | C4 - PM506. Cleaned up and lubed 25, scrapped 2.                                                                                                                                                                                                           |
| Door Roller Bearings                                                   | 32 |           | 2/7/2011   | Rebuild | 2/8/2011   | C10 - PM506.                                                                                                                                                                                                                                               |

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| Door Roller Bearings                                                   | 64   |      | 9/9/2011   | Rebuild | 9/15/2011  | Pulled for PM506. Clean, lubricate and inspect. Cleaned, inspected, and lubed up. Scrapped 3. |
| Door Roller Bearings                                                   | 2    |      | 10/6/2011  | Rebuild | 10/17/2011 | C8, leaf 5 - PM60 rough rollers. Both trashed.                                                |
| Door Roller Bearings                                                   | 36   |      | 10/13/2011 | Rebuild | 10/17/2011 | West - PM506. Clean and inspect. 26 returned to stock.                                        |
| Door Roller Bearings                                                   | 25   |      | 10/13/2011 | Rebuild | 10/17/2011 | West - PM506. Clean and inspect. 18 returned to stock.                                        |
| Door Roller Bearings                                                   | 60   |      | 1/3/2012   | Repair  | 1/6/2012   | Pulled from North for PM506. Cleaned and inspected 52, scrapped 8.                            |
| Door Slide Channel                                                     | 1    | none | 3/8/2010   | Rebuild | 4/12/2010  | C5, #1 - delrin strip broken. Replace. Install new nut at pivot point.                        |
| Door Slide Channel                                                     | 1    |      | 10/2/2010  | Repair  | 10/3/2010  | C4, #5 - teflon strip worn through and made into an accordion.                                |
| Door Slide Channel                                                     | 4    | none | 11/1/2010  | Repair  | 12/29/2010 | Inventory. Requires delrin installed.                                                         |
| Equalizer (Crossfire)                                                  | 1    |      | 5/9/2008   | Rebuild | 6/16/2008  | C4, 7/8 - brake job.                                                                          |
| Equalizer (Crossfire)                                                  | 1    |      | 5/13/2008  | Rebuild | 6/16/2008  | C4, 1/2 - brake job.                                                                          |
| Equalizer (Crossfire)                                                  | 1    |      | 6/1/2008   | Rebuild | 6/16/2008  | C7, 7/8 - ?                                                                                   |
| Equalizer (Crossfire)                                                  | 1    |      | 6/2/2008   | Rebuild | 6/16/2008  | C4, 3/4 - brake job.                                                                          |
| Equalizer (Crossfire)                                                  | 1    |      | 8/9/2008   | Rebuild | 6/16/2008  | C3, 5/6 - brake job.                                                                          |
| Equalizer (Crossfire)                                                  | 1    |      | 8/7/2008   | Rebuild | 10/14/2008 | C6, 5/6 - showing all black although tire gauge shows 120psi.                                 |
| Equalizer (Crossfire)                                                  | 1    |      | 7/25/2008  | Repair  | 10/15/2008 | C3, 5/6 - broken fitting from brake job.                                                      |
| Equalizer (Crossfire)                                                  | 1    |      | 7/8/2008   | Rebuild | 10/15/2008 | C4, 5/6 - leaking from                                                                        |
| Equalizer (Crossfire)                                                  | 1    |      | 8/28/2008  | Rebuild | 10/15/2008 | C10, 5/6 - leaks?                                                                             |
| Equalizer (Crossfire)                                                  | 1    |      | 2/10/2009  | Rebuild | 2/10/2009  | C10, 1/2 - rebuilt and re-installed.                                                          |
| Filler Strip                                                           | 1    |      | 8/1/2008   | Rebuild | 10/21/2009 | ??                                                                                            |
| Filler Strip                                                           | 1    |      | 8/5/2008   | Rebuild | 10/21/2009 | S/M, B2, 3/4 - sagging.                                                                       |
| Filler Strip                                                           | 1    |      | 9/28/2009  | Rebuild | 10/21/2009 | S/M, B1, 5/6                                                                                  |
| Filler Strip                                                           | 1    |      | 9/28/2009  | Rebuild | 10/21/2009 | S/M, B3, 7/8                                                                                  |
| Filler Strip                                                           | 1    |      | 1/22/2011  | Rebuild | 4/1/2011   | N/M, B2, 1/2 - rubber detaching from aluminum plate. Glued rubber to aluminum plate.          |
| Filler Strip                                                           | 1    |      | 4/26/2011  | Rebuild | 6/19/2011  | S/M, B2, 3/4 - drooping.                                                                      |
| FSE Package                                                            | 1001 |      | 7/9/2008   | Rebuild | 7/14/2008  | C5 - PM602.                                                                                   |
| FSE Package                                                            | 1009 |      | 7/9/2008   | Rebuild | 7/14/2008  | C6 - PM602.                                                                                   |
| FSE Package                                                            | 1002 |      | 7/9/2008   | Rebuild | 7/14/2008  | C7 - PM602.                                                                                   |
| FSE Package                                                            | 1004 |      | 7/14/2008  | Rebuild | 7/18/2008  | C8 - PM602.                                                                                   |
| FSE Package                                                            | 1006 |      | 7/14/2008  | Rebuild | 7/18/2008  | C9 - PM602.                                                                                   |
| FSE Package                                                            | 1005 |      | 7/14/2008  | Rebuild | 7/18/2008  | C10 - PM602.                                                                                  |

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| FSE Package                                                            | 1003 | 10/8/2008  | Rebuild | 11/20/2008 | C6 - pulled to tshoot air leakage rate problems. Probably good. Cleaned up and tested good. |
| FSE Package                                                            | 1002 | 11/19/2008 | Rebuild | 11/20/2008 | C8 - test and release/ fix. Cleaned up and tested good.                                     |
| FSE Package                                                            | 1004 | 4/1/2009   | Rebuild | 4/13/2009  | C6.                                                                                         |
| FSE Package                                                            | 1007 | 4/1/2009   | Rebuild | 4/13/2009  | C7.                                                                                         |
| FSE Package                                                            | 1001 | 10/1/2009  | Rebuild | 10/26/2009 | South train prior to it's permanent departure.                                              |
| FSE Package                                                            | 1006 | 10/1/2009  | Rebuild | 10/26/2009 | South train prior to it's permanent departure.                                              |
| FSE Package                                                            | 1011 | 5/31/2009  | Rebuild | 2/2/2010   | C5 - FSE2 leaks. Warranty.                                                                  |
| FSE Package                                                            | 1012 | 10/20/2009 | Rebuild | 2/2/2010   | C7 - FSE1 valve leaks by. Warranty.                                                         |
| FSE Package                                                            | 1013 | 10/21/2009 | Rebuild | 2/2/2010   | C7 - FSE1 leaks by. Warranty.                                                               |
| FSE Package                                                            | 1014 | 12/26/2009 | Rebuild | 2/2/2010   | C1 - leaking from RH QRV. Warranty.                                                         |
| FSE Package                                                            | 1015 | 2/13/2010  | Rebuild | 3/4/2010   | C9 - warranty - FSE1 valve leaks. Rebuilt both FSEs and QRVs. Leak and ops chk good.        |
| FSE Package                                                            | 1016 | 3/30/2010  | Rebuild | 7/10/2010  | C6 - leaks through exhaust port when powered down                                           |
| FSE Package                                                            | 1017 | 4/7/2010   | Rebuild | 7/10/2010  | C4 - leaks through exhaust port                                                             |
| FSE Package                                                            | 1003 | 8/30/2010  | Rebuild | 9/24/2010  | C7 - leaks. Rebuilt, requires testing. Rebuilt, tested good.                                |
| FSE Package                                                            | 1004 | 9/16/2010  | Rebuild | 9/24/2010  | C7 - PM602, check for proper operation, only had fifteen day run time. Tested good.         |
| FSE Package                                                            | 1007 | 9/16/2010  | Rebuild | 9/29/2010  | C5 - PM602.                                                                                 |
| FSE Package                                                            | 1014 | 9/16/2010  | Rebuild | 9/29/2010  | C6 - PM602.                                                                                 |
| FSE Package                                                            | 1018 | 11/11/2010 | Rebuild | 11/22/2010 | C3 - PM602. Rebuilt and tested good.                                                        |
| FSE Package                                                            | 1002 | 11/11/2010 | Rebuild | 12/6/2010  | C1 - PM602                                                                                  |
| FSE Package                                                            | 1001 | 11/11/2010 | Rebuild | 12/6/2010  | C2 - PM602                                                                                  |
| FSE Package                                                            | 1013 | 12/1/2010  | Rebuild | 12/6/2010  | C9 - pulled for t/shooting brake and proulsion problems - no fix. Rebuild.                  |
| FSE Package                                                            | 1019 | 12/7/2010  | Rebuild | 1/8/2011   | C10 - PM - rebuilt QRV's #77 and #78, replaced valves and test operated good.               |
| FSE Package                                                            | 1020 | 12/7/2010  | Rebuild | 1/8/2011   | C8 - PM. Rebuilt QRV's #79 and #80 and both FSE valves.                                     |
| FSE Package                                                            | 1017 | 1/1/2012   | Rebuild | 1/9/2012   | C7 leak out of FSE1 muffler. Rebuilt, tested & placed in stock.                             |
| FSE Package                                                            | 1012 | 2/1/2012   | Rebuild | 3/12/2012  | C3 PM 602. rebuilt tested good.                                                             |
| FSE Package                                                            | 1007 | 2/1/2012   | Rebuild | 3/12/2012  | C4 PM 602, rebuilt tested good.                                                             |
| FSE Package                                                            |      | 3/16/2012  | Rebuild | 4/13/2012  | C5 for PM602. Rebuilt, tested good.                                                         |
| FSE Package                                                            |      | 3/16/2012  | Rebuild | 4/13/2012  | C6 for PM602. Rebuilt, tested good.                                                         |

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| FSE Package                                                            |   |          | 3/16/2012  | Rebuild | 4/13/2012 C7 for PM602. Rebuilt, tested good.                                                    |
| FSE Valve                                                              | 2 |          | 7/18/2008  | Rebuild | FSE Pkg #005                                                                                     |
| FSE Valve                                                              | 2 |          | 7/18/2008  | Rebuild | FSE Pkg #006                                                                                     |
| FSE Valve                                                              | 2 |          | 7/18/2008  | Rebuild | FSE Pkg #004                                                                                     |
| FSE Valve                                                              | 2 |          | 7/14/2008  | Rebuild | FSE Pkg #001.                                                                                    |
| FSE Valve                                                              | 2 |          | 7/14/2008  | Rebuild | FSE Pkg #009.                                                                                    |
| FSE Valve                                                              | 2 |          | 7/14/2008  | Rebuild | FSE Pkg #002.                                                                                    |
| FSE Valve                                                              | 2 |          | 4/1/2009   | Rebuild | FSE Pkg #007.                                                                                    |
| FSE Valve                                                              | 2 |          | 10/1/2008  | Rebuild | C2 - Rebuilt.                                                                                    |
| FSE Valve                                                              | 2 |          | 4/1/2009   | Rebuild | FSE Pkg #007. Awaiting parts. Rebuilt.                                                           |
| FSE Valve                                                              | 4 | Various  | 10/1/2009  | Rebuild | FSE Pkg #001 and #006. Valve numbers: 012-015.                                                   |
| FSE Valve                                                              | 4 |          | 2/1/2010   | Rebuild | FSE Pkg #011 and #012.                                                                           |
|                                                                        |   |          |            |         | Leaks by exhaust port. Lower valve rubber part was not properly installed in shuttle. Corrected. |
| FSE Valve                                                              | 1 | 1018     | 2/2/2010   | Repair  | 5/4/2010                                                                                         |
| FSE Valve                                                              | 1 | 1023     | 4/1/2010   | Rebuild | unknown package                                                                                  |
| FSE Valve                                                              | 1 | 1022     | 4/1/2010   | Rebuild | unknown package                                                                                  |
| FSE Valve                                                              | 1 | 1021     | 4/1/2010   | Rebuild | unknown package                                                                                  |
| FSE Valve                                                              | 1 | 1020     | 4/1/2010   | Rebuild | unknown package                                                                                  |
| FSE Valve                                                              | 2 |          | 9/1/2010   | Rebuild | #024 and #025 pulled from package #003                                                           |
| FSE Valve                                                              | 2 |          | 9/29/2010  | Rebuild | #026 and #027 pulled from FSE Pkg #007.                                                          |
| FSE Valve                                                              | 2 |          | 9/29/2010  | Rebuild | #019 and #017 pulled from FSE pkg #014                                                           |
| FSE Valve                                                              | 2 |          | 11/16/2010 | Rebuild | #028 and #029 - pulled from #018. Awaiting parts.                                                |
| FSE Valve                                                              | 2 | Various  | 12/6/2010  | Rebuild | #004 and #030 - pulled from #002. Awaiting parts.                                                |
| FSE Valve                                                              | 2 | Various  | 12/6/2010  | Rebuild | #002 and #031 - pulled from #001. Awaiting parts.                                                |
| FSE Valve                                                              | 2 | Various  | 12/6/2010  | Rebuild | #011 and #016 - pulled from #013. Awaiting parts.                                                |
| FSE Valve                                                              | 2 | Various  | 1/6/2011   | Rebuild | #032 and #033 - pulled from #020. Awaiting parts.                                                |
| FSE Valve                                                              | 2 |          | 1/9/2012   | Rebuild | Removed from FSE Package #017 rebuilt and placed in stock.                                       |
| Guide Spindle                                                          | 1 | R064     | 7/1/2009   | Rebuild |                                                                                                  |
| Guide Spindle                                                          | 1 | R078     | 7/1/2009   | Rebuild |                                                                                                  |
| Guide Spindle                                                          | 8 |          | 10/1/2009  | Rebuild | Assembled for anticipated North change-out.                                                      |
| Guide Spindle                                                          | 4 |          | 9/26/2009  | Rebuild | C5, #2 - no paperwork. Rebuilt in preparation of North PM500.                                    |
| Guide Spindle                                                          | 4 | Assorted | 10/21/2009 | Rebuild | Preparation of North PM500.                                                                      |
| Guide Spindle                                                          | 8 | assorted | 10/28/2009 | Rebuild | Built up in preparation of North's PM500.                                                        |

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| Guide Spindle                                                          | 8 | Assorted | 11/11/2009 | Rebuild | 11/15/2009 | Rebuilt for South PM500 in December.                                                              |
| Guide Spindle                                                          | 8 | Assorted | 11/29/2009 | Rebuild | 11/29/2009 | Rebuilt for South PM500.                                                                          |
| Guide Spindle                                                          | 8 | various  | 12/30/2009 | Rebuild | 1/1/2010   | C1 - PM500. Rebuilt and installed on C2.                                                          |
| Guide Spindle                                                          | 8 | various  | 2/24/2010  | Rebuild | 2/24/2010  | Assembled in preparation of changeout.                                                            |
| Guide Spindle                                                          | 8 |          | 10/1/2010  | Rebuild | 10/20/2010 | Prep for North PM500                                                                              |
| Guide Spindle                                                          | 8 |          | 10/1/2010  | Rebuild | 10/25/2010 | Prep for North PM500                                                                              |
| Guide Spindle                                                          | 8 |          | 10/1/2010  | Rebuild | 10/25/2010 | Prep for North PM500                                                                              |
| Guide Spindle                                                          | 4 |          | 10/1/2010  | Rebuild | 10/31/2010 | Prep for South PM500                                                                              |
| Guide Spindle                                                          | 7 |          | 11/4/2010  | Rebuild | 11/4/2010  | Prep for South PM500                                                                              |
| Guide Spindle                                                          | 8 |          | 12/10/2010 | Rebuild | 12/10/2010 | Built up to replace guide spindle assemblies pulled for bad hubs found during ultrasound testing. |
| Guide Spindle                                                          | 8 |          | 12/13/2010 | Rebuild | 12/13/2010 | Built up to replace guide spindle assemblies pulled for bad hubs found during ultrasound testing. |
| Guide Spindle                                                          | 5 |          | 12/15/2010 | Rebuild | 12/16/2010 | Built up, to complete PM501.                                                                      |
| Guide Spindle                                                          | 4 |          | 12/16/2010 | Rebuild | 12/16/2010 | Built up, for spares.                                                                             |
| Guide Spindle                                                          | 8 |          | 8/1/2011   | Rebuild | 8/17/2011  | Preparing for upcoming PM                                                                         |
| Guide Spindle                                                          | 8 |          | 8/1/2011   | Rebuild | 8/27/2011  | Preparing for upcoming PM                                                                         |
| Guide Spindle                                                          | 8 |          | 11/4/2011  | Rebuild | 11/4/2011  | Pulled from North tram for PM500. Rebuilt.                                                        |
| Guide Spindle                                                          | 8 |          | 11/11/2011 | Rebuild | 12/3/2011  | C8 - PM500                                                                                        |
| Guide Spindle                                                          | 8 |          | 11/15/2011 | Rebuild | 12/12/2011 | C9 - PM500                                                                                        |
| Guide Spindle                                                          | 8 |          | 11/9/2011  | Rebuild | 12/15/2011 | C10 - PM500. Rebuilt.                                                                             |
| Guide Tire                                                             | 1 |          | 7/5/2008   | Rebuild | 7/17/2008  | C4, #8 - flat.                                                                                    |
| Guide Tire                                                             | 1 |          | 9/13/2008  | Rebuild | 1/26/2009  | C9, #4 - chunk of center tread missing.                                                           |
| Guide Tire                                                             | 1 |          | 11/7/2008  | Rebuild | 1/26/2009  | C8, #2 - worn.                                                                                    |
| Guide Tire                                                             | 1 |          | 1/24/2009  | Rebuild | 1/26/2009  | C9, #1 - numerous cracks (ED)                                                                     |
| Guide Tire                                                             | 3 |          | 3/7/2010   | Rebuild | 3/8/2010   | Bored.                                                                                            |
| Guide Tire                                                             | 1 |          | 8/26/2010  | Repair  | 9/24/2010  | C10, #5 - undersized. Replaced worn guide tire.                                                   |
| Guide Tire                                                             | 2 |          | 8/29/2010  | Repair  | 9/30/2010  | C1, #2 and #7 - below tolerance.                                                                  |
| Guide Tire                                                             | 7 |          | 10/1/2010  | Rebuild | 11/1/2010  | Prep for North PM500                                                                              |
| Guide Tire                                                             | 1 |          | 5/9/2011   | Rebuild | 5/26/2011  | C4, #1 - worn. Rebuilt.                                                                           |
| Guide Tire                                                             | 1 |          | 5/30/2011  | Rebuild | 6/2/2011   | C2, #5 - below tolerance. Rebuilt.                                                                |
| Guide Tire                                                             | 1 |          | 6/20/2011  | Rebuild | 7/8/2011   | C8, #1 - worn. Rebuilt.                                                                           |



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|                                                                        |        |            |         |            | C4, #8 - worn. Disassembled, cleaned and returned rims and hardware to stock.                       |
| Guide Tire                                                             | 1      | 8/29/2011  | Rebuild | 9/5/2011   |                                                                                                     |
| Guide Tire                                                             | 1      | 9/11/2011  | Rebuild | 9/25/2011  | C2, #4 - worn. Returned rims to inventory.                                                          |
| Guide Tire                                                             | 2      | 10/15/2011 | Rebuild | 10/21/2011 | C1, #2 and #7 - worn. Disassembled and scrapped rubber.                                             |
| Guide Tire                                                             | 1      | 10/20/2011 | Rebuild | 10/21/2011 | C8 #2 - removed for wear. Rebuilt.                                                                  |
| Guide Tire                                                             | 1      | 10/20/2011 | Rebuild | 10/21/2011 | C8 #3 - removed for wear. Disassembled and scrapped rubber.                                         |
| Guide Tire                                                             | 1      | 10/20/2011 | Rebuild | 10/21/2011 | C9 #3 - removed for wear. Disassembled and scrapped rubber.                                         |
| Guide Tire                                                             | 3      | 10/24/2011 | Rebuild | 12/29/2011 | Pulled from East tram for wear. Disassembled and scrapped.                                          |
| Guide Tire                                                             | 1      | 11/13/2011 | Rebuild | 12/29/2011 | C4, #2 - Pulled for wear. Disassembled and scrapped.                                                |
| Guide Tire                                                             | 2      | 1/1/2012   | Rebuild | 1/8/2012   | C2 pulled for wear. Tore apart inspected rim halves and returned to stock.                          |
| Hub/Drum                                                               | 1      | 5/7/2008   | Rebuild | 5/14/2008  | C8, 7/8 brake job.                                                                                  |
| Hub/Drum                                                               | 1      | 5/9/2008   | Rebuild | 5/14/2008  | C4, 7/8 - brake job.                                                                                |
| Hub/Drum                                                               | 1      | 6/2/2008   | Rebuild | 7/4/2008   | C4, 3/4 - brake job. Broke down and cleaned up. Awaiting drum.                                      |
| Hub/Drum                                                               | 1      | 6/9/2008   | Rebuild | 7/4/2008   | C3, 5/6 - brake job. Broke down and cleaned up. Awaiting drum.                                      |
| Hub/Drum                                                               | 1      | 7/4/2008   | Rebuild | 7/9/2008   | C3, 3/4 - brake job.                                                                                |
| Hub/Drum                                                               | 1      | 7/22/2008  | Rebuild | 7/25/2008  | C3, 5/6 - brake job.                                                                                |
| Hub/Drum                                                               | 1      | 7/25/2008  | Rebuild | 7/26/2008  | C3, 1/2 - brake job. Cleaned up and replaced seal.                                                  |
| Hub/Drum                                                               | 1      | 8/8/2008   | Rebuild | 8/10/2008  | C4, 7/8 - seal leak. Cleaned up, replaced seal, reused brake drum. Tagged for C-cars only.          |
| Hub/Drum                                                               | 1      | 9/10/2009  | Repair  | 9/10/2009  | C7, 3/4 - leaking hub. Pulled and replaced with warranty part. Pulled hub had bad bearing and race. |
| Hub/Drum                                                               | 1 none | 10/28/2009 | Rebuild | 10/29/2009 | C5, 5/6 - leaking seal. Rebuilt. Had pitted bearings.                                               |
| Hub/Drum                                                               | 1 none | 12/15/2009 | Rebuild | 12/16/2009 | C7, 1/2 - oil seal leaking.                                                                         |
| Hub/Drum                                                               | 1      | 12/24/2009 | Rebuild | 12/25/2009 | C10, 3/4 - pulled for high iron content?                                                            |
| Hub/Drum                                                               | 1      | 12/24/2009 | Rebuild | 12/25/2009 | C10, 5/6 - pulled for high iron content?                                                            |
| Hub/Drum                                                               | 2      | 1/6/2010   | Rebuild | 1/7/2010   | C10, #1 axle - Axle Tech and Timken working on axle                                                 |
| Hub/Drum                                                               | 2      | 1/13/2010  | Rebuild | 1/14/2010  | C9, #2 end axle.                                                                                    |
| Hub/Drum                                                               | 2      | 1/20/2010  | Rebuild | 1/21/2010  | C8, #2                                                                                              |
| Hub/Drum                                                               | 2      | 1/27/2010  | Rebuild | 2/1/2010   | C8, #1 - axle.                                                                                      |
| Hub/Drum                                                               | 2      | 2/3/2010   | Rebuild | 2/4/2010   | C4, #1 - pulled for oil/bearing change-out.                                                         |
| Hub/Drum                                                               | 1      | 2/25/2010  | Rebuild | 2/26/2010  | C5, 3/4 - seal leak.                                                                                |
| Hub/Drum                                                               | 1      | 3/10/2010  | Rebuild | 3/17/2010  | C6, 3/4 - ongoing inspection                                                                        |

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| Hub/Drum                                                               | 1    | 3/10/2010  | Rebuild | 3/17/2010  | C6, 5/6 - ongoing inspection                                                                                                                                         |  |
| Hub/Drum                                                               | 1    | 3/25/2010  | Rebuild | 3/31/2010  | C7, 7/8 - ongoing inspection                                                                                                                                         |  |
| Hub/Drum                                                               | 2    | 5/5/2010   | Rebuild | 5/7/2010   | C6, #1 - bearing change-out.                                                                                                                                         |  |
| Hub/Drum                                                               | 1    | 10/12/2010 | Rebuild | 10/15/2010 | C3, 3/4 - seal breaking down - requires replacement. Cleaned up hub and bearings, reused bearing. Installed new seal.                                                |  |
| Hub/Drum                                                               | 1    | 3/29/2011  | Rebuild | 3/31/2011  | C5, 3/4 - pitting bearings. Cleaned and rebuilt.                                                                                                                     |  |
| Hub/Drum                                                               | 1    | 8/12/2011  | Rebuild | 8/17/2011  | C9, 5/6 - leaking seal.                                                                                                                                              |  |
| Hub/Drum                                                               | 1    | 9/14/2011  | Rebuild | 9/29/2011  | C9, 7/8 - leak. Rebuilt.                                                                                                                                             |  |
| Hub/Drum                                                               |      | 11/9/2011  | Rebuild | 11/14/2011 | C7, 1/2 - leaking seal. Replaced bearings and seal.                                                                                                                  |  |
| Hub/Drum                                                               | 1    | 11/16/2011 | Rebuild | 11/29/2011 | C8 5/6 for leaky seal. Old bearings were starting to pit, and oil was caked and sticky with metal flakes present.                                                    |  |
| Hub/Drum                                                               | 1    | 1/27/2012  | Rebuild | 1/28/2012  | C10 pos 5/6 for leak. Rebuilt.                                                                                                                                       |  |
| Leveling Valve                                                         | 1    | 8/9/2008   | Rebuild | 11/21/2008 | C9, 3/4 - leaks. Requires new brass adapter fittings. Otherwise rebuilt. MM says he "rebuilt" this one and it tested good. No other pertinent information available. |  |
| Leveling Valve                                                         | 1    | 10/18/2008 | Rebuild | 11/21/2008 | C8, 3/4 - leaks. Rebuilt and tested good.                                                                                                                            |  |
| Leveling Valve                                                         | 1001 | 11/28/2008 | Rebuild | 12/10/2009 | C8, #1 - leaking. Removed preservative, rebuilt and tested good.                                                                                                     |  |
| Leveling Valve                                                         | 1    | 12/26/2009 | Rebuild | 2/7/2010   | C9, 5/6 - arm sticking/releasing air. Pulled apart.                                                                                                                  |  |
| Leveling Valve                                                         | 1003 | 1/1/2010   | Rebuild | 2/17/2010  |                                                                                                                                                                      |  |
| Leveling Valve                                                         | 1004 | 4/11/2010  | Rebuild | 4/28/2010  | C4, #1 - air leaking out side.                                                                                                                                       |  |
| Leveling Valve                                                         | 1006 | 5/29/2010  | Rebuild | 6/3/2010   | C5, 3/4                                                                                                                                                              |  |
| Leveling Valve                                                         | 1008 | 6/1/2010   | Rebuild | 6/3/2010   | C8, 5/6 - poor operation.                                                                                                                                            |  |
| Leveling Valve                                                         | 1010 | 6/22/2010  | Rebuild | 6/27/2010  | C8, 3/4 - slow reaction.                                                                                                                                             |  |
| Leveling Valve                                                         | 1011 | 6/25/2010  | Rebuild | 6/27/2010  | C7, 5/6 - not leveling.                                                                                                                                              |  |
| Leveling Valve                                                         | 1012 | 6/26/2010  | Rebuild | 7/14/2010  | C6, 5/6 - poor performance.                                                                                                                                          |  |
| Leveling Valve                                                         | 1014 | 9/9/2010   | Repair  | 9/29/2010  | C8, #1 - does not respond.                                                                                                                                           |  |
| Leveling Valve                                                         | 1015 | 9/15/2010  | Repair  | 10/3/2010  | C10, 5/6 - does not respond.                                                                                                                                         |  |
| Leveling Valve                                                         | 1016 | 10/23/2010 | Rebuild | 12/10/2010 | C6, 3/4 - not operating. Rebuilt, tested good.                                                                                                                       |  |
| Leveling Valve                                                         | 1017 | 11/21/2010 | Rebuild | 12/10/2010 | C1, #1 - Rebuilt, tested good                                                                                                                                        |  |
| Leveling Valve                                                         | 1018 | 11/21/2010 | Rebuild | 12/10/2010 | C7, #1 - sticks high. Rebuilt, tested good.                                                                                                                          |  |
| Leveling Valve                                                         | 1013 | 12/4/2010  | Rebuild | 12/12/2010 | C8, #1 - leaks (where?)                                                                                                                                              |  |
| Leveling Valve                                                         | 1001 | 12/16/2010 | Rebuild | 12/19/2010 | C10, 3/4 - leaks.                                                                                                                                                    |  |

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| Leveling Valve                                                         | 1 | 1011    | 12/16/2010 | Repair  | 12/19/2010 | C10, 3/4 - leaks at the top of the bulkhead fitting. Cleaned out bulkhead fitting and tested good.                      |
| Leveling Valve                                                         | 1 | 1008    | 2/13/2011  | Rebuild | 2/28/2011  | C8, #1 end - slow operation.                                                                                            |
| Leveling Valve                                                         | 1 | 1019    | 2/26/2011  | Rebuild | 2/28/2011  | C6, #1 end - unresponsive.                                                                                              |
| Leveling Valve                                                         | 1 | 1005    | 3/28/2011  | Rebuild | 3/31/2011  | C8, #1 end - poor reaction/dead spot. Rebuilt and tested good.                                                          |
| Leveling Valve                                                         | 1 | 1020    | 4/17/2011  | Rebuild | 4/28/2011  | C10, #1 end. Does not work. Rebuilt, tested good.                                                                       |
| Leveling Valve                                                         | 1 | 1004    | 5/11/2011  | Rebuild | 6/5/2011   | C8, 5/6 - poor reaction, sticking. Rebuilt.                                                                             |
| Leveling Valve                                                         | 1 | 1009    | 5/30/2011  | Rebuild | 6/5/2011   | C10, 3/4 - poor leveling. Rebuilt.                                                                                      |
| Leveling Valve                                                         | 1 | 1016    | 8/30/2011  | Rebuild | 9/5/2011   | Inventory - leaks from valve mounting point. Found stripped screw & loose fittings? Rebuilt with new valve again.       |
| Leveling Valve                                                         | 1 | 1021    | 8/30/2011  | Rebuild | 9/30/2011  | C5, 5/6 - suspect intermittent sticking. Rebuilt, leak and ops chk good.                                                |
| Leveling Valve                                                         | 1 | 1022    | 9/29/2011  | Rebuild | 10/12/2011 | C9 - report of air leak at exhaust. Rebuilt, tested good.                                                               |
| Leveling Valve                                                         | 1 | 1001    | 10/12/2011 | Rebuild | 10/16/2011 | C8, #1 end - leaking from? Rebuilt & tested ok.                                                                         |
| Leveling Valve                                                         | 1 | 1       | 1/24/2012  | Rebuild | 2/2/2012   | C7 pos 3/4 for leak. Rebuilt and tested good.                                                                           |
| Motor/Gearbox Drive (Stanley)                                          | 3 | various | 12/18/2009 | Testing | 12/18/2009 | Tested (3) motors that were part of t/shooting efforts, but, did not fix any problems. Tested good.                     |
| Motor/Gearbox Drive (Stanley)                                          | 1 | 1017    | 8/24/2010  | RMR     | 8/25/2010  | Returned from Stanley - tested good. Placed in stock.                                                                   |
| Motor/Gearbox Drive (Stanley)                                          | 1 | 1016    | 8/1/2010   | Repair  | 8/27/2010  | Encoder harness damaged. Installed new crimped pin onto pulled wire. Tested good.                                       |
| Motor/Gearbox Drive (Stanley)                                          | 1 | 1018    | 11/17/2010 | Rebuild | 11/28/2010 | S/M, B2, 3/4 - intermittent failures (suspect encoder). Tested good.                                                    |
| Motor/Gearbox Drive (Stanley)                                          | 1 | 1020    | 11/23/2010 | Rebuild | 12/2/2010  | E/M, B2, 7/8 - pulled for B3 error codes. Encoder cable failures intermittent malfunction open. Tested good, no faults. |
| Motor/Gearbox Drive (Stanley)                                          | 1 | 1019    | 11/26/2010 | Rebuild | 12/2/2010  | S/S, B2, 5/6 - due to closed door input failure (d2) and unscheduled dr closure (d3). Tested good.                      |
| Motor/Gearbox Drive (Stanley)                                          | 1 | 1022    | 10/12/2010 | Repair  | 1/2/2011   | N/S, B3, 3/4 - pulled for broken pulley and intermittent malfunction on open. Replace pulley and test operate.          |
| Motor/Gearbox Drive (Stanley)                                          | 1 | 1023    | 12/6/2010  | Repair  | 1/2/2011   | N/M, B3, 5/6 - intermittent malfunction on open. Tested good.                                                           |
| Motor/Gearbox Drive (Stanley)                                          | 1 | 1024    | 12/22/2010 | Repair  | 1/2/2011   | W/M, B1, 5/6 - malfunction on open. Tested good.                                                                        |

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| Motor/Gearbox Drive<br>(Stanley)                                       | 1 025 | 1/1/2011   | Repair  | 1/2/2011   | E/S, B1, 1/2 - multiple encoder faults (B1, B3) - tested good.                                                     |  |
| Motor/Gearbox Drive<br>(Stanley)                                       | 1 015 | 1/26/2011  | Rebuild | 2/14/2011  | S/M, B2, 3/4 - malfunction full open, fault code "Od". Placed on test stand - NFF. Returned to stock.              |  |
| Motor/Gearbox Drive<br>(Stanley)                                       | 1 028 | 2/13/2011  | Rebuild | 2/15/2011  | N/S, B1, 1/2 - intermittent freezing. Tested satisfactorily.                                                       |  |
| Motor/Gearbox Drive<br>(Stanley)                                       | 1 027 | 1/21/2011  | Rebuild | 2/16/2011  | E/S, B2, 5/6 - malfunction on open.                                                                                |  |
| Motor/Gearbox Drive<br>(Stanley)                                       | 1 029 | 2/20/2011  | Repair  | 2/23/2011  | E/M, B1, 1/2 - for intermittent failures. Tested good, no failures.                                                |  |
| Motor/Gearbox Drive<br>(Stanley)                                       | 1 011 | 2/16/2011  | Rebuild | 2/24/2011  | W/M, B1, 5/6 - "B3" fault code. White encoder cable is pinched. Cable indeed pinched but serviceable. Tested good. |  |
| Motor/Gearbox Drive<br>(Stanley)                                       | 1 030 | 2/26/2011  | Rebuild | 3/3/2011   | E/M, B2, 5/6 - t/shooting malfunction on open/close issues. Tested good.                                           |  |
| Motor/Gearbox Drive<br>(Stanley)                                       | 1 025 | 4/13/2011  | Rebuild | 4/21/2011  | E/M, B1, 1/2 - binding/intermittent malfunction. Tested good.                                                      |  |
| Motor/Gearbox Drive<br>(Stanley)                                       | 1 019 | 5/4/2011   | Repair  | 5/7/2011   | W/M, B1, 1/2 - for erratic failures & malfunctions (OB, OD, B3, B1, EC). Tested good on stand.                     |  |
| Motor/Gearbox Drive<br>(Stanley)                                       | 1 033 | 5/24/2011  | Rebuild | 6/6/2011   | W/S, B1, 5/6 - operates slowly. Tested good.                                                                       |  |
| Motor/Gearbox Drive<br>(Stanley)                                       | 1 034 | 6/7/2011   | Rebuild | 6/13/2011  | N/S, B2, 1/2 - pulled for malfunctions and not closing right. Tested good.                                         |  |
| Motor/Gearbox Drive<br>(Stanley)                                       | 1 041 | 7/25/2011  | Rebuild | 7/29/2011  | E/M, B1, 3/4 - pulled for intermittent recycling obstructions. Tested good.                                        |  |
| Motor/Gearbox Drive<br>(Stanley)                                       | 1 042 | 8/1/2011   | Test    | 8/5/2011   | Received from Stanley - requires test. Tested good.                                                                |  |
| Motor/Gearbox Drive<br>(Stanley)                                       | 5     | 9/8/2011   | Test    | 9/11/2011  | RMR items returned and tested good #43-47.                                                                         |  |
| Motor/Gearbox Drive<br>(Stanley)                                       | 1 018 | 10/13/2011 | Rebuild | 11/7/2011  | N/M, B1, 1/2 - replaced (May 28 2008).                                                                             |  |
| Motor/Gearbox Drive<br>(Stanley)                                       | 1 034 | 11/9/2011  | Test    | 11/13/2011 | E/M, B1, 3/4 - to t/s recycling issues. Tested good                                                                |  |

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| Motor/Gearbox Drive (Stanley)                                          | 1 049       | 12/14/2011 | Test    | 12/14/2011 | From S/S B3 7/8 for erratic ops. Tested good.                                                                           |  |
| Motor/Gearbox Drive (Stanley)                                          | 1 049       | 12/14/2011 | Test    | 12/14/2011 | Tested good on Test Stand with no fault found.                                                                          |  |
| Motor/Gearbox Drive (Stanley)                                          | 1 008       | 12/24/2011 | Test    | 1/1/2012   | Removed from E/M, B1, 5/6 for door closing issues. Tested on Test Stand with no fault found.                            |  |
| Motor/Gearbox Drive (Stanley)                                          | 1 050       | 12/31/2011 | Test    | 1/1/2012   | Removed from S/M, B2, 3/4 duto door stuck in learn cycle, CE code, stuck open w/ constant obstruction.                  |  |
| Motor/Gearbox Drive (Stanley)                                          | 1 018       | 12/31/2011 | Test    | 1/1/2012   | Removed from N/S, B3, 7/8 for encoder errors. Tested good on Test Stand.                                                |  |
| Motor/Gearbox Drive (Stanley)                                          | 1 022       | 11/9/2011  | Repair  |            | Pulled from inventory with a broken pulley. Did op check and was good but need RMR for broken pulley.                   |  |
| Motor/Gearbox Drive (Stanley)                                          | 1 048       | 11/19/2011 | RMR     |            | NS B3 7/8 for no recycle. Broken pulley, requires RMR.                                                                  |  |
| Power Supply (Horton)                                                  | 1 None      | 7/11/2008  | Repair  | 9/29/2008  | N/S, B2, 3/4 - blown fuse replacement caused a broken fuse holder. Replaced broken fuse holder.                         |  |
| Power Supply (Stanley)                                                 | 1           | 4/12/2012  | Test    |            | E/M B2 1/2 for flakey operation.                                                                                        |  |
| Processor Control (Horton)                                             | 1 None      | 7/9/2008   | Rebuild | 7/10/2008  | N/S, B2, 7/8 - broken R8, door slamming on close (no close cushion?).                                                   |  |
| Processor Control (Horton)                                             | 1 None      | 7/11/2008  | Rebuild | 7/23/2008  | N/S, B2, 3/4 - malfunctioning door open cushion.                                                                        |  |
| Processor Control (Stanley)                                            | b10 1 04774 | 12/31/2011 | Test    | 10/12/2000 | Removed from S/M, B2, 3/4 due to CE code and no recycle when obstructed. Tested good on Test Stand with no fault found. |  |
| Processor Control (Stanley)                                            | 1 1395      | 6/27/2010  | Repair  | 7/9/2010   | S/M, B3, 3/4 - troubleshoot malfunctions. Tested good.                                                                  |  |
| Processor Control (Stanley)                                            | b08 1 01429 | 7/3/2010   | Repair  | 7/9/2010   | S/M, B1, 7/8 - troubleshoot malf on open & inop edge contact. Tested good.                                              |  |
| Processor Control (Stanley)                                            | b08 1 17192 | 7/12/2010  | Repair  | 7/16/2010  | N/M, B2, 7/8 - during door recycle troubleshooting. No mechanical issues, tested good.                                  |  |
| Processor Control (Stanley)                                            | b10 1 04773 | 8/1/2010   | Repair  | 8/12/2010  | New - tested good.                                                                                                      |  |
| Processor Control (Stanley)                                            | b08 1 01355 | 10/7/2010  | Rebuild | 11/18/2010 | S/M, B2, 3/4 - to troubleshoot unlock fails. Tested good.                                                               |  |
| Processor Control (Stanley)                                            | 1 1262      | 8/20/2010  | Repair  | 11/28/2010 | W/M, B1, 5/6 - removed for troubleshooting unlock failures. Tested good.                                                |  |

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| Processor Control (Stanley)                                            | 1 | c08 11900 | 11/26/2010 | Rebuild | 12/2/2010  | S/S, B2, 5/6 - suspected malfunction - coded D2, D3 (closed door input failure and unscheduled dr closure. Tested good.                                                                                                                                |
| Processor Control (Stanley)                                            |   | b08       |            |         |            | N/S, B1, 5/6 - Door controller displays a constant "P" error code. The controller cannot be reset utilizing the FIS procedure. Updated firmware to clear P code.                                                                                       |
|                                                                        |   | 103724    | 1/3/2011   | Modify  | 1/4/2011   | W/M, B1, 5/6 - doors shudder/stutter during close until 6" from close. When tested on the test stand this unit would not cycle test, nor would reset utilizing the FIS procedure. Loaded Test Stand profile to clear error.                            |
| Processor Control (Stanley)                                            |   | b10       |            |         |            |                                                                                                                                                                                                                                                        |
|                                                                        |   | 104769    | 12/10/2010 | Modify  | 1/5/2011   | E/S, B2, 5/6 - malfunction on open. Overwrote firmware to clear continuous slow operation, (Learn Cycle)                                                                                                                                               |
| Processor Control (Stanley)                                            |   | b08       | 1/20/2011  | Rebuild | 2/9/2011   | S/S, B2, 5/6 - doors recycle normally with physical obs. Optical obs causes doors to remain open. Only way to clear is to key off door and manually close - see tag for more information. K2 still chatters but no contr. l/up with optic obstruction. |
| Processor Control (Stanley)                                            |   | b10       | 2/2/2011   | Rebuild | 2/9/2011   | E/M, B1, 1/2 - door would not open. Upon further investigation, found autolock solenoid not picking. TB1, pin 8 was not energizing. NFF, tested good.                                                                                                  |
| Processor Control (Stanley)                                            |   | 104772    | 2/14/2011  | Rebuild | 2/24/2011  | E/M, B2, 5/6 - receiving "b3" code, malfunction on open/close. T/shooting issues. Performed FIS, tested good.                                                                                                                                          |
| Processor Control (Stanley)                                            |   | c08 11349 | 2/26/2011  | Rebuild | 3/3/2011   | E/M, B1, 3/4 - recycling on close. Tested good, loaded test stand profile.                                                                                                                                                                             |
| Processor Control (Stanley)                                            |   | b08       | 7/28/2011  | Repair  | 7/29/2011  | S/S, B3, 1/2 - malfunction when obstructed, no recycle when beam is broken. Recycles fine on obstruction/beam. Tested good.                                                                                                                            |
| Processor Control (Stanley)                                            |   | 17196     | 7/20/2011  | Rebuild | 8/5/2011   | E/M, B1, 3/4 - to t/s recycling issues. Failed on test stand, had malf and would not operate. Installed new firmware, profile and then adj.                                                                                                            |
| Processor Control (Stanley)                                            |   | b08       |            |         |            | Tested good returned to stock.                                                                                                                                                                                                                         |
| Processor Control (Stanley)                                            |   | 103231    | 11/9/2011  | Test    | 12/14/2011 | NS B3 7/8 due to malf on open. Tested bad has intermittent malf w/o obs and also with obs. Code was D2 when with obs. Retested and could not duplicate problem. Placed back in stock                                                                   |
| Processor Control (Stanley)                                            |   | B08       | 11/18/2011 | Test    | 12/14/2011 | Unknown where when or why. Was slow made adj and was able to increase speed.                                                                                                                                                                           |
| Processor Control (Stanley)                                            |   | 104772    | 12/14/2011 | Test    | 12/14/2011 |                                                                                                                                                                                                                                                        |

0311

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| Processor Control (Stanley)                                            | 1 | a09<br>103225 | 12/14/2011 | Test    | 12/14/2011 | From S/S B3 7/8 for troubleshooting. Updated firmware, installed profile and made adj.                                                                                                                               |
| Processor Control (Stanley)                                            | 1 | a09<br>103231 | 11/19/2011 | Test    | 1/2/2012   | NS B3 7/8 for no recycle when obstructed and stuck in learn cycle. Adjusted profile and tested. Is slow but not in L/C. Performed a FIS and installed the Test Stand profile. Unit tested good with no issues noted. |
| Processor Control (Stanley)                                            | 1 | b08<br>117017 | 12/24/2011 | Test    | 1/2/2012   | Removed from N/S due to D2 codes and malfunction on open. Tested unit on Test Stand with no fault found.                                                                                                             |
| Processor Control (Stanley)                                            | 1 | c08 11396     | 12/24/2011 | Test    | 1/2/2012   | Removed from E/M, B1, 5/6 for close issues and stuck in learn cycle mode. Performed an FIS and installed Test Stand profile. Unit tested good.                                                                       |
| Processor Control (Stanley)                                            | 1 | B08<br>116209 | 11/2/2011  | Test    | 1/28/2012  | SS B3 7/8 malif on open/close. Tested good.                                                                                                                                                                          |
| Propulsion Rectifier Contactor                                         | 1 |               | 9/22/2008  | Rebuild | 9/22/2008  | W/S, 82, 1/2 - Pulled for no comm w/palm pilot. Needs RMR                                                                                                                                                            |
| Propulsion Rectifier Contactor                                         | 1 | none          | 11/11/2010 | Repair  | 10/14/2010 | C4 - reconditioned.                                                                                                                                                                                                  |
| QRV                                                                    | 2 |               | 7/18/2008  | Rebuild | 7/18/2008  | C2? - pulled for t/shooting. Cleaned up, tightened screws and returned to stock.                                                                                                                                     |
| QRV                                                                    | 2 |               | 7/18/2008  | Rebuild | 7/18/2008  | FSE Pkg #005                                                                                                                                                                                                         |
| QRV                                                                    | 2 |               | 7/18/2008  | Rebuild | 7/18/2008  | FSE Pkg #006                                                                                                                                                                                                         |
| QRV                                                                    | 2 |               | 7/14/2008  | Rebuild | 7/23/2008  | FSE Pkg #004                                                                                                                                                                                                         |
| QRV                                                                    | 2 |               | 7/14/2008  | Rebuild | 7/23/2008  | FSE Pkg #001.                                                                                                                                                                                                        |
| QRV                                                                    | 2 |               | 7/14/2008  | Rebuild | 7/23/2008  | FSE Pkg #009.                                                                                                                                                                                                        |
| QRV                                                                    | 2 |               | 10/1/2008  | Rebuild | 2/7/2010   | FSE Pkg #002.                                                                                                                                                                                                        |
| QRV                                                                    | 4 |               | 2/1/2010   | Rebuild | 2/7/2010   | C2 - rebuild and place in inventory.                                                                                                                                                                                 |
| QRV                                                                    | 4 |               | 2/1/2010   | Rebuild | 2/7/2010   | FSE pkg #011 and #012.                                                                                                                                                                                               |
| QRV                                                                    | 4 |               | 10/25/2009 | Rebuild | 4/13/2010  | FSE pkg #013 and #014.                                                                                                                                                                                               |
| QRV                                                                    | 2 |               | 9/1/2010   | Rebuild | 10/4/2010  | FSE Pkg #001 and #006. Awaiting parts.                                                                                                                                                                               |
| QRV                                                                    | 2 |               | 9/29/2010  | Rebuild | 10/4/2010  | #69 and #70 - pulled from FSE pkg #003.                                                                                                                                                                              |
| QRV                                                                    | 2 |               | 9/29/2010  | Rebuild | 10/4/2010  | #23 and #20 - pulled from FSE pkg #007.                                                                                                                                                                              |
| QRV                                                                    | 2 |               | 11/16/2010 | Rebuild | 10/4/2010  | #18 and #24 - pulled from FSE pkg #014.                                                                                                                                                                              |
| QRV                                                                    | 2 |               | 12/6/2010  | Rebuild | 10/8/2010  | #071 and #072 - pulled from FSE pkg #018.                                                                                                                                                                            |
| QRV                                                                    | 2 |               | 12/6/2010  | Rebuild | 12/8/2010  | #25 and #50 - pulled from #001                                                                                                                                                                                       |

03712

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| QRV                                                                    | 2 | 12/6/2010 | Rebuild | 12/8/2010 | #73 and #74 - pulled from #013                                                                                                         |  |
| QRV                                                                    | 2 | 12/6/2010 | Rebuild | 12/8/2010 | #75 and #76 - pulled from #002                                                                                                         |  |
| QRV                                                                    | 2 | 1/7/2011  | Rebuild | 1/8/2011  | #77 and #78 - from FSE pkg #019.                                                                                                       |  |
| QRV                                                                    | 2 | 1/7/2011  | Rebuild | 1/8/2011  | #79 and #80 - from FSE pkg #020.                                                                                                       |  |
| QRV                                                                    | 2 | 1/9/2012  | Rebuild | 1/11/2012 | Removed from FSE package #017. Rebuilt and placed in stock.                                                                            |  |
| Relay, 1206 Hengstler                                                  | 1 | 3/3/2010  | Rebuild | 4/20/2010 | C2, ZSR - PM504. Tested good.                                                                                                          |  |
| Relay, 1206 Hengstler                                                  | 1 | 3/3/2010  | Rebuild | 4/20/2010 | C1, LS1 - PM504. Tested good.                                                                                                          |  |
| Relay, 1206 Hengstler                                                  | 1 | 3/3/2010  | Rebuild | 4/20/2010 | C2, LS1 - installed in C2, causing reverser fail. Requires testing. Tested good.                                                       |  |
| Relay, 1206 Hengstler                                                  | 1 | 3/3/2010  | Rebuild | 4/20/2010 | C2, LS2 - PM504. Tested good.                                                                                                          |  |
| Relay, 1206 Hengstler                                                  | 1 | 3/3/2010  | Rebuild | 4/20/2010 | C1, LS2 - PM504 pins slightly bent. Corrected bent pins. Tested good.                                                                  |  |
| Relay, 1206 Hengstler                                                  | 1 | 6/2/2009  | Rebuild | 4/20/2010 | C4, ZSR - visible discoloration. Tested good, even with visible discoloration.                                                         |  |
| Relay, 1206 Hengstler                                                  | 1 | 1/1/2010  | Rebuild | 4/20/2010 | LS1. Unknown location, unknown condition. Tested good.                                                                                 |  |
| Relay, 1206 Hengstler                                                  | 1 | 4/22/2010 | Rebuild | 4/25/2010 | C4, LS2 - Reverser failure t/shooting. Tested good.                                                                                    |  |
| Relay, 1206 Hengstler                                                  | 1 | 4/22/2010 | Rebuild | 4/25/2010 | C5, ZSR - Reverser issues. Tested good.                                                                                                |  |
| Relay, 1206 Hengstler                                                  | 1 | 3/3/2010  | Rebuild | 6/6/2010  | C1, ZSR - PM504. Burned 8/9 contacts - cleaned and tested good. Flaky contact 6/11 burned in.                                          |  |
| Relay, 1206 Hengstler                                                  | 1 | 3/3/2010  | Rebuild | 6/6/2010  | C2, LS1 - PM504. Cleaned and tested good.                                                                                              |  |
| Relay, 1206 Hengstler                                                  | 1 | 1/1/2010  | Rebuild | 6/6/2010  | Unknown location, unknown condition. Test. Noted burned 8/9 contacts - cleaned and tested good. Flaky contact 4/13 burned in.          |  |
| Relay, 1206 Hengstler                                                  | 1 | 1/1/2010  | Rebuild | 6/6/2010  | LS2. Unknown location, unknown reason. Burned 8/9 contact - cleaned and tested good. Flaky contacts 3/14, 4/13 and 5/12 burned in.     |  |
| Relay, 1206 Hengstler                                                  | 1 | 1/1/2010  | Rebuild | 6/6/2010  | ZSR. Unknown location, unknown condition. Burned 8/9 contacts - cleaned and tested good. Flaky contacts 1/16, 5/12 and 6/11 burned in. |  |
| Relay, 1206 Hengstler                                                  | 1 | 1/1/2010  | Rebuild | 6/6/2010  | Previously cleaned - failed preliminary tests. Cleaned and tested good.                                                                |  |
| Relay, 1206 Hengstler                                                  | 1 | 6/5/2010  | Rebuild | 6/6/2010  | C5, ZSR - PM504.                                                                                                                       |  |
| Relay, 1206 Hengstler                                                  | 1 | 6/5/2010  | Rebuild | 6/8/2010  | C5, ZSR - PM504.                                                                                                                       |  |
| Relay, 1206 Hengstler                                                  | 1 | 6/5/2010  | Rebuild | 6/8/2010  | C5, LS2 - PM504.                                                                                                                       |  |
| Relay, 1206 Hengstler                                                  | 1 | 6/5/2010  | Rebuild | 6/8/2010  | C5, LS1 - PM504.                                                                                                                       |  |



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| Relay, 1206 Hengstler                                                  | 1 | 1206-023 | 6/5/2010   | Rebuild | 6/8/2010   | C6, ZSR - PM504.                                                                                |
| Relay, 1206 Hengstler                                                  | 1 | 1206-024 | 6/5/2010   | Rebuild | 6/8/2010   | C6, LS2 - PM504.                                                                                |
| Relay, 1206 Hengstler                                                  | 1 | 1206-025 | 6/5/2010   | Rebuild | 6/8/2010   | C6, LS1 - PM504.                                                                                |
| Relay, 1206 Hengstler                                                  | 1 | 1206-026 | 6/5/2010   | Rebuild | 6/8/2010   | C7, ZSR - PM504.                                                                                |
| Relay, 1206 Hengstler                                                  | 1 | 1206-027 | 6/5/2010   | Rebuild | 6/8/2010   | C7, LS2 - PM504.                                                                                |
| Relay, 1206 Hengstler                                                  | 1 | 1206-032 | 7/21/2010  | Rebuild | 7/25/2010  | C9, unknown use (probably either LS1/2) - PM504.                                                |
| Relay, 1206 Hengstler                                                  | 1 | 1206-033 | 7/21/2010  | Rebuild | 7/25/2010  | C9, unknown use (probably either LS1/2) - PM504.                                                |
| Relay, 1206 Hengstler                                                  | 1 | 1206-030 | 7/22/2010  | Rebuild | 8/5/2010   | C8, LS2 - PM504. Cleaned and tested good.                                                       |
| Relay, 1206 Hengstler                                                  | 1 | 1206-035 | 7/26/2010  | Rebuild | 8/5/2010   | C3, LS1 - t/shoot reversal problems. Cleaned and tested good.                                   |
| Relay, 1206 Hengstler                                                  | 1 | 1206-036 | 7/26/2010  | Rebuild | 8/5/2010   | C3, LS2 - t/shoot reversal problems. Cleaned and tested good.                                   |
| Relay, 1206 Hengstler                                                  | 1 | 1206-037 | 7/26/2010  | Rebuild | 8/5/2010   | C3, ZSR - t/shoot reversal problems. Cleaned and tested good.                                   |
| Relay, 1206 Hengstler                                                  | 1 | 1206-029 | 7/22/2010  | Rebuild | 8/7/2010   | C8, LS1 - PM504. Cleaned and tested good.                                                       |
| Relay, 1206 Hengstler                                                  | 1 | 1206-031 | 7/22/2010  | Rebuild | 8/7/2010   | C8, ZSR - PM504. Cleaned and tested good.                                                       |
| Relay, 1206 Hengstler                                                  | 1 | 1206-034 | 7/21/2010  | Rebuild | 8/7/2010   | C9, ZSR - PM504. Cleaned and tested good.                                                       |
| Relay, 1206 Hengstler                                                  | 1 | 1206-040 | 8/11/2010  | Rebuild | 8/26/2010  | C10, ZSR - PM. Cleaned contacts, tested good.                                                   |
| Relay, 1206 Hengstler                                                  | 1 | 1206-041 | 8/13/2010  | Rebuild | 8/26/2010  | C4, LS2 - PM. Cleaned contacts, tested good.                                                    |
| Relay, 1206 Hengstler                                                  | 1 | 1206-043 | 11/1/2010  | Rebuild | 11/23/2010 | Unknown location. Unknown position.                                                             |
| Relay, 1206 Hengstler                                                  | 1 | 1206-044 | 11/1/2010  | Rebuild | 11/23/2010 | Unknown reason. Unknown location.                                                               |
| Relay, 1206 Hengstler                                                  | 1 | 1206-045 | 11/1/2010  | Rebuild | 11/23/2010 | Unknown reason. Unknown location.                                                               |
| Relay, 1206 Hengstler                                                  | 1 | 1206-046 | 11/24/2010 | Rebuild | 1/3/2011   | C1, ZSR - removed for burnt contact. Used contact cleaner - tested good. Returned to inventory. |
| Relay, 1206 Hengstler                                                  | 1 | 1206-037 | 2/3/2011   | Rebuild | 2/25/2011  | C4, LS1 or LS2 - burned contacts? Contacts indeed burned - scrapped.                            |
| Relay, 1206 Hengstler                                                  | 1 | 1206-036 | 2/3/2011   | Rebuild | 2/25/2011  | C4, LS1 or LS2 - burned contacts? Contacts indeed burned - scrapped.                            |
| Relay, 1206 Hengstler                                                  | 1 | 1206-046 | 3/6/2011   | Rebuild | 3/13/2011  | C2, LS1 - PM504.                                                                                |
| Relay, 1206 Hengstler                                                  | 1 | 1206-044 | 3/6/2011   | Rebuild | 3/13/2011  | C2, LS2 - PM504.                                                                                |
| Relay, 1206 Hengstler                                                  | 1 | 1206-040 | 3/7/2011   | Rebuild | 3/13/2011  | C1, ZSR - PM504.                                                                                |
| Relay, 1206 Hengstler                                                  | 1 | 1206-030 | 3/7/2011   | Rebuild | 3/13/2011  | C2, ZSR - PM504.                                                                                |
| Relay, 1206 Hengstler                                                  | 1 | 1206-022 | 4/11/2011  | Rebuild | 4/13/2011  | C3, ZSR - PM504.                                                                                |
| Relay, 1206 Hengstler                                                  | 1 | 1206-034 | 4/11/2011  | Rebuild | 4/13/2011  | C4, ZSR - PM504.                                                                                |
| Relay, 1206 Hengstler                                                  | 1 | 1047*    | 9/17/2011  | Test    | 9/25/2011  | C9, LS2 - t/shooting reverse and propulsion problems. Requires testing. Tested good.            |

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| Relay, 1206 Hengstler                                                  | 1 1206-035 | 9/17/2011  | Test    | 9/26/2011  | C10, LS1 - t/shooting reverse and propulsiion problem. Requires testing. Cleaned, inspected and tested (passed).    |
| Relay, 1206 Hengstler                                                  | 1 1206-027 | 9/17/2011  | Test    | 9/26/2011  | C10, LS2 - t/shooting reverse and propulsiion problem. Requires testing. Cleaned, inspected and tested (passed).    |
| Relay, 1206 Hengstler                                                  | 1 1206-014 | 10/9/2011  | Rebuild | 11/17/2011 | C5, ZSR - t/shoot loss of vital zero speed. Burned D contact, scrapped.                                             |
| Relay, 1206 Hengstler                                                  | 1 1206-024 | 11/11/2011 | Test    | 11/17/2011 | C8, LS2 - pulled for flakey resistance. Tested and determined use for LS1/LS2 only.                                 |
| Relay, 1206 Hengstler                                                  | 1 1206-022 | 11/11/2011 | Test    | 11/17/2011 | C9, LS2 - pulled for flakey resistance. Tested and determined use for LS1/LS2 only.                                 |
| Relay, 1206 Hengstler                                                  | 1 1206-010 | 11/11/2011 | Test    | 11/17/2011 | Pulled from inventory with high resistance. Tested good.                                                            |
| Relay, 1206 Hengstler                                                  | 1 1206-044 | 11/15/2011 | Test    | 11/17/2011 | C9, LS1 due to flakey contacts. Tested good.                                                                        |
| Relay, 1206 Hengstler                                                  | 1 1206-016 | 11/15/2011 | Test    | 11/17/2011 | C9, LS2 due to flakey contacts. Tested good.                                                                        |
| Relay, 1206 Hengstler                                                  | 1 1206-026 | 11/15/2011 | Test    | 11/17/2011 | C8, LS1 for t/s. Tested good.                                                                                       |
| Relay, 1206 Hengstler                                                  | 1 1206-004 | 4/17/2012  | Rebuild | 5/13/2012  | PM 504, Tested Good                                                                                                 |
| Relay, 1206 Hengstler                                                  | 1 1206-021 | 4/16/2012  | Rebuild | 5/13/2012  | Pulled for PM 504, Tested Good                                                                                      |
| Relay, 1206 Hengstler                                                  | 1 1206-039 | 4/17/2012  | Rebuild | 5/13/2012  | Pulled for PM 504, Tested Good                                                                                      |
| Relay, 1206 Hengstler                                                  | 1 1206-040 | 4/17/2012  | Rebuild | 5/13/2012  | Pulled for PM 504, Tested Good                                                                                      |
| Relay, 1214 Hengstler                                                  | 1 1214-001 | 4/16/2012  | Rebuild | 5/13/2012  | Pulled for PM 504, Tested Good                                                                                      |
| Relay, 1214 Hengstler                                                  | 1 1214-002 | 4/16/2012  | Rebuild | 5/13/2012  | Pulled for PM 504, Tested Good                                                                                      |
| Relay, BIR                                                             | 1 8048602  | 4/22/2010  | Rebuild | 4/25/2010  | C4 - Reverser failure t/shooting. Burned in a couple of high resistance reading to bring within specs. Tested good. |
| Relay, CE/1M1/2M1                                                      | 1 03C 0009 | 4/11/2008  | Rebuild | 8/25/2008  | CE - pulled from D-R001. Tested bad. Cleaned up and tested good.                                                    |
| Relay, LSR                                                             | 1 04C 0013 | 3/6/2011   | Rebuild | 3/21/2011  | C1 - PM504. Cleaned, inspected, and tested good.                                                                    |
| Relay, LSR                                                             | 1 02H 0004 | 3/6/2011   | Rebuild | 3/21/2011  | C2 - PM504. Cleaned, inspected, and tested good.                                                                    |
| Relay, LSR                                                             | 1 08C 0004 | 4/11/2011  | Rebuild | 4/26/2011  | C4 - PM504. Cleaned, inspected, and tested (good).                                                                  |
| Relay, LSR                                                             | 1 07J 0026 | 4/11/2011  | Rebuild | 4/27/2011  | C3 - PM504. Cleaned, inspected, and tested (good).                                                                  |
| Relay, LSR                                                             | 1 01K 0010 | 6/1/2011   | Rebuild | 6/23/2011  | C5 - PM504. Tested bad, scrapped.                                                                                   |
| Relay, LSR                                                             | 1 05K 0002 | 5/12/2011  | Rebuild | 6/24/2011  | C1 - PM 600. Cleaned and tested good.                                                                               |
| Relay, LSR                                                             | 1 07J 0016 | 7/14/2011  | Rebuild | 7/22/2011  | C9 - PM504 Cleaned and tested good.                                                                                 |
| Relay, LSR                                                             | 1 02h-004  | 4/16/2012  | Rebuild | 5/13/2012  | Pulled for PM 504, Tested Good                                                                                      |
| Relay, LSR                                                             | 1 040-0013 | 4/17/2012  | Rebuild | 5/13/2012  | Pulled for PM 504, Tested Good                                                                                      |
| Relay, LSR MorsSmitt                                                   | 1 00010    | 4/12/2010  | Rebuild | 5/31/2010  | C4 - PM504.                                                                                                         |

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| Relay, MCR                                                             | 1 06A 0030 | 5/2/2008   | Rebuild | 5/19/2008  | C8, #8 - burnt contact.                                                                                                                                         |
| Relay, MCR                                                             | 1 05F 0006 | 5/1/2008   | Rebuild | 5/19/2008  | C9, #? - burns on contact arm.                                                                                                                                  |
| Relay, MCR                                                             | 1 00A 0074 | 5/2/2008   | Rebuild | 5/19/2008  | C10, #? - burns on contact arm.                                                                                                                                 |
| Relay, MCR                                                             | 1 04C 0016 | 5/2/2008   | Rebuild | 5/19/2008  | C10, #? - burns on contact arm.                                                                                                                                 |
| Relay, MCR                                                             | 1 00A 0072 | 4/17/2008  | Rebuild | 5/21/2008  | C6, #6                                                                                                                                                          |
| Relay, MCR                                                             | 1 99H 0014 | 4/20/2008  | Rebuild | 5/21/2008  | Found without red tag in tool room. Requires testing.                                                                                                           |
| Relay, MCR                                                             | 1 07L 0016 | 9/23/2008  | Rebuild | 12/28/2008 | C7, #1 - intermittent door operation on closing? Good - green tagged.                                                                                           |
| Relay, MCR                                                             | 1 07L 0058 | 7/1/2009   | Rebuild | 7/16/2009  | C10, #8 - no fault found.                                                                                                                                       |
| Relay, MCR                                                             | 1 99H 0018 | 7/1/2009   | Rebuild | 7/17/2009  | C8, #7 - cleaned and checked good.                                                                                                                              |
| Relay, MCR                                                             | 1 06E 0041 | 10/1/2009  | Rebuild | 1/27/2010  | No tag.                                                                                                                                                         |
| Relay, MCR                                                             | 1 08J 0015 | 7/31/2009  | Rebuild | 1/27/2010  | C3, #7 - intermittent door leaf failure to close. Probably good - requires testing.                                                                             |
| Relay, MCR                                                             | 1 04C 0011 | 2/16/2010  | Rebuild | 3/11/2010  | Needs tested - Joel Cleaned and tested good.                                                                                                                    |
| Relay, MCR                                                             | 1 06E 0084 | 7/27/2010  | Rebuild | 11/29/2010 | C5, #3 - suspect in door freezing half-way open.                                                                                                                |
| Relay, MCR                                                             | 1 07L 0073 | 9/11/2010  | Rebuild | 11/29/2010 | C2, #4 - troubleshooting door inoperation.                                                                                                                      |
| Relay, MCR                                                             | 1 07C 0038 | 7/9/2011   | Rebuild | 7/22/2011  | C8, leaf #8 - t/shooting door operation. Requires full testing. Cleaned and tested good.                                                                        |
| Relay, MCR                                                             | 1 06L 0034 | 10/24/2011 | Test    | 11/17/2011 | C3, leaf 8 - Pulled to t/s door fail to close. Tested good.                                                                                                     |
| Relay, MorsSmitt                                                       | 0728       |            |         |            | ? - Red tag did not indicate which car this relay came from. I suspect that it was removed from C-2 during the the last propulsion failure issue with the East. |
| Relay, MorsSmitt                                                       | 1 00015    | 11/1/2010  | Rebuild | 11/29/2010 | C5, PRCC - pulled to t/shoot intermittent issues. Tested bad, scrapped.                                                                                         |
| Relay, MorsSmitt                                                       | 0816       |            |         |            |                                                                                                                                                                 |
| Relay, MorsSmitt                                                       | 1 00019    | 10/10/2011 | Rebuild | 11/17/2011 | C5, PRCC - pulled to t/shoot intermittent issues. Tested bad, scrapped.                                                                                         |
| Relay, MorsSmitt                                                       | 0807       |            |         |            |                                                                                                                                                                 |
| Relay, MorsSmitt                                                       | 1 00035    | 8/12/2010  | Rebuild | 11/29/2010 | C8, PRCC - PM                                                                                                                                                   |
| Relay, MorsSmitt                                                       | 0821       |            |         |            |                                                                                                                                                                 |
| Relay, MorsSmitt                                                       | 1 00035    | 8/12/2010  | Rebuild | 12/5/2010  | C10, PRCC - PM                                                                                                                                                  |
| Relay, MorsSmitt                                                       |            |            |         |            | C8, LSR - PM504. Cleaned contacts w/crocoous cloth and contact cleaner. Tested good.                                                                            |
| Relay, MorsSmitt                                                       | 1 00001    | 7/20/2010  | Rebuild | 7/23/2010  | C9, LSR? - PM504. Cleaned contacts w/crocoous cloth and contact cleaner. Tested good.                                                                           |
| Relay, MorsSmitt                                                       | 1 00018    | 7/19/2010  | Rebuild | 7/23/2010  | C9, LSR? - PM504. Cleaned contacts w/crocoous cloth and contact cleaner. Tested good.                                                                           |

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| Relay, MorsSmitt VK400                                                 | 1 100034    | 7/20/2010  | Rebuild | 7/23/2010  | C10, LSR - PM504. Cleaned contacts w/crocous cloth and contact cleaner. Tested good.                                               |
| Relay, MorsSmitt V400                                                  | 1 0708      |            |         |            |                                                                                                                                    |
|                                                                        | 1 00015     | 11/11/2010 | Rebuild | 11/29/2010 | C2? PRCC? - pulled to t/shoot East propulsion problems.                                                                            |
| Relay, PBR                                                             | 1 107H 0021 | 12/6/2009  | Rebuild | 12/6/2009  | unknown location. Sat in e-lab for a while. Cleaned up and tested good.                                                            |
| Relay, PBR                                                             | 1 108C 0005 | 12/19/2009 | Rebuild | 12/20/2009 | C2 - reverser failure. "D" contacts had hiest reading. Several contacts burnt. Cleaned up nicely. See info sheet for more details. |
| Relay, PBR                                                             | 1 108C 0005 | 12/20/2009 | Rebuild | 12/20/2009 | C2 - pulled to t/shoot reverser problem. Cleanded up and tested good.                                                              |
| Relay, PBR                                                             | 1 107H 0007 | 3/1/2010   | Rebuild | 3/11/2010  | C1 - PM504. Cleaned and tested good.                                                                                               |
| Relay, PBR                                                             | 1 107H 0029 | 3/1/2010   | Rebuild | 3/11/2010  | C2 - PM504. Cleaned and tested good.                                                                                               |
| Relay, PBR                                                             | 1 107G 0002 | 4/13/2010  | Rebuild | 4/25/2010  | C3 - PM504. Remediated. Burned in a couple of contacts.                                                                            |
| Relay, PBR                                                             | 1 108C 0002 | 4/14/2010  | Rebuild | 4/25/2010  | C4 - PM504. Remediated. Tested good. Returned to stock.                                                                            |
| Relay, PBR                                                             | 1 107H 0029 | 4/22/2010  | Rebuild | 4/25/2010  | C4 - Reverser failure t/shooting. Tested good, returned to stock.                                                                  |
| Relay, PBR                                                             | 1 108E 0004 | 6/5/2010   | Rebuild | 6/16/2010  | C5 - PM504.                                                                                                                        |
| Relay, PBR                                                             | 1 108A 0016 | 6/5/2010   | Rebuild | 6/16/2010  | C6, PM504.                                                                                                                         |
| Relay, PBR                                                             | 1 108C 0003 | 6/5/2010   | Rebuild | 6/16/2010  | C7 - PM504.                                                                                                                        |
| Relay, PBR                                                             | 1 108E 0001 | 7/20/2010  | Rebuild | 7/23/2010  | C8 - PM504. Cleaned up and tested good.                                                                                            |
| Relay, PBR                                                             | 1 108E 0012 | 7/20/2010  | Rebuild | 7/23/2010  | C9 - PM504. Cleaned and tested good.                                                                                               |
| Relay, PBR                                                             | 1 108A 0036 | 7/20/2010  | Rebuild | 7/23/2010  | C10 - PM504. Cleaned and tested good.                                                                                              |
| Relay, PBR                                                             | 1 103H 0006 | 3/7/2011   | Rebuild | 3/15/2011  | C2 - PM504. Cleaned, inspected, and tested good.                                                                                   |
| Relay, PBR                                                             | 1 108C 0005 | 3/7/2011   | Rebuild | 3/21/2011  | C1 - PM504. Cleaned, inspected, and tested good.                                                                                   |
| Relay, PBR                                                             | 1 108E 0001 | 3/8/2011   | Rebuild | 3/21/2011  | C1 - generating propulsion fail alarms. Cleaned, inspected, and tested good.                                                       |
| Relay, PBR                                                             | 1 107H 0021 | 4/12/2011  | Rebuild | 4/20/2011  | C4 - PM504. Cleaned, inspected, and tested (good).                                                                                 |
| Relay, PBR                                                             | 1 107H 0007 | 4/12/2011  | Rebuild | 4/26/2011  | C3 - PM504. Cleaned, inspected, and tested (good).                                                                                 |
| Relay, PBR                                                             | 1 103h-0006 | 4/16/2012  | Rebuild | 5/13/2012  | Pulled for PM 504, Tested Good                                                                                                     |
| Relay, PBR                                                             | 1 105a-0038 | 4/17/2012  | Rebuild | 5/13/2012  | Pulled for PM 504, Tested Good                                                                                                     |
| Relay, PBR                                                             | 1 107H 0021 | 11/15/2011 | Test    |            | C10 - for flakey F contact. Tested bad, scrapped.                                                                                  |
| Relay, PRCC                                                            | 1 108C 0004 | 2/16/2010  | Rebuild | 3/11/2010  | C2 - PM600. Cleaned and tested good.                                                                                               |
| Relay, PRCC                                                            | 1 106C 0007 | 2/16/2010  | Rebuild | 3/11/2010  | C1 - PM600. Cleaned and tested good.                                                                                               |
| Relay, PRCC                                                            | 1 106C 0006 | 4/7/2010   | Rebuild | 6/2/2010   | C3 - PM600                                                                                                                         |

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| Relay, PRCC                                                            | 1 | 106C 0008 | 4/7/2010   | Rebuild | 6/2/2010   | C4 - PM600                                                                                                                                                        |
| Relay, PRCC                                                            | 1 | 107J 0014 | 6/5/2010   | Rebuild | 6/16/2010  | C5 - PM504.                                                                                                                                                       |
| Relay, PRCC                                                            | 1 | 106C 0007 | 7/5/2011   | Rebuild | 7/22/2011  | C3 (vapor) - PM600 Cleaned and tested good.                                                                                                                       |
| Relay, PRCC                                                            | 1 | 108C 0004 | 7/4/2011   | Rebuild | 7/22/2011  | C4 (vapor) - PM600 Cleaned and tested good.                                                                                                                       |
| Relay, PRCC                                                            | 1 | 107F 0074 | 9/1/2011   | Rebuild | 9/26/2011  | C5 - PM600. cleaned, tested, passed.                                                                                                                              |
| Relay, PRCC                                                            | 1 | 107F 0012 | 9/1/2011   | Rebuild | 9/26/2011  | C7 - PM600. cleaned, tested & passed.                                                                                                                             |
| Relay, PRCC                                                            | 1 | 106C 0008 | 9/1/2011   | Rebuild | 10/1/2011  | C6 - PM600.                                                                                                                                                       |
| Relay, PRCC                                                            | 1 | 107F 0032 | 11/15/2011 | Test    | 11/16/2011 | C8 - pulled for bad C4 contacts. Visual and voltage drop tests good.                                                                                              |
| Relay, PRCC                                                            | 1 | 106C 0006 | 11/7/2011  | Test    | 11/17/2011 | C10 - PM600. Tested good.                                                                                                                                         |
| Relay, PRCC MorsSmitt                                                  | 1 | 100036    | 6/1/2010   | Rebuild | 6/2/2010   | C7 - PM600.                                                                                                                                                       |
| Relay, PRCC?                                                           | 1 | 107F 0029 | 5/12/2011  | Rebuild | 6/24/2011  | C2 - PM600. Cleaned and tested good.                                                                                                                              |
| Relay, PRCCA                                                           | 5 |           | 11/11/2010 | Repair  | 11/14/2010 | C2? - (3) pulled for t/shooting. (2) from inventory. All tested good.                                                                                             |
| Relay, PRCCA                                                           | 2 |           | 2/2/2011   | Rebuild | 2/25/2011  | C3 - erratic propulsion, causing PRC lamp to flicker. Both tested good, returned to stock.                                                                        |
| Relay, PRCCA                                                           | 1 | 107 02 K  | 7/5/2011   | Rebuild | 9/16/2011  | C3 - PM600, tested good, returned to stock                                                                                                                        |
| Relay, PRCCA                                                           | 1 | 107 08 K  | 7/4/2011   | Rebuild | 9/16/2011  | C4 - PM600. Tested good, Returned to stock                                                                                                                        |
| Relay, PRCCA                                                           | 1 | 107 08K   | 9/17/2011  | Test    | 9/28/2011  | C10 - t/shooting reverse and propulsion problem. Requires testing. Placed on C2 with NFF and left on.                                                             |
| Reverser Cylinder Assy                                                 | 1 |           | 4/1/2010   | Rebuild | 5/31/2010  | Installed. south train. Does not have "snap" required to operate. Replaced felts and cups. Installed and tested on a reverser. Tested good and remains installed. |
| Reverser Finger Support                                                | 6 |           | 3/22/2010  | Rebuild | 3/22/2010  | Reconfigured assemblies as per most recent revised drawing.                                                                                                       |
| Service Brake Chamber                                                  | 2 |           | 5/13/2008  | Rebuild | 5/14/2008  | C4, 1/2 - brake job.                                                                                                                                              |
| Service Brake Chamber                                                  | 2 |           | 6/2/2008   | Rebuild | 6/11/2008  | C4, 3/4 - brake job.                                                                                                                                              |
| Service Brake Chamber                                                  | 2 |           | 6/9/2008   | Rebuild | 6/11/2008  | C3, 5/6 - brake job.                                                                                                                                              |
| Service Brake Chamber                                                  | 2 |           | 7/4/2008   | Rebuild | 7/18/2008  | C3, 3/4 - brake job.                                                                                                                                              |
| Service Brake Chamber                                                  | 1 |           | 7/5/2008   | Rebuild | 7/18/2008  | C4                                                                                                                                                                |
| Service Brake Chamber                                                  | 2 |           | 7/22/2008  | Rebuild | 7/28/2008  | C3, 5/6 - brake job.                                                                                                                                              |
| Service Brake Chamber                                                  | 2 |           | 7/25/2008  | Rebuild | 7/28/2008  | C3, 1/2 - brake job.                                                                                                                                              |
| Service Brake Chamber                                                  | 1 |           | 10/8/2008  | Rebuild | 11/26/2008 | C6, #6 - pulled for good measure. Requires cleaning and readied for skill demo.                                                                                   |

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| Service Brake Chamber                                                  | 2     |  | 3/6/2010   | Rebuild | 3/10/2010  | C9 - glued diaphragms. Removed stuck diaphragms, cleaned up boots, installed new guides.                                                                                                               |
| Service Brake Chamber                                                  | 1     |  | 8/21/2011  | Rebuild | 1/6/2012   | C10, 7/8 - ruptured diaphragm. Falling apart. Needs parts and instructions for glueing boot in place, Glued boot, installed plunger.                                                                   |
| Service Brake Chamber                                                  | 1     |  | 12/14/2011 | Rebuild | 1/6/2012   | C9 pos 1/2 leak. Reinstalled plunger.                                                                                                                                                                  |
| Shop Air Hose                                                          | 2     |  | 1/7/2010   | Repair  | 1/7/2010   | Hoses damaged. Replaced hoses and installed new quick disconnect fittings.                                                                                                                             |
| Shop Air Regulator                                                     | 2     |  | 6/1/2010   | Repair  | 6/21/2010  | No regulation. Replaced adjusting knob on first. Replaced guts on second. Tested both - good.                                                                                                          |
| Shop Air Regulator                                                     | 1002  |  | 5/29/2011  | Repair  | 5/29/2011  | W/B2 - does not track. Rebuilt.                                                                                                                                                                        |
| Shop Air Regulator                                                     | 1004  |  | 5/29/2011  | Repair  | 5/29/2011  | N/B3 - does not track. Incorrect diaphragm (destroyed) and valve. Rebuilt.                                                                                                                             |
| Shop Air Regulator                                                     | 1005  |  | 5/29/2011  | Repair  | 5/29/2011  | Used body - installed xferred parts from #006.                                                                                                                                                         |
| Shop Air Regulator                                                     | 1007  |  | 7/9/2011   | Rebuild | 9/15/2011  | S/M, B3 - top cap stripped. Scrapped, use for parts.                                                                                                                                                   |
| Shop Extension Cord                                                    | 1005  |  | 6/1/2008   | Repair  | 6/10/2008  | Cable damaged near male plug end. Removed damaged end and attached new plug on end.                                                                                                                    |
| Shop Extension Cord                                                    | 1     |  | 1/1/2010   | Repair  | 1/25/2010  | PM1302 - cut in insulation near middle of 100ft length. Ordered plug and connector to install.                                                                                                         |
| Shop Fan                                                               | 1TF1  |  | 1/1/2010   | Repair  | 1/18/2010  | PM1302 - cord separating from switch housing, power cord run in back incorrectly, power cord too short. Replaced power cord, moved switch over to new cord and installed a grommet into motor housing. |
| Shop Fan                                                               | 1SF3  |  | 12/1/2010  | Repair  | 12/28/2010 | does not turn, bad power cord. Replaced cord. Lubricated bearings.                                                                                                                                     |
| Shop Light                                                             | 1none |  | 4/1/2008   | Repair  | 5/23/2008  | Works for now - will need replacement.                                                                                                                                                                 |
| Shop Light                                                             | 1     |  | 4/27/2008  | Repair  | 5/23/2008  | Does not light - need lamp to continue repair/troubleshooting.                                                                                                                                         |
| Shop Light                                                             | 1     |  | 5/1/2008   | Repair  | 5/23/2008  | Found on south maintenance platform - broken and wiring exposed.                                                                                                                                       |
| Shop Light                                                             | 1     |  | 5/1/2008   | Repair  | 5/23/2008  | Found broken.                                                                                                                                                                                          |
| Shop Light                                                             | 2     |  | 1/28/2009  | Repair  | 1/28/2009  | Found broken - missing lamp.                                                                                                                                                                           |
| Shop Light                                                             | 112   |  | 1/1/2010   | Repair  | 1/18/2010  | Replace lamps.                                                                                                                                                                                         |
| Shop Light                                                             | 122   |  | 1/1/2010   | Repair  | 1/18/2010  | Cord popped out of strain relief. Re-worked strain relief.                                                                                                                                             |
| Shop Light                                                             | 1     |  |            |         |            | Reel will not retract. Re-wound spring.                                                                                                                                                                |
| Shop Light                                                             | 1012  |  | 8/1/2010   | Repair  | 8/15/2010  | Unknown problem. Broken lamp - replaced and tested good. Returned to East guideway.                                                                                                                    |

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| Shop Light                                                             | 1023   | 10/25/2010 | Repair  | 12/20/2010 | Unknown problem. Replaced switch housing (bent).                                                 |
| Shop Light                                                             | 1031   | 4/18/2011  | Repair  | 4/18/2011  | Will not stay lit. Repaired poor connection and replaced broken switch.                          |
| Shop Vacuum Cleaner                                                    | 1      | 6/1/2008   | Repair  | 6/10/2008  | Noted clutch mechanism does not always work.                                                     |
| Shop Vacuum Cleaner                                                    | 1      | 6/1/2008   | Repair  | 6/10/2008  | Cable damaged - exposing wiring. Replaced cable.                                                 |
| Shop Vacuum Cleaner                                                    | 1      | 6/1/2008   | Repair  | 6/10/2008  | Cable too short. Replaced cable with longer one.                                                 |
| Shop Vacuum Cleaner                                                    | 11     | 8/1/2009   | Repair  | 8/10/2009  | Missing canister filter and power plug ground pin. Installed new filter and replaced power plug. |
| Shop Vacuum Cleaner                                                    | 12     | 8/1/2009   | Repair  | 8/11/2009  | Missing power plug ground pin. Replaced power plug.                                              |
| Spring Brake Chamber                                                   | 1D805  | 5/8/2008   | Rebuild | 5/21/2008  | C8, #5.                                                                                          |
| Spring Brake Chamber                                                   | 1C500  | 5/14/2008  | Rebuild | 6/27/2008  | C3, #2 - leaks.                                                                                  |
| Spring Brake Chamber                                                   | 1D903? | 10/8/2008  | Rebuild | 4/9/2009   | C6, #6 - leaks.                                                                                  |
| Spring Brake Chamber                                                   | 1D999  | 2/15/2009  | Rebuild | 4/9/2009   | C9, 7/8??                                                                                        |
| Spring Brake Chamber                                                   | 1      | 8/21/2011  | Rebuild | 9/5/2011   | C10, 7/8 - caging bolt did not engage. Rebuild. Rebuilt tested and placed in stock.              |
| Spring Brake Chamber                                                   | 2      | 1/4/2012   | Rebuild | 1/6/2012   | C9 pos 3 & 4 for leak. Rebuild, leak check good.                                                 |
| Spring Brake Chamber                                                   | 1      | 12/13/2011 | Rebuild | 1/11/2012  | C9 #1 leak. Rebuild, leak check good.                                                            |
| Switch, Door Operator Emerg                                            | 1      | 9/1/2009   | Rebuild | 9/16/2009  | unknown location. Cleaned contacts and tested okay.                                              |
| Switch, Lever                                                          | 20     | 6/1/2008   | Rebuild | 6/19/2008  | Door PM cleaned and tested good.                                                                 |
| Switch, Lever                                                          | 16     | 8/1/2008   | Rebuild | 9/7/2008   | 16/20 tested good.                                                                               |
| Switch, Lever                                                          | 46     | 9/1/2009   | Rebuild | 9/16/2009  | 16 tested good, 9 rehabilitated, 21 were tossed (rebuilt many times, bad contacts, etc.          |
| Switch, Lever                                                          | 18     | 1/13/2010  | Rebuild | 1/13/2010  | South                                                                                            |
| Switch, Lever                                                          | 10     | 1/13/2010  | Rebuild | 1/15/2010  | South                                                                                            |
| Switch, Lever                                                          | 10     | 1/1/2010   | Rebuild | 1/22/2010  | South door PM.                                                                                   |
| Switch, Lever                                                          | 10     | 4/1/2010   | Rebuild | 4/23/2010  | South train door PM                                                                              |
| Switch, Lever                                                          | 1      | 9/15/2010  | Rebuild | 10/4/2010  | C4, #6 - flakey operation.                                                                       |
| Switch, Lever                                                          | 8      | 9/6/2010   | Rebuild | 10/4/2010  | C2 - PM506.                                                                                      |
| Switch, Lever                                                          | 14     | 9/7/2010   | Rebuild | 10/4/2010  | Unknown locations. Tested good. Returned to stock.                                               |
| Switch, Lever                                                          | 14     | 10/6/2010  | Rebuild | 11/11/2010 | West PM506. Cleaned and tested good.                                                             |
| Switch, Lever                                                          | 12     | 1/1/2010   | Rebuild | 12/24/2010 | South door PM's. Cleaned and tested all, scrapped two.                                           |
| Switch, Lever                                                          | 10     | 10/1/2010  | Rebuild | 12/24/2010 | Various cars for PM60. Cleaned and tested good.                                                  |
| Switch, Lever                                                          | 2      | 12/6/2010  | Rebuild | 2/7/2011   | C8 - PM506. High resistance. Reconditioned.                                                      |

| This is a copy imported into excel of the rebuild database from access |     |         |            |         |            |                                                                                                                                          |
|------------------------------------------------------------------------|-----|---------|------------|---------|------------|------------------------------------------------------------------------------------------------------------------------------------------|
| Switch, Lever                                                          | 3   |         | 12/29/2010 | Rebuild | 2/7/2011   | C5 - PM506. Leaf 4, 7 & 8 LS6's. Reconditioned two and tossed one for severely pitted contacts.                                          |
| Switch, Lever                                                          | 1   |         | 1/9/2011   | Rebuild | 2/7/2011   | C2, leaf 1 - LS6. Reconditioned and replaced broken lever.                                                                               |
| Switch, Lever                                                          | 7   |         | 2/3/2011   | Rebuild | 2/7/2011   | C8 - PM506. Flakey resistance. Reconditioned three and tossed four for pitted contacts.                                                  |
| Switch, Lever                                                          | 7   |         | 2/8/2011   | Rebuild | 2/13/2011  | C8 - PM506. Two of seven did not pass and were disposed of.                                                                              |
|                                                                        |     |         |            |         |            | Cleaned and inspected six switches. Five switches tested good, and were returned to inventory. One switch tested bad and was thrown out. |
| Switch, Lever                                                          | 6   |         | 3/23/2011  | Rebuild | 3/23/2011  | C9, Leaf 3 - LS2 switch, sticks closed. Passed testing after clean and inspection.                                                       |
| Switch, Lever                                                          | 1   |         | 5/23/2011  | Rebuild | 6/29/2011  | Unknown location, unknown reason. 2 of 3 passed after clean and inspection. Third switch discarded.                                      |
| Switch, Lever                                                          | 3   |         | 5/23/2011  | Rebuild | 6/29/2011  | C4, leaf 2 - LS1 poor meter readings over 1 ohm. Failed after clean and inspection. Discarded                                            |
| Switch, Lever                                                          | 1   |         | 6/12/2011  | Rebuild | 6/29/2011  | C5, leaf 2, LS6 - flakey readings on NO side. Failed after clean and inspection. Discarded                                               |
| Switch, Lever                                                          | 1   |         | 6/28/2011  | Rebuild | 6/29/2011  | C2, leaf 3 - flakey, high resistance. Contacts burned, scrapped.                                                                         |
| Switch, Lever                                                          | 1   |         | 8/24/2011  | Rebuild | 9/15/2011  | North train - PM60. Cleaned up and tested good.                                                                                          |
| Switch, Lever                                                          | 5   |         | 8/1/2011   | Rebuild | 9/15/2011  | Unknown location - PM506. Cleaned up and tested good.                                                                                    |
| Switch, Lever                                                          | 3   |         | 9/11/2011  | Rebuild | 9/15/2011  | C9, 7/8 - PM60 flakey resistance.                                                                                                        |
| Switch, Lever                                                          | 2   |         | 10/6/2011  | Rebuild | 11/27/2011 | C8, leaf 8 - PM60 flakey resistance.                                                                                                     |
| Switch, Lever                                                          | 1   |         | 10/6/2011  | Rebuild | 11/27/2011 | C7 - PM60 LS6                                                                                                                            |
| Switch, Lever                                                          | 2   |         | 10/5/2011  | Rebuild | 1/8/2012   | C3 - PM506 high resistance. 14 bad 6 returned to stock.                                                                                  |
| Switch, Lever                                                          | 20  |         | 10/13/2011 | Rebuild | 1/15/2012  | C1, upper right-hand corner - PRC lamp staying lit during dynamic braking. NFF.                                                          |
| Switch, PRC Aux Contact                                                | 3   |         | 12/3/2010  | Repair  | 1/3/2011   | C2, #1 - pulled to t/shoot loss of service brake pressure - no fix. Cleaned and tested good.                                             |
| Transducer                                                             | 1   | 26075WF | 1/2/2010   | Rebuild | 2/3/2010   | C3 - leaks? Diaphragm cracked and poppet hard and brittle. Rebuilt with new parts.                                                       |
| Valve, Holdback                                                        | 108 |         | 7/18/2008  | Rebuild | 7/28/2008  | C6 - leaks from the body.                                                                                                                |
| Valve, Holdback                                                        | 110 |         | 12/31/2008 | Rebuild | 3/2/2009   | Set new valves before installing on vehicles.                                                                                            |
| Valve, Holdback                                                        | 11  |         | 9/1/2010   | Other   | 9/2/2010   | Verify and adjust as necessary, air dryer relief valves from inventory.                                                                  |
| Valve, Relief 155#                                                     | 12  |         | 10/1/2009  | Rebuild | 10/7/2009  |                                                                                                                                          |



| This is a copy imported into excel of the rebuild database from access |   |        |            |         |           |                                                                                                                                                                  |
|------------------------------------------------------------------------|---|--------|------------|---------|-----------|------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Valve, Relief 155#                                                     | 1 | none   | 12/13/2009 | Rebuild | 2/3/2010  | C3 - lifts throughout cycle. Pulled apart and cleaned - located a metal shard between the ball and valve seat. Requires testing and adjustment.                  |
| Valve, Relief 155#                                                     | 2 |        | 1/1/2010   | Rebuild | 2/3/2010  | No tag, no torqueseal - test and make necessary adjustments. One passed the second failed (discarded).                                                           |
| Valve, Relief 70# Intercooler                                          | 6 |        | 1/1/2010   | Rebuild | 2/3/2010  | Gathered from several locations. Tested/adjusted five - good. One not salvagable and tossed.                                                                     |
| Valve, Relief 70# Intercooler                                          | 2 |        | 11/1/2010  | Rebuild | 1/19/2011 | One for unknown location/reason. Second from C10 - suspect in failure to lift when HP head failed. Both a little outside range, but, were adjusted within specs. |
| Valve, Sentronics                                                      | 1 | 240376 | 12/1/2010  | Rebuild | 1/27/2010 | C9, #2 end - pulled to t/shoot missing modulation of brake pressure - no fix. Clean and test. Tested good.                                                       |
| Valve, Sentronics                                                      | 1 | 240310 | 1/2/2010   | Rebuild | 2/3/2010  | C2, #1 - pulled to troubleshoot loss of service brake pressure - no fix. Clean up and test.                                                                      |
| Valve, Sentronics                                                      | 1 | 182093 | 1/2/2010   | Rebuild | 2/3/2010  | No tag - clean and test.                                                                                                                                         |
| Valve, Sentronics                                                      | 1 | 240302 | 7/27/2009  | Rebuild | 2/3/2010  | C10, #1 - pulled to t/shoot brake pressure problem. No fix. Probably good, needs to be cleaned up and tested.                                                    |

03722

ER3722

NEVADA STATE LABOR COMMISSIONER

EXHIBIT

17x2

WITNESS

W. Stanley

DATE

9/9/13

**THYSSENKRUPP  
ELEVATOR  
CORPORATION  
AGREEMENT**

WITH  
INTERNATIONAL UNION  
of  
ELEVATOR CONSTRUCTORS

July 9, 2007 to  
July 8, 2012



03723

ER3723

the Union, however, and who are covered by this Agreement shall, as a condition of employment, be required to pay a monthly service fee to the Union. The service fee shall be the employees' prorata share of costs of collective bargaining and the handling of grievances and arbitrations. The service fee shall not include any prorata share of costs of items other than collective bargaining and handling of grievances and arbitrations, and under no circumstances will the service fee be used by the Union for any purpose other than to meet the expenses of collective bargaining and handling of grievances and arbitrations.

On and after the thirtieth (30th) day following the date of this Agreement or on and after the thirtieth (30th) day following the date of commencement of employment by an employee, whichever is later, regular tendering of the service fee shall be a condition of employment, subject to the rights of employees and obligations of parties under the law.

Service fees shall be payable on or before the first day of each month.

Par. 4. All of the provisions of this Article shall be effective to the extent permitted by applicable law.

4

#### ARTICLE IV Work Jurisdiction

Par. 1. It is agreed by the parties to this Agreement that all work specified in Article IV shall be performed exclusively by Elevator Constructor Mechanics, Elevator Constructor Helpers and Elevator Constructor Apprentices in the employ of the Company.

Par. 2. (a) The handling and unloading of all equipment coming under the jurisdiction of the Elevator Constructor, from the time such equipment arrives at or near the building site, shall be handled and unloaded by the Elevator Constructors. Mechanical equipment such as a fork lift or truck mounted swing boom may be used by the Elevator Constructors. A derrick, crane or material hoist can be used under the supervision of Elevator Constructors to handle and unload the heavy material described in Paragraph 5(a). Where unusual conditions are expected to exist prior to delivery of equipment at or near the building site in regard to handling and unloading of equipment in the primary or secondary jurisdiction of the local union, the Company shall contact the Local's Business Representative to make appropriate arrangements for the handling and unloading of such equipment.

5

03724

ER3724

(b) The erecting and assembling of all elevator equipment to wit: electric, hydraulic, steam, belt, dumbwaiters, residence elevators, parking garage elevators (such as Bowser, Pigeon Hole, or similar types of elevators), shuttles, compressed air and handpower, automatic people movers, monorails, airport shuttles and like-named devices used in the transportation of people for short distances of travel (less than 5 miles), as well as vertical reciprocating conveyor systems.

(c) It is understood and agreed that the pre-assembly of all escalators, moving stairways and link belt carriers that may be done in the factory shall include the following:

1. Truss or truss sections with tracks, drive units, machines, handrail drive sheaves, drive chains, skirts on the incline sections but not curved sections, step chains and steps installed and permanently aligned.

2. Balustrade brackets may be shipped attached but not aligned.

3. Setting of all controllers and all wiring and conduit from the controller.

All other work on escalators, moving stairways and link belt carriers shall be performed in the field by Elevator Constructor Mechanics, Helpers and Apprentices either before or after the truss or truss sections are joined and/or hoisted and placed in permanent position. This includes any and all work not done in the factory.

6

The erecting and assembly of all theater stage and curtain elevator equipment and guides and rigging thereto, organ consoles and orchestra elevators shall be performed by Elevator Constructor Mechanics, Helpers and Apprentices.

(d) All wiring, conduit, and raceways from main line feeder terminals on the controller to other elevator apparatus and operating circuits. Controllers are not to be shipped from the factory with extended wiring attached thereto.

(e) The erecting of all guide rails.

(f) The installation of all grating under the control of the Company. The installation of all counterweight screens, overhead work, either wood or iron, and all material used for mounting of elevator apparatus in machine room, overhead or below.

(g) The drilling of overhead beams for attaching machines, sheaves, kick angles, and all other elevator equipment.

(h) The setting of all templates.

(i) All foundations, either of wood or metal that should take the place of masonry.

(j) The assembly of all cabs complete.

(k) The installation of all indicators.

(l) The erecting of all electrical or mechanical automatic or semi-automatic gates complete.

(m) The hanging of all automatic or semi-automatic elevator hoistway doors, together with the installation of hangers and tracks.

7

03725

ER3725

**SCA DIRECTORY OF OCCUPATIONS**  
(Fifth Edition)**01000 ADMINISTRATIVE SUPPORT AND CLERICAL OCCUPATIONS**

This category includes occupations concerned with preparing, transcribing, transferring, systematizing, and preserving both written and computerized communications and records; gathering and distributing information. The duties in this category also include: operating office machines; storing, distributing, accounting for stores of materials; distributing mail and delivering messages. Performing other administrative support and clerical duties may be required.

**01010 ACCOUNTING CLERK (Occupational Base)**

The Accounting Clerk performs one or more accounting tasks such as; posting to registers and ledgers; balancing and reconciling accounts; verifying the internal consistency, completeness, and mathematical accuracy of accounting documents. In addition, tasks include; assigning prescribed accounting distribution codes; examining and verifying the clerical accuracy of various types of reports, lists, calculations, and postings.

This position is responsible for preparing journal vouchers; making entries of adjustments to accounts; and working with spreadsheets. Level I requires a basic knowledge of routine clerical methods, office practices and procedures as they relate to the clerical processing and recording of transactions. Levels II and III require a knowledge and understanding of the established and standardized bookkeeping and accounting procedures and techniques used in an accounting system, or a segment of an accounting system where there are few variations in the types of transactions handled. In addition, most jobs at each level will require a basic knowledge and understanding of the terminology, codes, and processes used in an automated accounting system.

**01011 ACCOUNTING CLERK I**

This position is responsible for performing one or more routine accounting clerical operations such as: examining, verifying, and correcting various accounting documents to ensure completeness and accuracy of data in accordance to accounting procedures. Specific tasks/duties are assigned under adequate supervision. Entry-level reconciliation and posting will be assigned under detailed guidance. In most instances, an employee in this position will rely on the supervisors' instructions. Completed work will be reviewed for accuracy and compliance with procedures.

03726

### 23210 ELEVATOR REPAIRER

The Elevator Repairer repairs and maintains "Automated People Movers" and like named devices used in the transportation of people and materials including, but not limited to elevators, escalators, dumbwaiters, and moving walkways to meet safety regulations and building codes. This worker trouble shoots and determines causes of trouble in brakes, electrical motors, switches, signal and control systems, using computers, test lamps, voltmeters, ammeters, and oscilloscopes, disassembles defective units and repairs or replaces parts such as electrical door locks, cables, electrical wiring and faulty safety devices installs push button control systems, complete control systems, and other devices to modernize automated people mover systems, and cleans and lubricates bearing and other parts to minimize friction. ←

### 23220 ELEVATOR REPAIRER HELPER

The Elevator Repairer Helper assists Elevator Mechanics or Repairers to service and repair "Automated People Movers" and like named devices used in the transportation of people and materials including, but not limited to, elevators, dumbwaiters, and moving walkways to meet safety regulations and building codes. This helper assists in all maintenance or repair functions while under the direct supervision of an Elevator Mechanic or Repairer using mechanic's hand tools. ←

### 23260 FABRIC WORKER

The Fabric Worker makes, alters, and repairs a variety of fabric articles such as clothing, awnings, tents, gun covers, sleeping bags, parachutes, inflatable shelters, flags, bed linens, and belts. Fabrics include wool, cotton, canvas, nylon, polyester, olefin, metallic fabrics, leatherette, velour, burlap, felt, vinyl, and fabrics made of rubber yarns or plastic filaments. The Fabric Worker takes measurements and makes patterns and layouts, marks, cuts, fits, and sews or cements parts together, using hand- or power tools and equipment and knowledge of fabrics and construction methods, and may do upholstery work on such items as cushions and vehicle seats.

### 23290 FIRE ALARM SYSTEM MECHANIC

The Fire Alarm System Mechanic inspects, tests, maintains, and repairs installed fire alarm detection and suppression systems in accordance with manufacturer's specifications and National Fire Protection Association standards, inspects fire alarm equipment visually and replaces defective components, tests initiating and signal circuits, detectors, and system transmitter, makes needed repairs, and checks pressure gauges on suppression system storage containers and recharges or replaces containers.

### 23310 FIRE EXTINGUISHER REPAIRER

The Fire Extinguisher Repairer performs the following duties: repairs and tests fire extinguishers in repair shops and in establishments, such as factories, homes, garages, and office buildings, Using hand tools and hydrostatic test equipment, this repairer dismantles extinguisher and examines tubings, horns, head gaskets, cutter disks 03727

NEVADA STATE LABOR COMMISSIONER

EXHIBIT U-4

WITNESS W Stanley

DATE 9/9/13

Page 2 of 5

Westlaw.

6/6/99 PITTSPOST C7

NewsRoom

Page 1

6/6/99 Pitt. Post-Gazette C7  
1999 WLNR 3211319

Pittsburgh Post-Gazette (PA)  
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June 6, 1999

Section: LOCAL

# ADTRANZ IS WORLD LEADER IN PEOPLE MOVING

JOE GRATA, POST-GAZETTE STAFF WRITER

Although public opinion, several politicians and a judge rejected rubber-tire people movers in Allegheny County in the early 1970s in favor of light rail transit, the system notorious as Skybus lives.

In West Mifflin, at Adtranz North America.

"They're one of the region's best-kept secrets, and they're in our back yard," Port Authority General Manager Paul Skoutelas said. "They've expanded into a world leader in transportation systems of all kinds."

How big is this quiet, unimposing heir of Skybus?

Among other things, Adtranz North America is overhauling 1,300 propulsion systems for New York City subway trains. It's also working on transit orders for systems in Boston, San Francisco, Hong Kong, Los Angeles and Toronto, among other cities.

Employment at Adtranz facilities along Lebanon Church Road, and a half-mile away along Lebanon Road (Route 885), presently numbers 1,187 permanent and 158 temporary employees, about half of them engineers and other professionals.

Space has become so crowded that Adtranz has been building a North American headquarters building in West Mifflin. The 20,000-square-foot facility is to be occupied next month.

The current order backlog for transit car propulsion units alone is 3,201, with options for 622 additional units - enough to keep most of the work force busy for at least the next four years.

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03728

ER3728

6/6/99 PITTSPOST C7

Page 2

Then, there are the automated, rubber-tired **people movers**, pioneered by Westinghouse Corp., an Adtranz predecessor - a transit system tantamount to **horizontal elevators**.

Westinghouse had attempted to build Skybus, connecting the South Hills and Downtown, in partnership with the Port Authority, starting in the 1960s, to showcase the system worldwide and make Pittsburgh the center of modern transit technology.

Although Skybus lost out in controversy, Westinghouse prevailed and sold the system in other cities, mainly to airports.

Now Adtranz builds - and in most cases operates and maintains - airport and other people movers internationally.

Until Allegheny County bought a pair of two-car trains to connect the air-side and landside components of the mid-field terminal at Pittsburgh International Airport in the early '90s, the company didn't have a customer in its hometown.

Holding up a map showing customers in 40 cities in North America, South America, Europe and Asia, Adtranz North America Vice President Peter M. Stetler said, "Until then the airport project, we couldn't make Pittsburgh a dot on our map."

Further disappointment came clear during an interview.

"When I tell people I work for Adtranz, the question I get most is, 'What's Adtranz?'" Stetler said. "Hey, we're everywhere around the world. We're the kind of business the region needs. We don't provide ordinary jobs. We provide high-value jobs ... careers. Everyone here is salaried."

Last year, Adtranz's West Mifflin unit spent \$276 million on components and supplies for the transit products it designs and assembles here. It bought more than half from companies within a 50-mile radius of Pittsburgh.

Adtranz headquarters consists of office, testing, assembly and manufacturing space covering about 300,000 square feet in West Mifflin. Facilities include a modern engineering power test lab, where customers can observe in-house equipment tests, and an automated guideway test track for the modern-day versions of Skybus.

Outside the Lebanon Road facility sit the colorful fiberglass and composite plastic shells of a dozen car bodies, imported from Scotland, but waiting to be fitted with the high-tech electric propulsion, controls, signals, communications and operating equipment that will make them people movers from Pittsburgh.

Adtranz also operates a vehicle assembly plant in Elmira Heights, N.Y., where 500 are employed, and a facil-



6/6/99 PITTSPOST C7

Page 3

ity in Pittsburg, Calif., where 350 people refurbish and update rail vehicles for West Coast customers, including Bay Area Rapid Transit system, San Francisco.

Adtranz North America is part of an international conglomerate, Daimler-Benz Group and ABB (Asea Brown Boveri).

Adtranz North America is one of 50 Adtranz groups worldwide, with corporate headquarters in Berlin; Brussels, Belgium; and Zurich, Switzerland. The Adtranz products include electric and diesel locomotives, high-speed trains, heavy- and light-rail systems, people movers, automated train control systems and associated support systems.

Westinghouse, which pioneered the people-mover technology here, merged its West Mifflin-based transportation interests in September 1993, becoming AEG Transportation Systems Inc. In 1996, the joint venture between ABB and Daimler-Benz resulted in Adtranz North America.

And what happened to Skybus?

While the Port Authority eventually tore down a test track in South Park, Westinghouse persisted with the Skybus technology and successfully introduced it to airports, providing passenger transit connections at airport terminals, and airport business mushroomed.

Last week, Adtranz introduced the Pittsburgh Post-Gazette to a prototype of "Innovia," the newest generation of "automated guideway transit systems" better known as people-movers.

Innovia sales will be directed beyond airports, to public transit agencies. Rubber-tire cars with 100-passenger capacity can be linked into "trains" with a top speed of 50 mph. Automatically guided and operated, like Skybus was supposed to be.

#### --- INDEX REFERENCES ---

COMPANY: BOMBARDIER TRANSPORTATIONS; WESTINGHOUSE ELECTRIC CORP; DAIMLER-CHRYSLER AG

NEWS SUBJECT: (Joint Ventures (1JO05); Corporate Groups & Ownership (1XO09))

INDUSTRY: (Land Transportation (1LA43); Railroads (1RA98); Railroad Equipment (1RA68); Manufacturing (1MA74); Passenger Transportation (1PA35); Passenger Railroads (1PA89); Transportation (1TR48))

REGION: (Pennsylvania (1PE71); Lebanon (1LE68); Americas (1AM92); North America (1NO39); Western Europe (1WE41); Middle East (1MI23); Europe (1EU83); Central Europe (1CE50); USA (1US73); Belgium (1BE51); Switzerland (1SW77); Arab States (1AR46); California (1CA98))

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### Master Plan

Over the last decade, the GTAA has focused on redeveloping Toronto Pearson into a pre-eminent international airport, with facilities that meet travel and cargo demands in a bold new way. The new Master Plan, entitled *Taking Flight: The Airport Master Plan 2008-2030*, outlines continuing development of airport facilities that are passenger-friendly, functional, visually appealing and cost-effective. In addition, it provides an overview of existing facilities alongside future needs and opportunities.

The Airport Master Plan is a reflection of the GTAA's ongoing dialogue with the airlines, airport businesses, agencies of federal, provincial and municipal governments, the business community, airport users, community groups, special interest groups and the general public. It provides the framework required for corporate decision-making on a day-to-day basis, and clearly outlines progress and intentions for stakeholders.

While the previous Master Plan explored development of facilities to accommodate a growing passenger base, the 2008-2030 plan looks forward to a time when Toronto Pearson has reached capacity.

In order to meet our enhanced environmental standards, the Airport Master Plan is not available in print.

#### The Airport Master Plan

- Front Cover (0.2 MB)
- Preface and Table of Contents (0.2 MB)
- Chapter 1 - Introduction (0.5 MB)
- Chapter 2 - Economic and Demographic Profile (0.7 MB)
- Chapter 3 - Aviation Activity and Forecasts (1.2 MB)
- Chapter 4 - Airport Development Program (2.6 MB)
- Chapter 5 - The Airside System (2.9 MB)
- Chapter 6 - Passenger Terminals (3.5 MB)
- Chapter 7 - Roads, Transit and Parking (5.8 MB)
- Chapter 8 - Air Cargo (2.8 MB)
- Chapter 9 - Airline and Airport Support (2.5 MB)
- Chapter 10 - Business Aviation (1.9 MB)
- Chapter 11 - Utilities (9.8 MB)
- Chapter 12 - Environment (0.6 MB)
- Chapter 13 - Noise Management (2.2 MB)
- Chapter 14 - Land Use - Part 1 (6.5 MB)
- Chapter 14 - Land Use - Part 2 (10.4 MB)
- Chapter 15 - Approaching Toronto Pearson's Capacity (0.3 MB)
- Glossary and References (0.2 MB)
- Back Cover (0.1 MB)

03731

ER3731

From Toronto (Pearson) Airport website: [www.gtaa.com](http://www.gtaa.com)

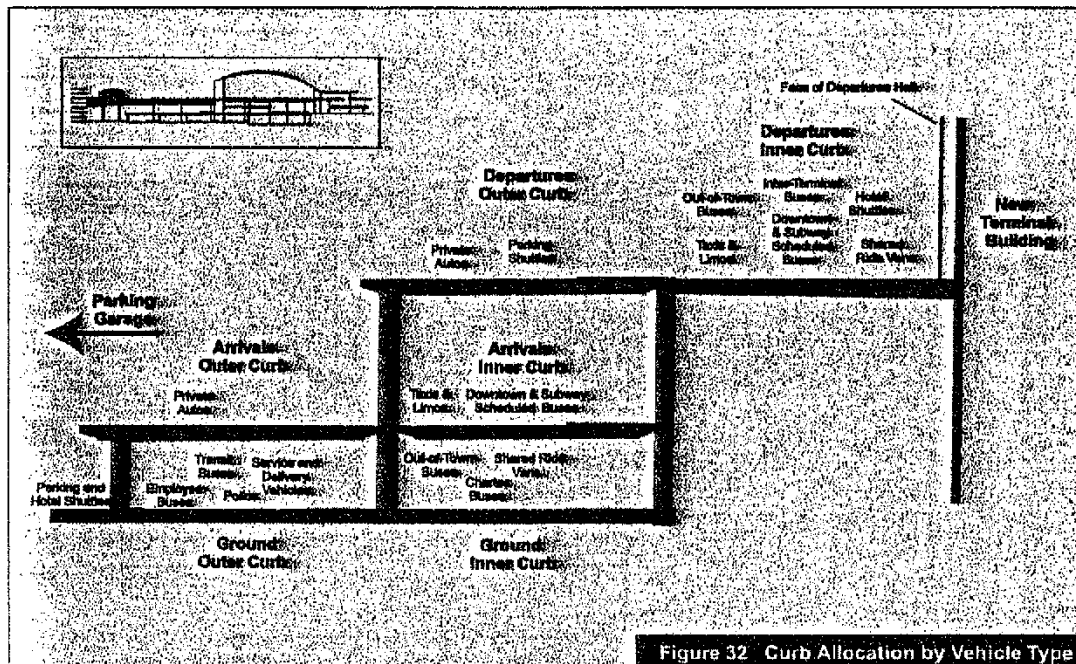


Figure 32 Curb Allocation by Vehicle Type

will be located on Levels 4 and 5 of the garage which will be connected to the central processor via pedestrian bridges.

An enlargement of the Terminal 3 parking garage will be undertaken to support the planned expansion of Terminal 3.

In addition to the public parking provided in the terminal parking structures, remote public parking will be provided in Area 6A with an ultimate capacity of 3200 vehicles once these lands are no longer needed for construction staging.

Commercial vehicle holding areas provide temporary parking for various types of commercial

vehicles including taxis, limousines, and various bus and van services. To accommodate the long term demand, a two-level garage will be constructed adjacent to Terminal 3 to serve both terminal buildings.

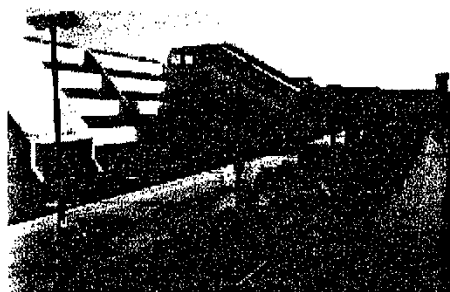
A 4500 vehicle employee parking area has been recently constructed in Area 6B on the Highway 409 lands. The facility is connected to the activity centres in Airport East via shuttle buses.

The existing car rental facilities located in Area 2B of Airport South Area will continue to support the rental car facilities in the terminal building parking structures. The Area 2B facilities include parking compounds, vehicle maintenance and wash facilities and administrative offices.

Surface parking will be provided to support air cargo and airline support activities in the infield. Based on the initial planned development, there is an anticipated demand for approximately 2250 parking spaces to serve these activities.

#### Automated People Mover

The groundside development plan provides for the construction of an Automated People Mover (APM) in the short term, as shown in Figure 34,



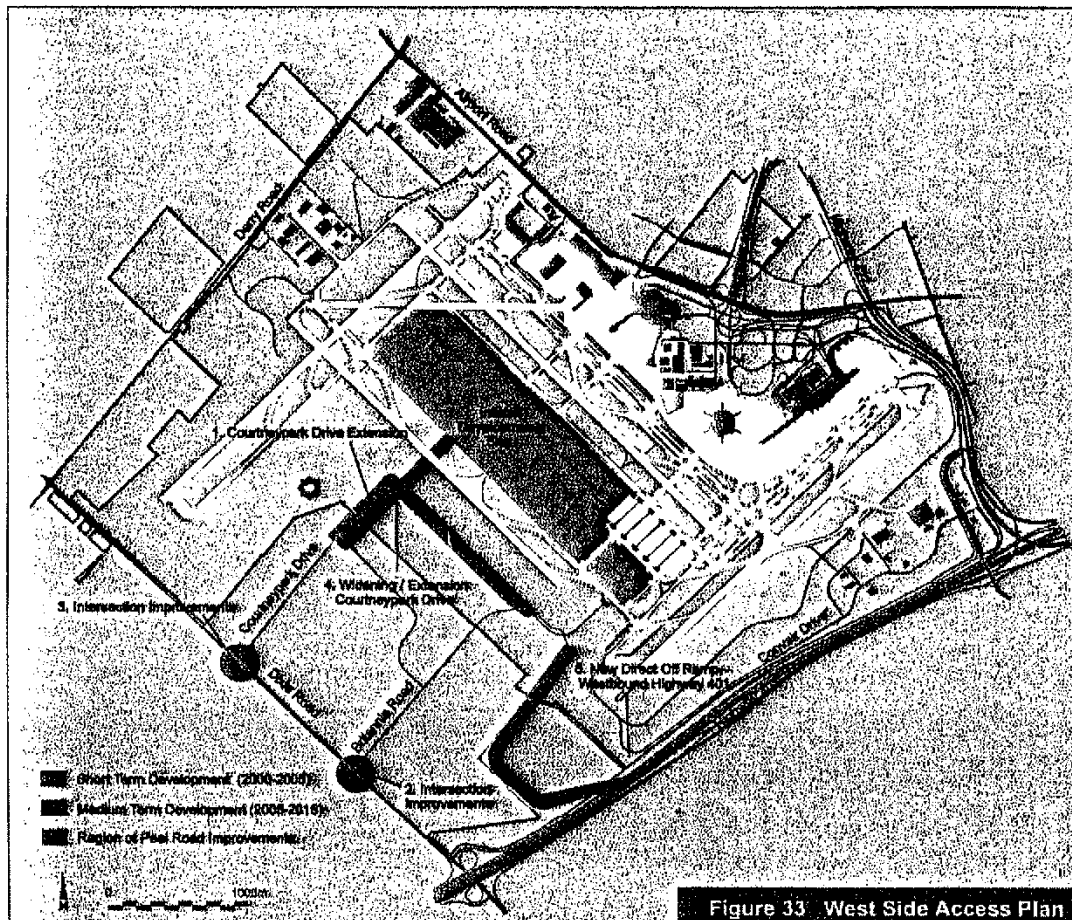


Figure 33 West Side Access Plan

to accommodate the expedient transfer of passengers between the New Terminal and Terminal 3.

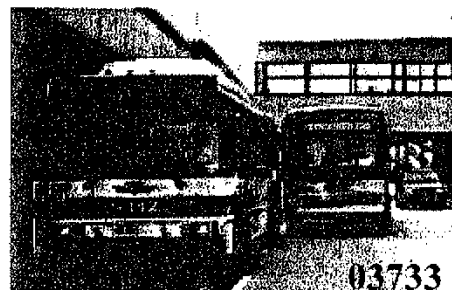
The APM will be akin to a horizontal elevator, offering frequent, easily accessible service to the dispersed activity centres in the terminal area. Figure 35 provides a conceptual drawing of the APM.

If warranted in the future, the APM could be extended to provide service between the terminals and the remote public parking and employee parking facilities on the Highway 409 lands as depicted in Figure 34.

#### Public Transit

Public transit to the airport is presently provided by various regional and local transit systems. Regular services include Mississauga Transit and

Toronto Transit Commission bus service, and airport express bus service to the Toronto Transit Commission subway lines and to downtown Toronto hotels. In addition, GO Transit bus service and various private bus services provide transportation to more distant population centres.



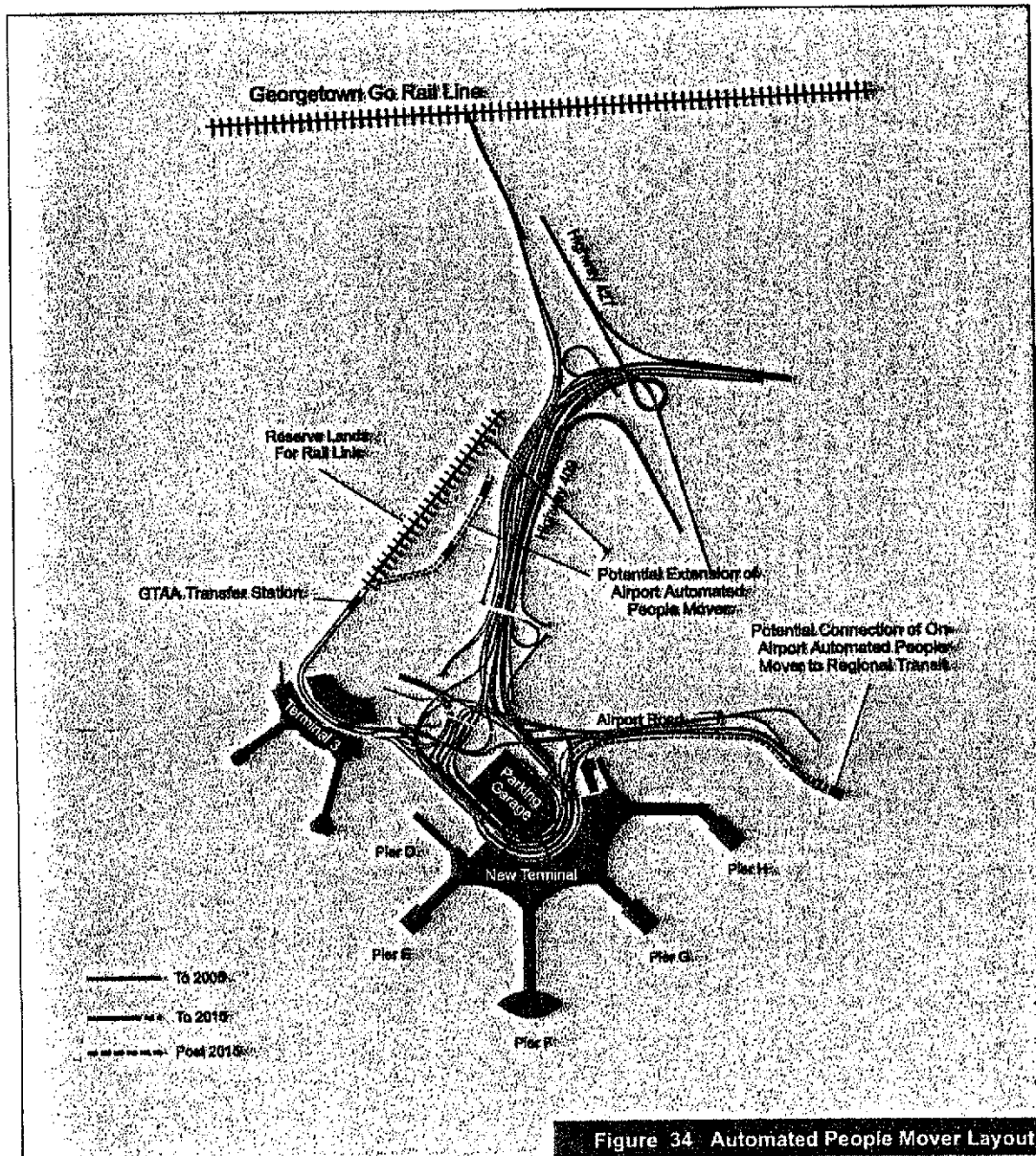


Figure 34. Automated People Mover Layout

Public transit services will continue to serve the passenger terminal buildings in the future. It is also anticipated that new services providing public transit access to the infield facilities will be introduced when demand warrants.

To accommodate anticipated increases in public transit ridership, an Airport Rail Link from

Toronto's central business district, using the Georgetown GO rail line located north of the airport, has been proposed. A right-of-way along the western edge of Area 6A and 6B has been protected to allow the rail line to connect to the airport's APM via an intermodal transfer station in Area 6A as shown in Figure 34.

03734

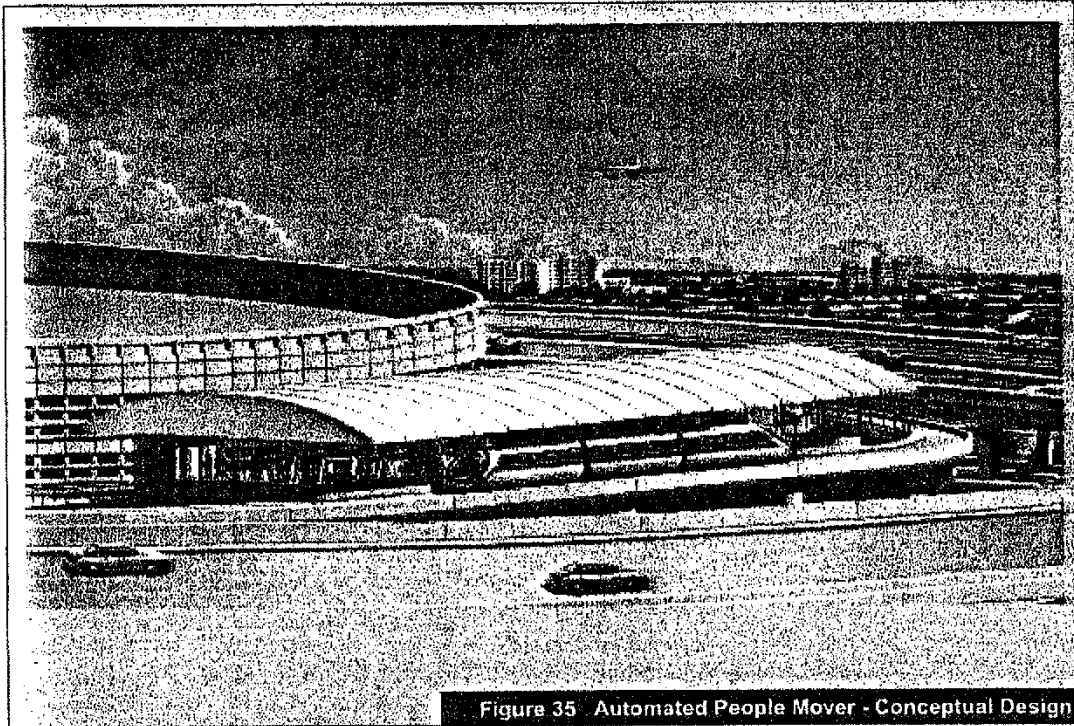


Figure 35 Automated People Mover - Conceptual Design

A transit right-of way from the east end of the New Terminal to Renforth Drive has also been protected as illustrated on Figure 34. This will

allow future flexibility to provide a transit link to a proposed transit facility in the Renforth Drive and Eglinton Avenue area.

03735

APM

→ An APM or horizontal elevator is planned to transport passengers from the T.F. Green Airport, Bruce Sundlun Terminal to the planned Warwick Intermodal Train Station on Jefferson Boulevard. The APM may extend from the third level of the Bruce Sundlun Terminal and span the upper departure level, cross the hourly parking lot and Post Road (Route 1), and run along Fresno Road to the proposed Amtrak station/rental car garage lobby. On-demand service would be provided for intermodal (bus, rail) passenger, and rental car customers. Passengers will then be able to choose from several different modes to continue their trip. Rail service, bus service, rental car operations, and taxi service are currently planned to operate from this facility.

**1.5.4 Support Facilities**

This section describes the existing support facilities at the airport. Exhibit 1.5-10 graphically depicts the location of the support facilities.

**Fuel Farm**

The central fuel farm was installed by RIAC in 1997 and is located on the airport's service entrance access road (Delivery Drive), north of the terminal building, and immediately east of the old fuel farm site. The fuel farm consists of above ground storage tanks. These tanks replaced the former underground fuel tanks that existed on the same site.

This current facility is comprised of four major components:

- the access drive
- the control shack
- two truck bays for loading/off-loading
- the fuel storage tanks

Access Drive

The access drive provides the entrance to the fuel farm from the airport's delivery drive. Tanker trucks delivering fuel must use the drive to pass through an airport security gate, and drive north around the facility in order to access the truck bays for the unloading of aircraft fuel. Aircraft refueling trucks also utilize the drive to access the truck bays to load aircraft fuel and then use the drive to return airside.

Control Shack

The 135-square foot fuel farm control shack is located immediately northwest of the truck bays. It contains all of the control and metering equipment and gauges for the fuel farm.

Westlaw.

NewsRoom

12/22/92 RKYMN 61

Page 1

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Section: BUSINESS

# INTERIOR DETAILS OF CONCOURSE STILL ON DRAWING BOARD

JOHN ACCOLA ROCKY MOUNTAIN NEWS STAFF WRITER

With 2 million square feet to fill, will Concourse B dazzle or overwhelm?

No one really knows.

Many of the interior details, including \$500,000 in commissioned public artwork, are still under study.

A joint venture by Wong Strauch Architects of Denver and Designers Collective, a California firm, has a \$9.7 million contract to design the concourse interior.

M.A. Mortenson and two other firms - Denver-based PCL Construction and Swinterton & Walberg of San Francisco - are competing for a \$53 million interior finishing contract.

United, however, is determined Concourse B won't be your typical institutional holding space for passengers.

United spokesman John Philp said the airline was presented with a "plain vanilla" design before signing a 30-year-lease agreement with the city.

Redesign changes at United's request have since made the building 8 feet wider than Concourse A and C, and called for extensive interior changes, including more overhead skylights.

United also added partial fourth levels for two Red Carpet clubrooms. The rooftop clubrooms are being located near the east and west ends of the concourse. Club members will never have to be farther from their boarding gates than "four airplane wing spans," Philp said.



12/22/92 RKYMN 61

Page 2

Interior architect Don Strauch said three acres of glass windows and a huge five-story central atrium will open Concourse B to the outdoors. The atrium will include about 100,000 square feet for retail concessions.

The central core's floor will be gray and rose terrazzo; holding rooms with wall-to-wall windows will feature high-tech finishes and carpet in a gray, red and blue color scheme.

Cost considerations forced United to scrap plans for a \$19 million elevated "people mover" - a sort of horizontal elevator - for transporting passengers from one end of the concourse to the other. Instead, the airline opted for four lanes of moving walks for the entire length of the concourse.

United is reserving much of level three - the mezzanine - for office space.

Although a health club was considered for the concourse, United officials nixed the idea.

"Why would you want a health club?" said Philp. "One of the things we don't want to foster is the expectation that you're going to be spending a long time there."

#### INFOBOX

#### CONCOURSE B STATISTICS

Total square footage: 2,033,872.

Gates: 42.

Length: 3,300 feet.

Width: 126 feet.

Construction cost: \$280 million.

#### LIB3 LIB

#### COLOR PHOTO

Artist's rendering of the four-level Concourse B at Denver International Airport. The concourse is more than half the size of the Pentagon Building. FILE: DENVER INTERNATIONAL AIRPORT

| Data From Maintenance Records Of Work Performed By the Technicians On The D System Tram Under CBE 552 |               |              |            |            |                                             |           |            |        |            |
|-------------------------------------------------------------------------------------------------------|---------------|--------------|------------|------------|---------------------------------------------|-----------|------------|--------|------------|
| Lane/ PM/ Task                                                                                        | Document File | Page Numbers | Date       | Work Order | Parts                                       | Man/Hours | Parts Cost |        | Comments   |
| North/ 101/101                                                                                        |               | 05547-05548  | 8/30/2011  |            | 1 Collector Sub-Assembly and Collector Shoe | 1.75      | 104.56     | 104.56 |            |
| North/ 101/101                                                                                        |               | 05569-05570  | 7/20/2011  |            | 1 Collector Shoe                            | 1.75      | 40.81      |        |            |
| North/ 101/101                                                                                        |               | 05575-05576  | 7/12/2011  |            | 3 Collector Shoes                           | 2.25      | 122.43     |        |            |
| North/ 101/101                                                                                        |               | 05577-05578  | 7/6/2011   |            | 1 Collector Shoe                            | 1.75      | 40.81      |        |            |
| North/ 101/101                                                                                        |               | 05591-05592  | 6/14/2011  |            | 2 Collector Shoes                           | 2         | 40.81      |        |            |
| North/ 101/101                                                                                        |               | 05593-05594  | 6/8/2011   |            | 3 T/M Brushes                               | 2         | 28.8       |        |            |
| North/ 101/101                                                                                        |               | 05599-05600  | 5/31/2011  |            | 1 Collector Shoe and 1 T/M Brush            | 2         | 50.41      |        |            |
| North/ 101/101                                                                                        |               | 05607-05608  | 5/17/2011  |            | 2 T/M Brushes                               | 1.75      | 19.2       |        |            |
| North/ 101/101                                                                                        |               | 05609-05610  | 5/11/2011  |            | 2 Collector Shoes                           | 2         | 81.62      |        |            |
| North/ 101/101                                                                                        |               | 05615-05616  | 5/3/2011   |            | 2 Collector Shoes                           | 2         | 81.62      |        |            |
| North/ 101/101                                                                                        |               | 05623-05624  | 4/19/2011  |            | 1 Collector Shoe and 4 T/M Brushes          | 2.5       | 79.21      | 79.21  |            |
| North/ 101/101                                                                                        |               | 05639-05640  | 3/22/2011  |            | 1 Collector Shoe                            | 1.75      | 40.81      |        |            |
| North/ 101/101                                                                                        |               | 05641-05642  | 3/16/2011  |            | 1 Collector Shoe and 3 T/M Brushes          | 2.25      | 69.61      | 69.61  |            |
| North/ 101/101                                                                                        |               | 05649-05650  | 3/2/2011   |            | 1 Collector Shoe                            | 1.75      | 40.81      |        |            |
| North/ 101/101                                                                                        |               | 05655-05656  | 2/22/2011  |            | 2 Collector Shoes                           | 2         | 81.62      |        |            |
| North/ 101/101                                                                                        |               | 05657-05658  | 2/16/2011  |            | 1 T/M Brush                                 | 1.75      | 9.6        |        |            |
| North/ 101/101                                                                                        |               | 05665-05666  | 2/2/2011   |            | 2 Collector Shoes                           | 2         | 81.62      |        |            |
| North/ 101/101                                                                                        |               | 05671-05672  | 1/25/2011  |            | 1 Collector Shoe                            | 1.75      | 40.81      |        |            |
| North/ 101/101                                                                                        |               | 05679-05680  | 1/11/2011  |            | 2 Collector Shoes and 1 Adjuster Set Screw  | 2         | 81.62      |        | shoes only |
| North/ 101/101                                                                                        |               | 05681-05682  | 1/5/2011   |            | 1 T/M Brush                                 | 1.75      | 9.6        |        |            |
| North/ 101/101                                                                                        |               | 05278-05279  | 12/28/2010 |            | 1 Collector Shoe, 2 Brushes                 | 2.5       | 60.01      |        |            |
| North/ 101/101                                                                                        |               | 05288-05289  | 12/8/2010  |            | 8 motor brushes                             | 2         | 76.8       | 76.8   |            |
| North/ 101/101                                                                                        |               | 05294-05295  | 11/30/2010 |            | 3 Collector Shoes, 1 Cond gnd strap         | 2.5       | 152.29     | 152.29 |            |
| North/ 101/101                                                                                        |               | 05298-05299  | 11/23/2010 |            | 2 Collector shoes, 2 Brushes                | 2.25      | 100.82     |        |            |
| North/ 101/101                                                                                        |               | 05306-05307  | 11/9/2010  |            | 4 T/M Brushes                               | 2         | 38.4       |        |            |

| Data From Maintenance Records Of Work Performed By the Technicians On The D System Train Under CBE 552 |             |            |                                             |      |        |  |  |  |        |
|--------------------------------------------------------------------------------------------------------|-------------|------------|---------------------------------------------|------|--------|--|--|--|--------|
| North/ 101/101                                                                                         | 05308-05309 | 11/3/2010  | 2 T/M Brushes                               | 2    | 19.2   |  |  |  |        |
| North/ 101/101                                                                                         | 05314-05315 | 10/26/2010 | 4 T/M Brushes                               | 2    | 38.4   |  |  |  |        |
| North/ 101/101                                                                                         | 05316-05317 | 10/20/2010 | 1 Collector Shoe                            | 2    | 40.81  |  |  |  |        |
| North/ 101/101                                                                                         | 05338-05339 | 9/14/2010  | 8 Collector Shoes                           | 5.5  | 326.48 |  |  |  |        |
| North/ 101/101                                                                                         | 05340-05341 | 9/8/2010   | 1 Collector Shoe                            | 2    | 40.81  |  |  |  |        |
| North/ 101/101                                                                                         | 05406-05407 | 8/31/2010  | 1 Collector Shoe                            | 2    | 40.81  |  |  |  |        |
| North/ 101/101                                                                                         | 05410-05411 | 8/24/2010  | 4 Collector Shoes                           | 2.25 | 163.24 |  |  |  |        |
| North/ 101/101                                                                                         | 05414-05415 | 8/17/2010  | 1 Collector Shoe                            | 2    | 40.81  |  |  |  |        |
| North/ 101/101                                                                                         | 05416-05417 | 8/11/2010  | 10 T/M Brushes                              | 3    | 96     |  |  |  |        |
| North/ 101/101                                                                                         | 05422-05423 | 8/3/2010   | Manually Closed M101 restoring rail power   | 1    |        |  |  |  |        |
| North/ 101/101                                                                                         | 05424-05425 | 7/28/2010  | 2 Collector Shoes                           | 2    | 81.62  |  |  |  |        |
| North/ 101/101                                                                                         | 05440-05441 | 7/6/2010   | Several Collector Shoes (Log Book)          | 5.5  | 40.81  |  |  |  | only 1 |
| North/ 101/101                                                                                         | 05472-05473 | 5/4/2010   | 2 T/M Brushes                               | 1.75 | 19.2   |  |  |  |        |
| North/ 101/101                                                                                         | 05476-05477 | 4/27/2010  | 3 T/M Brushes                               | 2    | 28.8   |  |  |  |        |
| North/ 101/101                                                                                         | 05480-05481 | 4/20/2010  | 3 Collector Shoes                           | 2.25 | 122.43 |  |  |  |        |
| North/ 101/101                                                                                         | 05488-05489 | 4/6/2010   | 4 T/M Brushes                               | 2.5  | 38.4   |  |  |  |        |
| North/ 101/101                                                                                         | 05496-05497 | 3/23/2010  | 2 Collector Shoes, 1 Overhead Light         | 2.25 | 88.12  |  |  |  |        |
| North/ 101/101                                                                                         | 05512-05513 | 2/23/2010  | 4 Collector Shoes, And 1 Sub-Assembly       | 2.5  | 226.99 |  |  |  |        |
| North/ 101/101                                                                                         | 05516-05517 | 2/16/2010  | 2 Collector Shoes, And 1 Sub-Assembly       | 2.25 | 145.37 |  |  |  |        |
| North/ 101/101                                                                                         | 05520-05521 | 2/9/2010   | 2 Collector Shoes                           | 2    | 81.62  |  |  |  |        |
| North/ 101/101                                                                                         | 05528-05529 | 1/26/2010  | 5 Collector Shoes                           | 2.5  | 204.05 |  |  |  |        |
| North/ 101/101                                                                                         | 05536-05537 | 1/12/2010  | 2 Collector Shoes and Sub-Assemblies        | 2.5  | 209.12 |  |  |  |        |
| North/ 101/101                                                                                         | 05079-05080 | 12/29/2009 | 1 Collector Shoe                            | 1.75 | 40.81  |  |  |  |        |
| North/ 101/101                                                                                         | 05083-05084 | 12/22/2009 | 2 Collector Shoes and 1 Holder Sub-Assembly | 2.25 | 145.37 |  |  |  |        |
| North/ 101/101                                                                                         | 05091-05092 | 12/8/2009  | 1 Collector Shoe and 1 Collector Shunt      | 2    | 70.67  |  |  |  |        |

| Data From Maintenance Records Of Work Performed By the Technicians On The D System Tram Under CBE 552 |             |            |                                                            |      |        |        |
|-------------------------------------------------------------------------------------------------------|-------------|------------|------------------------------------------------------------|------|--------|--------|
| North/ 101/101                                                                                        | 05095-05096 | 12/1/2009  | 2 Collector Shoes                                          | 2    | 81.62  |        |
| North/ 101/101                                                                                        | 05098-05099 | 11/24/2009 | 3 Collector Shoes                                          | 2.25 | 122.43 |        |
| North/ 101/101                                                                                        | 05107-05108 | 11/10/2009 | 2 T/M Brushes                                              | 1.75 | 19.2   |        |
| North/ 101/101                                                                                        | 05119-05120 | 10/20/2009 | 1 Collector Shoe, 1 Holder Sub-assembly, 1 Collector Shunt | 2    | 134.42 | 134.42 |
| North/ 101/101                                                                                        | 05131-05132 | 9/29/2009  | 3 Collector Shoes, 3 Holder Sub-Assemblies                 | 2.5  | 313.68 | 313.68 |
| North/ 101/101                                                                                        | 05139-05140 | 9/15/2009  | 1 Collector Shoe, 1 Holder Sub-assembly                    | 2    | 104.56 | 104.56 |
| North/ 101/101                                                                                        | 05147-05148 | 9/1/2009   | 3 Collector Shoes, 3 Holder Sub-Assemblies                 | 2.5  | 313.68 |        |
| North/ 101/101                                                                                        | 05151-05152 | 8/25/2009  | 5 Collector Shoes                                          | 2.75 | 204.05 |        |
| North/ 101/101                                                                                        | 05155-05156 | 8/18/2009  | 2 Collector Shoes                                          | 2    | 81.62  |        |
| North/ 101/101                                                                                        | 05159-05160 | 8/11/2009  | 4 Collector Shoes, 4 Holder Sub-assemblies                 | 3    | 418.24 | 418.24 |
| North/ 101/101                                                                                        | 05163-05164 | 8/4/2009   | 1 Guide Spindle Assembly                                   | 2.5  |        |        |
| North/ 101/101                                                                                        | 05167-05168 | 7/28/2009  | 1 Collector Shoe, 1 Holder Sub-Assembly                    | 2    | 104.56 |        |
| North/ 101/101                                                                                        | 05175-05176 | 7/14/2009  | 1 Collector Shoe                                           | 1.75 | 40.81  |        |
| North/ 101/101                                                                                        | 05183-05184 | 7/1/2009   | 2 Graphic Lamps, 1 Collector Shunt                         | 2    | 44.36  | 44.36  |
| North/ 101/101                                                                                        | 05187-05188 | 6/23/2009  | 1 Collector Shoe, 1 Guide Spindle                          | 2.75 | 40.81  |        |
| North/ 101/101                                                                                        | 05191-05192 | 6/16/2009  | 1 Collector Shoe                                           | 1.75 | 40.81  |        |
| North/ 101/101                                                                                        | 05195-05196 | 6/9/2009   | 1 Collector Shoe, 2 Holder Sub-Assemblies                  | 2.25 | 168.31 | 168.31 |
| North/ 101/101                                                                                        | 05199-05200 | 6/2/2009   | 2 Collector Shoes                                          | 2    | 81.62  |        |
| North/ 101/101                                                                                        | 05203-05204 | 5/26/2009  | 1 Collector Shoe                                           | 1.75 | 40.81  |        |
| North/ 101/101                                                                                        | 05215-05216 | 5/5/2009   | 1 Collector Shoe                                           | 1.75 | 40.81  |        |
| North/ 101/101                                                                                        | 05219-05220 | 4/21/2009  | 1 Shunt                                                    | 1.75 | 29.86  |        |
| North/ 101/101                                                                                        | 05231-05232 | 3/31/2009  | 3 Shunts                                                   | 2.25 | 89.58  | 89.58  |
| North/ 101/101                                                                                        | 05235-05236 | 3/24/2009  | 5 Shunts, 2 Collector Shoes                                | 3.25 | 230.92 | 230.92 |
| North/ 101/101                                                                                        | 05259-05260 | 1/27/2009  | 3 Collector Shoes                                          | 2.25 | 122.43 |        |

| Data From Maintenance Records Of Work Performed By the Technicians On The D System Tram Under CBE 552 |             |            |  |                                                   |      |        |        |  |  |
|-------------------------------------------------------------------------------------------------------|-------------|------------|--|---------------------------------------------------|------|--------|--------|--|--|
| North/ 101/101                                                                                        | 05263-05264 | 1/20/2009  |  | 4 Collector Shoes, 8 T/M Brushes, 1 Overhead Lamp | 3.25 | 246.54 | 246.54 |  |  |
| North/ 101/101                                                                                        | 05271-05272 | 1/6/2009   |  | 1 Tail Light                                      | 2    | 7      |        |  |  |
| North/ 101/101                                                                                        | 03068-03069 | 4/18/2012  |  | 2 T/M Brushes                                     | 1.75 | 19.2   |        |  |  |
| North/ 101/101                                                                                        | 03088-03089 | 3/14/2012  |  | 8 T/M Brushes                                     | 2.25 | 76.8   |        |  |  |
| North/ 101/101                                                                                        |             |            |  | 2 Collector Shoes, 14 T/M Brushes                 |      |        |        |  |  |
| North/ 101/101                                                                                        | 03094-03095 | 3/6/2012   |  | Brushes                                           | 4.75 | 216.02 | 216.02 |  |  |
| North/ 101/101                                                                                        | 03118-03119 | 1/24/2012  |  | 1 Graphic Lamp                                    | 1.75 | 6.5    |        |  |  |
| North/ 101/101                                                                                        | 02873-02874 | 12/28/2011 |  | 8 T/M Brushes                                     | 2.25 | 76.8   |        |  |  |
| North/ 101/101                                                                                        | 02897-02898 | 11/17/2011 |  | 1 Collector Shoe, 8 T/M Brushes                   | 2.5  | 117.61 | 117.61 |  |  |
| North/ 101/101                                                                                        | 02935-02936 | 9/13/2011  |  | 2 Collector Shoes                                 | 2    | 81.62  |        |  |  |
| North/ 101/101                                                                                        | 02911-02912 | 10/25/2011 |  | 2 Collector Shoes                                 | 2    | 81.62  |        |  |  |
| South/ 101/101                                                                                        | 05551-05552 | 8/23/2011  |  | 3 Collector Shoes                                 | 2.25 | 122.43 |        |  |  |
| South/ 101/101                                                                                        | 05555-05556 | 8/17/2011  |  | 2 T/M Brushes and 1 Collector Shoe                | 2    | 60.01  |        |  |  |
| South/ 101/101                                                                                        | 05559-05560 | 8/9/2011   |  | 1 T/M Brush and 4 Collector Shoes                 | 2.5  | 172.84 | 172.84 |  |  |
| South/ 101/101                                                                                        | 05571-05572 | 7/19/2011  |  | 2 Collector Shoes                                 | 2    | 81.62  |        |  |  |
| South/ 101/101                                                                                        | 05573-05574 | 7/17/2011  |  | 15 T/M Brushes                                    | 3.5  | 144    | 144    |  |  |
| South/ 101/101                                                                                        | 05579-05580 | 7/5/2011   |  | 3 Collector Shoes                                 | 2.25 | 122.43 |        |  |  |
| South/ 101/101                                                                                        | 05581-05582 | 6/29/2011  |  | 1 Collector Shoe and 4 T/M Brushes                | 2.5  | 79.21  | 79.21  |  |  |
| South/ 101/101                                                                                        | 05595-05596 | 6/7/2011   |  | 1 Collector Shoe and 1 T/M Brush                  | 2    | 50.41  |        |  |  |
| South/ 101/101                                                                                        | 05603-05604 | 5/24/2011  |  | 2 Collector Shoes                                 | 2    | 81.62  |        |  |  |
| South/ 101/101                                                                                        | 05605-05606 | 5/18/2011  |  | 1 Collector Shoe                                  | 1.75 | 40.81  |        |  |  |
| South/ 101/101                                                                                        | 05613-05614 | 5/4/2011   |  | 1 Collector Shoe                                  | 1.75 | 40.81  |        |  |  |
| South/ 101/101                                                                                        | 05629-05630 | 4/6/2011   |  | 3 T/M Brushes                                     | 2    | 28.8   |        |  |  |
| South/ 101/101                                                                                        | 05643-05644 | 3/15/2011  |  | 1 Collector Shoe                                  | 1.75 | 40.81  |        |  |  |
| South/ 101/101                                                                                        | 05645-05646 | 3/9/2011   |  | 1 Collector Shoe                                  | 1.75 | 40.81  |        |  |  |
| South/ 101/101                                                                                        | 05651-05652 | 3/1/2011   |  | 2 Collector Shoes                                 | 2    | 81.62  |        |  |  |
| South/ 101/101                                                                                        | 05667-05668 | 2/1/2011   |  | 1 Collector Shoe                                  | 1.75 | 40.81  |        |  |  |

| Data From Maintenance Records Of Work Performed By the Technicians On The D System Tram Under CBE 552 |             |            |                                  |      |        |        |  |  |  |
|-------------------------------------------------------------------------------------------------------|-------------|------------|----------------------------------|------|--------|--------|--|--|--|
| South/ 101/101                                                                                        | 05673-05674 | 1/18/2011  | 1 Collector Shoe                 | 1.75 | 40.81  |        |  |  |  |
| South/ 101/101                                                                                        | 05675-05676 | 1/12/2011  | 3 Collector Shoes                | 2.25 | 122.43 |        |  |  |  |
| South/ 101/101                                                                                        | 05683-05684 | 1/4/2011   | 2 Collector Shoes                | 2    | 81.62  |        |  |  |  |
| South/ 101/101                                                                                        | 05282-05283 | 12/21/2010 | 2 Collector shoes, 1 shunt       | 2.25 | 111.48 | 111.48 |  |  |  |
| South/ 101/101                                                                                        | 05296-05297 | 11/24/2010 | 1 Collector Shoe, 8 Brushes      | 2    | 117.61 | 117.61 |  |  |  |
| South/ 101/101                                                                                        | 05302-05303 | 11/16/2010 | 1 Collector Shoe                 | 2    | 40.81  |        |  |  |  |
| South/ 101/101                                                                                        | 05318-05319 | 10/19/2010 | 1 T/M Brush                      | 2    | 9.6    |        |  |  |  |
| South/ 101/101                                                                                        | 05328-05329 | 9/29/2010  | 2 Collector Shoes                | 2    | 81.62  |        |  |  |  |
| South/ 101/101                                                                                        | 05342-05343 | 9/7/2010   | 4 T/M Brushes                    | 2    | 38.4   |        |  |  |  |
| South/ 101/101                                                                                        | 05408-05409 | 8/25/2010  | Collector Shoes, T/M Brushes     | 2.75 | 50.41  | 1 each |  |  |  |
| South/ 101/101                                                                                        | 05418-05419 | 8/10/2010  | 4 T/M Brushes                    | 2.25 | 38.4   |        |  |  |  |
| South/ 101/101                                                                                        | 05426-05427 | 7/27/2010  | 3 Collector Shoes, 4 T/M Brushes | 3    | 160.83 | 160.83 |  |  |  |
| South/ 101/101                                                                                        | 05428-05429 | 7/21/2010  | 3 Collector Shoes                | 2.25 | 122.43 |        |  |  |  |
| South/ 101/101                                                                                        | 05432-05433 | 7/10/2010  | 1 Collector Shoe                 | 1.75 | 40.81  |        |  |  |  |
| South/ 101/101                                                                                        | 05438-05439 | 7/7/2010   | 8 T/M Brushes                    | 2.25 | 76.8   |        |  |  |  |
| South/ 101/101                                                                                        | 05434-05435 | 6/27/2010  | 4 Collector Shoes, 8 T/M Brushes | 3.5  | 240.04 | 240.04 |  |  |  |
| South/ 101/101                                                                                        | 05470-05471 | 5/8/2010   | 8 T/M Brushes                    | 2.25 | 76.8   |        |  |  |  |
| South/ 101/101                                                                                        | 05482-05483 | 4/17/2010  | 2 Collector Shoes                | 2    | 81.62  |        |  |  |  |
| South/ 101/101                                                                                        | 05486-05487 | 4/10/2010  | 2 Collector Shoes                | 2    | 81.62  |        |  |  |  |
| South/ 101/101                                                                                        | 05492-05493 | 3/27/2010  | 3 Collector Shoes                | 2.25 | 122.43 |        |  |  |  |
| South/ 101/101                                                                                        | 05498-05499 | 3/20/2010  | 1 Collector Shoe                 | 1.75 | 40.81  |        |  |  |  |
| South/ 101/101                                                                                        | 05502-05503 | 3/13/2010  | 1 Collector Shoe, 8 T/M Brushes  | 2.5  | 117.61 |        |  |  |  |
| South/ 101/101                                                                                        | 05506-05507 | 3/6/2010   | 2 Collector Shoes                | 2    | 81.62  |        |  |  |  |
| South/ 101/101                                                                                        | 05510-05511 | 2/27/2010  | 2 Collector Shoes                | 2    | 81.62  |        |  |  |  |
| South/ 101/101                                                                                        | 05518-05519 | 2/13/2010  | 2 Collector Shoes                | 2    | 81.62  |        |  |  |  |
| South/ 101/101                                                                                        | 05522-05523 | 2/6/2010   | 2 Collector Shoes                | 2    | 81.62  |        |  |  |  |
| South/ 101/101                                                                                        | 05526-05527 | 1/30/2010  | 2 Collector Shoes                | 2    | 81.62  |        |  |  |  |
| South/ 101/101                                                                                        | 05530-05531 | 1/23/2010  | 4 Collector Shoes                | 2.5  | 163.24 |        |  |  |  |
| South/ 101/101                                                                                        | 05538-05539 | 1/9/2010   | 1 Collector Shoe                 | 1.75 | 40.81  |        |  |  |  |
| South/ 101/101                                                                                        | 05542-05543 | 1/2/2010   | 1 Collector Shoe                 | 1.75 | 40.81  |        |  |  |  |

| Data From Maintenance Records Of Work Performed By the Technicians On The D System Tram Under CBE 552 |             |            |                                  |  |      |        |        |  |  |
|-------------------------------------------------------------------------------------------------------|-------------|------------|----------------------------------|--|------|--------|--------|--|--|
| South/ 101/101                                                                                        | 05081-05082 | 12/26/2009 | 4 Collector Shoes                |  | 2.5  | 163.24 |        |  |  |
| South/ 101/101                                                                                        | 05087-05088 | 12/15/2009 | 2 Collector Shoes                |  | 2    | 81.62  |        |  |  |
| South/ 101/101                                                                                        | 05089-05090 | 12/12/2009 | 4 Collector Shoes                |  | 2.5  | 163.24 |        |  |  |
| South/ 101/101                                                                                        | 05093-05094 | 12/5/2009  | 2 Collector Shoes                |  | 2    | 81.62  |        |  |  |
| South/ 101/101                                                                                        | 05101-05102 | 11/21/2009 | Brushes C8                       |  |      | 76.8   |        |  |  |
| South/ 101/101                                                                                        | 05109-05110 | 11/7/2009  | 8 T/M Brushes                    |  | 2.25 | 76.8   |        |  |  |
| South/ 101/101                                                                                        | 05113-05114 | 10/31/2009 | 1 Collector Shoe                 |  | 1.75 | 40.81  |        |  |  |
| South/ 101/101                                                                                        | 05117-05118 | 10/24/2009 | 2 Collector Shoes                |  | 2    | 81.62  |        |  |  |
| South/ 101/101                                                                                        | 05129-05130 | 10/3/2009  | 1 Collector Shoe                 |  | 1.75 | 40.81  |        |  |  |
| South/ 101/101                                                                                        | 05157-05158 | 8/15/2009  | 3 Collector Shoes, 1 Guide Tire  |  | 3.25 | 122.43 |        |  |  |
|                                                                                                       |             |            | 5 Collector Shoes, 1 Service     |  |      |        |        |  |  |
| South/ 101/101                                                                                        | 05161-05162 | 8/8/2009   | Brake Chamber                    |  | 2.5  | 208.58 | 208.58 |  |  |
| South/ 101/101                                                                                        | 05223-05224 | 4/14/2009  | 8 Shunts                         |  | 3.5  | 238.88 | 238.88 |  |  |
| South/ 101/101                                                                                        | 05237-05238 | 3/21/2009  | 3 Collector Shoes                |  | 2.25 | 122.43 |        |  |  |
| South/ 101/101                                                                                        | 05253-05254 | 2/19/2009  | 4 Collector Shoes                |  | 2.5  | 163.24 |        |  |  |
| South/ 101/101                                                                                        | 05255-05256 | 2/11/2009  | Some Collector Shoes             |  |      | 40.81  | 1 only |  |  |
| South/ 101/101                                                                                        |             |            |                                  |  |      |        |        |  |  |
| South/ 101/101                                                                                        | 05257-05258 | 1/31/2009  | 1 Collector Shoe, 8 T/M Brushes  |  | 2.5  | 117.61 |        |  |  |
| South/ 101/101                                                                                        | 05269-05270 | 1/10/2009  | 3 Collector Shoes                |  | 2.25 | 122.43 |        |  |  |
| South/ 201/201                                                                                        | 03058-03059 | 5/8/2012   | 2 Collector Shoes                |  | 2    | 81.62  |        |  |  |
| South/ 201/201                                                                                        | 03064-03065 | 4/25/2012  | 2 Collector Shoes, 1 T/M Brush   |  | 2.25 | 91.22  | 91.22  |  |  |
| South/ 201/201                                                                                        | 03090-03091 | 3/13/2012  | 1 Collector Shoe                 |  | 1.75 | 40.81  |        |  |  |
| South/ 201/201                                                                                        | 03106-03107 | 2/14/2012  | 1 Collector Shoe                 |  | 1.75 | 40.81  |        |  |  |
| South/ 201/201                                                                                        | 03116-03117 | 1/25/2012  | 6 Body Rivets                    |  | 2    |        |        |  |  |
| South/ 201/201                                                                                        | 02877-02878 | 12/21/2011 | 1 Collector Tree Assembly        |  | 2.5  |        |        |  |  |
|                                                                                                       |             |            | 1 End Compartment Door Limit     |  |      |        |        |  |  |
| South/ 201/201                                                                                        | 02923-02924 | 10/4/2011  | Switch                           |  | 1.75 | 8.13   |        |  |  |
| South/ 201/201                                                                                        | 02927-02928 | 9/28/2011  | 1 T/M Lead Terminal and New      |  | 2.5  | 20     |        |  |  |
|                                                                                                       |             |            | Heat Shrink Wrap                 |  |      |        |        |  |  |
| South/ 201/201                                                                                        | 02931-02932 | 9/20/2011  | 1 Collector Interconnecting Wire |  | 1.75 |        |        |  |  |
| South/ 201/201                                                                                        | 02933-02934 | 9/14/2011  | 4 T/M Brushes                    |  | 2    | 38.4   |        |  |  |
| South/ 201/ 201                                                                                       | 02915-02916 | 10/18/2011 | 1 Graphic Lamp                   |  | 1.75 | 7.25   |        |  |  |

| Data From Maintenance Records Of Work Performed By the Technicians On The D System Tram Under CBE 652 |  |  |  |                                                                                           |          |
|-------------------------------------------------------------------------------------------------------|--|--|--|-------------------------------------------------------------------------------------------|----------|
|                                                                                                       |  |  |  | North & South logs show 260 collector shoes above is only for 227 the. Difference of: 33. |          |
|                                                                                                       |  |  |  | Totals                                                                                    |          |
|                                                                                                       |  |  |  | 343                                                                                       | 15118.47 |
|                                                                                                       |  |  |  | 1346.73                                                                                   | 1346.73  |

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| Data From Maintenance Records Of Work Performed By the Technicians On The Tram Systems Under CBE 552 |               |                 |            |            |                                                                                                |           |               |                                                                                                    |  |
|------------------------------------------------------------------------------------------------------|---------------|-----------------|------------|------------|------------------------------------------------------------------------------------------------|-----------|---------------|----------------------------------------------------------------------------------------------------|--|
| Lane/ PM/<br>Task                                                                                    | Document File | Page<br>Numbers | Date       | Work Order | Parts                                                                                          | Man/Hours | Parts<br>Cost | Comments                                                                                           |  |
| North/ 60/<br>300                                                                                    | N-60 (60).PDF | 03863-<br>03864 | 12/16/2011 | 111000312  | 5 LS-6 Switches, 1 Pressure Wave<br>Switch, 2 Door Caps                                        | 3.5       | 405.6         | 405.6                                                                                              |  |
| North/ 60/<br>300                                                                                    |               | 03869-<br>03870 |            |            | 3 Contact Edge Rollers, 2 Pressure<br>Wave Switches, 1 LS-6 Switch                             |           |               | w/o<br>rollers                                                                                     |  |
| North/ 60/<br>300                                                                                    | N-60 (60).PDF | 03873-<br>03874 | 6/11/2011  | 111000142  | 4 Pressure Wave Switches, 1 LS-6<br>Switch                                                     | 2.25      | 300           |                                                                                                    |  |
| North/ 60/<br>300                                                                                    | N-60 (60).PDF | 03877-<br>03878 | 2/22/2011  | 111000041  |                                                                                                | 2.5       | 561           | 561                                                                                                |  |
| North/ 60/<br>300                                                                                    | N-60 (60).PDF |                 | 10/24/2010 | 101000234  | 2 LS-6 Switches                                                                                | 1         | 78            |                                                                                                    |  |
| North/ 60/<br>300                                                                                    | N-60 (60).PDF | 03883-<br>03884 |            |            | 3 Contact Edge Rollers, 1 Pressure<br>Wave Switch, 3 Door Caps                                 | 4.25      | 250.65        | 250.65                                                                                             |  |
| North/ 60/<br>300                                                                                    | N-60 (60).PDF | 03885-<br>03886 | 5/3/2010   | 101000100  | 1 Slide Channel Bearing, 1 Slide<br>Channel, 2 Contact Edge Rollers, 1<br>Pressure Wave Switch | 2.25      | 130.5         |                                                                                                    |  |
| North/ 60/<br>300                                                                                    | N-60 (60).PDF | 03893-<br>03894 | 3/8/2010   | 101000046  | 1 Pressure Wave Switch, Tie,<br>Wrap Edge Contact Roller Wires                                 | 2.25      | 130.5         |                                                                                                    |  |
| North/ 60/<br>300                                                                                    | N-60 (60).PDF |                 | 7/13/2009  | 910000142  | 1 Door Cap, 2 Safety Edge<br>Molding Assemblies, 2 LS-6<br>Switches                            | 4         | 595.55        | 595.55                                                                                             |  |
| North/ 61/ 61                                                                                        | N-61 (60).PDF | 04003-<br>04005 | 8/26/2008  | 810000179  | Resistor Module RB+1, Resistor<br>Module RB+2, Resistor Module<br>RB-1, Resistor Module RB-2   | 2         |               | Adjusted terminals<br>to remove a short<br>circuit                                                 |  |
| North/ 61/ 61                                                                                        | N-61 (60).PDF | 04006-<br>04008 | 7/25/2012  | 121000242  | 1 Brake Switch Aux Contact Block                                                               | 2         |               |                                                                                                    |  |
| 03586<br>North/ 61/ 61                                                                               | N-61 (60).PDF |                 | 5/28/2012  | 121000162  | 1 Set of contacts                                                                              | 1         | 300.05        | 300.05                                                                                             |  |
|                                                                                                      |               |                 |            |            |                                                                                                |           |               | 1. Contactor ABC, 2.<br>Wire Harness for<br>Contactors PRC,<br>AMC and the Brake<br>Motor Operator |  |

| Data From Maintenance Records Of Work Performed By the Technicians On The Tram Systems Under CBE 552 |             |               |            |            |                                                                    |  |      |        |                                                    |
|------------------------------------------------------------------------------------------------------|-------------|---------------|------------|------------|--------------------------------------------------------------------|--|------|--------|----------------------------------------------------|
| North/ 61/ 61                                                                                        | 04045-04047 | N-61 (60).PDF | 4/16/2010  | 101000086  | 1 Varistor                                                         |  | 0.25 | 3.28   | Contactor PRC                                      |
| North/ 61/ 61                                                                                        | 04048-04050 | N-61 (60).PDF | 3/9/2010   | 101000027  | 1 PRC Contactor, 1 RH Breaker Switch Sweeper Arm and Contact Block |  | 2    | 1302.5 |                                                    |
| North/ 61/ 61                                                                                        | 04072-04074 | N-61 (60).PDF | 10/27/2008 | 81000232   | 1 PRC MOV Varistor                                                 |  | 0.25 | 3.28   |                                                    |
| North/ 61/ 61                                                                                        | 04078-04080 | N-61 (60).PDF | 6/24/2008  | 81000153   | 2 PRC Varistor, 2 PRC Fuse                                         |  | 2.25 | 3.28   | 2. Rebuilt 2 PRC Contactors                        |
| North/ 62/ 62                                                                                        | 04236-04239 | N-62 (60).PDF | 1/10/2012  | 12100008   | 1 Axle Breather Tube                                               |  | 0.5  | 146.63 | Damaged                                            |
| North/ 62/ 62                                                                                        | 04240-04242 | N-62 (60).PDF | 11/11/2011 | 111000277  | 1 Air Compressor Shroud                                            |  | 1    | 60     | Cracked Mounting Attachments                       |
| North/ 62/ 62                                                                                        | 04243-04245 | N-62 (60).PDF | 9/14/2011  | 111000215  | 1 Guide Tire                                                       |  | 2    |        |                                                    |
| North/ 62/ 62                                                                                        | 04261-04263 | N-62 (60).PDF | 1/12/2011  | 111000009  | 1. 1 Shock Bolt, 2. 1 Pinion Seal                                  |  | 3    | 60.77  | 1. Broken, 2. Excessive Leak                       |
| North/ 62/ 62                                                                                        | 04287-04289 | N-62 (60).PDF | 8/2/2010   | 101000160  | CCTV Trainline Cable                                               |  | 1.75 |        | Repaired                                           |
| North/ 62/ 62                                                                                        | 04289       | N-62 (60).PDF | 3/23/2010  | 101000065  | 1 FSE Package, 1 Service Brake Chamber, Diaphragm                  |  | 2    | 4.53   | Air Leaks                                          |
| North/ 62/ 62                                                                                        | 04317-04321 | N-62 (60).PDF | 11/29/2009 | 910000243  | Guide Way Brake Rate Footage Markings                              |  | 3.5  |        | Painted (required for conducting preventive maint) |
| North/ 301/301                                                                                       | 04321       | N-62 (60).PDF | 3/27/2009  | 910000073  | 1. 1 Guide Spindle, 2. Brake Adjust Brackets                       |  | 2    |        |                                                    |
| North/ 301/301                                                                                       |             | Hardcopy      |            | 121000129  |                                                                    |  |      |        |                                                    |
| North/ 301/301                                                                                       |             | Hardcopy      | 4/4/2012   | 121000094  | 3 T/M Brushes                                                      |  | 2    | 28.8   | Replaced for Wear                                  |
| North/ 301/301                                                                                       |             | Hardcopy      | 3/6/2012   | 121000060  | T/M Brushes                                                        |  |      | 9.6    | See Log Book                                       |
| North/ 301/301                                                                                       |             | Hardcopy      | 12/7/2011  | 1110000291 | 11 T/M Brushes                                                     |  | 3.25 | 105.6  | Replaced for Wear                                  |

| Data From Maintenance Records Of Work Performed By the Technicians On The Tram Systems Under CBE 562 |                |                 |            |            |                        |      |      |      |                             |
|------------------------------------------------------------------------------------------------------|----------------|-----------------|------------|------------|------------------------|------|------|------|-----------------------------|
| North/<br>301/301                                                                                    | Hardcopy       |                 | 10/6/2011  | 111000228  | 1 T/M Brush            | 1.75 | 9.6  |      | Replaced due to<br>chipping |
| North/<br>301/301                                                                                    | Hardcopy       |                 | 6/5/2011   | 111000126  | 15 T/M Brushes         | 4    | 144  | 144  | Replaced for Wear           |
| North/<br>301/301                                                                                    | Hardcopy       |                 | 2/7/2011   | 111000025  | 2 T/M Brushes          | 1.75 | 19.5 |      | Replaced for Wear           |
| North/<br>301/301                                                                                    | Hardcopy       |                 | 12/8/2010  | 101000266  | 6 T/M Brushes          | 2.5  | 57.6 | 57.6 | Replaced for Wear           |
| North/<br>301/301                                                                                    | Hardcopy       |                 | 9/10/2010  | 101000197  | 3 T/M Brushes          | 2    | 28.8 |      | Replaced for Wear           |
| North/<br>301/301                                                                                    | Hardcopy       |                 | 8/6/2010   | 101000172  | T/M Brushes            | 0.25 | 9.6  |      | See Log Book                |
| North/<br>301/301                                                                                    | Hardcopy       |                 | 6/12/2010  | 101000130  | T/M Brushes            | 0.25 | 9.6  |      | See Log Book                |
| North/<br>301/301                                                                                    | Hardcopy       |                 | 4/12/2010  | 101000078  | 10 T/M Brushes         | 3.25 | 96   |      | Replaced for Wear           |
| North/<br>301/301                                                                                    | Hardcopy       |                 | 3/17/2010  | 101000055  | 3 T/M Brushes          | 2    | 28.8 |      | Replaced for Wear           |
| North/<br>301/301                                                                                    | Hardcopy       |                 | 2/15/2010  | 1010000031 | 10 T/M Brushes         | 3.25 | 96   |      | Replaced for Wear           |
| North/<br>301/301                                                                                    | Hardcopy       |                 | 12/14/2009 | 91000257   | 1 T/M Brush            | 1.75 | 9.6  |      | Replaced for Wear           |
| North/<br>301/301                                                                                    | Hardcopy       |                 | 10/13/2009 | 910002212  | 20 T/M Brushes         | 4.75 | 192  |      | Replaced for Wear           |
| North/<br>301/301                                                                                    | N-301 (30).PDF | 04688-<br>04689 | 4/15/2009  | 91000084   | 40 T/M Brushes         | 8.25 | 384  | 384  | Replaced for Wear           |
| North/<br>301/301                                                                                    | N-301 (30).PDF | 04708-<br>04709 | 5/27/2008  | 81000128   | 2 T/M Brushes          | 1.75 | 19.2 |      | Replaced for Wear           |
| North/ 311/<br>311                                                                                   | N-311 (30).PDF | 04620-<br>04621 | 8/8/2011   | 111000175  | 2 Line Switch Contacts | 2    | 2.8  |      | Melted                      |
| North/ 311/<br>311                                                                                   | N-311 (30).PDF | 04636-<br>04637 | 12/8/2010  | 101000270  | Aux Contacts           | 2    |      |      | Replaced                    |

| Data From Maintenance Records Of Work Performed By the Technicians On The Tram Systems Under CBE 552 |                    |                 |            |           |                                                                           |      |        |        |  |                                 |
|------------------------------------------------------------------------------------------------------|--------------------|-----------------|------------|-----------|---------------------------------------------------------------------------|------|--------|--------|--|---------------------------------|
| North/ 311/<br>311                                                                                   | N-311 (30).PDF     | 04638-<br>04639 | 11/15/2010 | 101000243 | 2 Main Line Switch Contacts, 1<br>Aux Contact arm, 1 Aux Contact<br>Block | 3    | 2.8    |        |  | Replaced                        |
| North/ 311/<br>311                                                                                   | N-311 (30).PDF     | 04640-<br>04641 | 10/14/2010 | 101000222 | 1 Aux Contact Arm, 1 Aux Contact<br>Block                                 | 2.5  |        |        |  | Replaced                        |
| North/ 311/<br>311                                                                                   | N-311 (30).PDF     | 04642-<br>04643 | 9/10/2010  | 101000201 | 1 Aux Contact Arm                                                         | 2    |        |        |  | Replaced for Poor<br>Resistance |
| North/ 311/<br>311                                                                                   | N-311 (30).PDF     | 04644-<br>04645 | 8/18/2010  | 101000178 | 3 Aux Contact Arms                                                        | 3    |        |        |  | Replaced for Poor<br>Resistance |
| North/ 311/<br>311                                                                                   | N-311 (30).PDF     | 04654-<br>04655 | 3/21/2010  | 101000058 | 2 Line Switch Contacts, 1 Aux<br>Contact Arm, 1 Aux Contact Block         | 3    | 2.8    |        |  | Replaced                        |
| North/ 311/<br>311                                                                                   | N-311 (30).PDF     | 04656-<br>04657 | 2/15/2010  | 101000028 | 1 Aux Contact, Arm, 1 Aux<br>Contact Block                                | 2.5  |        |        |  | Replaced for Poor<br>Resistance |
| North/ 311/<br>311                                                                                   | N-311 (30).PDF     | 04658-<br>04659 | 1/18/2010  | 101000002 | 1 Aux Contact Block                                                       | 2    |        |        |  | Replaced for Poor<br>Resistance |
| North/ 311/<br>311                                                                                   | N-311 (30).PDF     | 04670-<br>04671 | 7/21/2009  | 91000148  | 2 Aux Contact Blocks                                                      | 2.5  |        |        |  | Replaced for Poor<br>Resistance |
| North/ 311/<br>311                                                                                   | N-311 (30).PDF     | 04728-<br>04729 | 6/10/2008  | 81000137  | Main Line Sw contacts C7                                                  | 3    | 2.8    |        |  |                                 |
| North/ 311/<br>311                                                                                   | N-311 (30).PDF     | 04730-<br>04731 | 5/5/2008   | 81000116  | Right Line Sw Aux Cont/Block                                              | 5    |        |        |  |                                 |
| North/<br>506/506                                                                                    | N-506<br>(360).PDF | 04847-<br>04848 | 1/6/2012   | 121000318 | c6 ls5, c7 ls1 limit sw                                                   | 4    | 78     |        |  |                                 |
| North/<br>506/506                                                                                    | N-506<br>(360).PDF | 04849-<br>04850 | 1/5/2011   | 111000001 | 1 LS1 Switch                                                              | 1.75 | 39     |        |  |                                 |
| South/ 60/300                                                                                        | 50.PDF             | 03416-<br>03417 | 6/18/2008  | 81000145  | 2 LS Switches                                                             | 2    | 78     |        |  |                                 |
| South/ 60/300                                                                                        | 50.PDF             | 03414-<br>03415 | 10/22/2008 | 81000225  | 4 LS Switches                                                             | 2    | 156    |        |  |                                 |
| South/<br>506/ 60/300                                                                                | 50.PDF             | 03418-<br>03419 | 12/29/2008 | 81000260  | 2 LS Switches, 1 Door Cap                                                 | 2.5  | 118.05 | 118.05 |  |                                 |

| Data From Maintenance Records Of Work Performed By the Technicians On The Tram Systems Under CBE 552 |        |             |            |           |                                                                |      |        |               |  |
|------------------------------------------------------------------------------------------------------|--------|-------------|------------|-----------|----------------------------------------------------------------|------|--------|---------------|--|
| South/ 60/300                                                                                        | 50.PDF | 03420-03421 | 4/14/2009  | 91000085  | 2 LS Switches                                                  | 2    | 78     |               |  |
| South/ 60/300                                                                                        | 50.PDF | 03422-03423 | 12/16/2009 | 91000255  | 3 Pressure Wave Switches                                       | 2    | 391.5  | 391.5         |  |
| South/ 60/300                                                                                        | 50.PDF | 03434-03435 | 4/14/2010  | 101000080 | 2 LS Switches, 1 Pressure Wave Switch                          | 2.25 | 208.5  | 208.5         |  |
| South/ 60/300                                                                                        | 50.PDF | 03436-03437 | 6/8/2010   | 101000128 | 2 Anti-Rattle Springs                                          | 2.5  | 31.88  | 31.88         |  |
| South/ 60/300                                                                                        | 50.PDF | 03438-03439 | 8/9/2010   | 101000173 | 3 LS Switches                                                  | 2.25 | 117    | 117           |  |
| South/ 60/300                                                                                        | 50.PDF | 03412-03413 | 12/6/2010  | 101000262 | 2 LS Switches, 1 Door Pin, 1 Contact Edge Roller               | 2.5  | 78     | switches only |  |
| South/ 60/300                                                                                        | 50.PDF | 03410-03411 | 4/10/2011  | 111000070 | 1 LS Switch                                                    | 1.75 | 39     |               |  |
| South/ 60/300                                                                                        | 50.PDF | 03424-03425 | 8/3/2011   | 111000177 | 5 LS Switches, 1 Pressure Wave Switch                          | 3    | 325.5  | 325.5         |  |
| South/ 60/300                                                                                        | 50.PDF | 03426-03427 | 12/6/2011  | 111000292 | 1 LS Switch, 1 Pressure Wave Switch                            | 2    | 169.5  | 169.5         |  |
| South/ 60/300                                                                                        | 50.PDF | 03430-03431 | 2/3/2012   | 121000024 | 2 LS Switches                                                  | 2    | 78     |               |  |
| South/ 60/300                                                                                        | 50.PDF | 03432-03433 | 4/2/2012   | 121000096 | 1 Door Cap, 2 Contact Edge Rollers, 1 Wave Switch, 1 LS Switch | 2.5  | 209.55 | 209.55        |  |
| South/ 60/300                                                                                        | 50.PDF | 03428-03429 | 6/1/2012   | 121000156 | 1 LS Switch                                                    | 1.75 | 39     |               |  |
| South/ 61/61                                                                                         | 51.PDF | 03440-03442 | 12/9/2008  | 81000235  | 2 (Sets) Main Line Switch Contacts                             | 2    | 5.6    |               |  |
| South/ 61/61                                                                                         | 51.PDF | 03446-03448 | 3/2/2009   | 91000044  | 1 Varistor                                                     | 1.75 | 3.28   |               |  |
| South/ 61/61                                                                                         | 51.PDF | 03461-03463 | 11/15/2009 | 91000234  | 1 PRC Wire Terminal Lug                                        | 1.75 |        |               |  |
| South/ 61/61                                                                                         | 51.PDF | 03458-03460 | 3/16/2010  | 101000056 | 1 Vehicle Battery                                              | 2    | 253.84 |               |  |

| Data From Maintenance Records Of Work Performed By the Technicians On The Tram Systems Under CBE 552 |               |             |            |           |                                                      |      |        |       |                               |
|------------------------------------------------------------------------------------------------------|---------------|-------------|------------|-----------|------------------------------------------------------|------|--------|-------|-------------------------------|
| South/ 61/61                                                                                         | 51.PDF        | 03455-03457 | 9/13/2010  | 101000198 | 2 BS/LS Aux Contact Arms, 2 BS/LS Aux Contact Blocks | 3    |        |       |                               |
| South/ 61/61                                                                                         | 51.PDF        | 03452-03454 | 11/10/2010 | 101000240 | 1 Reverser Aux Contact                               | 2    | 50     |       |                               |
| South/ 61/61                                                                                         | 51.PDF        | 03443-03445 | 1/7/2011   | 101000289 | 1 PRC Main Contact                                   | 1.75 | 497.5  |       |                               |
| South/ 61/61                                                                                         | 51.PDF        | 03449-03451 | 1/10/2012  | 111000324 | 1 AMC Conactor                                       | 2    | 123.4  |       |                               |
| South/ 61/61                                                                                         | S-61 (60).PDF | 06358-06360 | 3/7/2012   | 121000062 | 1 PRCC Relay, 1 PRCCA Relay, 1 PRC Contactor Coil    | 2.25 | 1302.5 |       |                               |
| South/ 62/62                                                                                         | 62.PDF        | 03464-03467 | 4/13/2012  | 121000116 | 1 Steering Shock, 1 Swaybar Bushing                  | 2.5  | 21.03  | 21.03 |                               |
| South/ 62/62                                                                                         | 62.PDF        | 03468-03470 | 10/20/2011 | 111000251 | 3 Guide Tires                                        | 3    | 248.73 | 82.91 |                               |
| South/ 62/62                                                                                         | 62.PDF        | 03471-03473 | 8/23/2011  | 111000188 | 1 Swaybar Strap Bolt                                 | 2.5  |        |       |                               |
| South/ 62/62                                                                                         | 62.PDF        | 03474-03476 | 2/21/2011  | 111000036 | 1 Swaybar Bushing                                    | 2.5  | 3.13   |       |                               |
| South/ 62/62                                                                                         | 62.PDF        | 03479-03481 | 12/20/2010 | 101000275 | 1 Pinion Seal, 2 Swaybar Bushings                    | 5.5  | 55.21  | 55.21 |                               |
| South/ 62/62                                                                                         | 62.PDF        | 03489-03491 | 11/7/2008  | 81000236  | 2 Main Running Tires, 1 Swaybar Clamp                | 5    | 645.35 |       |                               |
| South/ 62/62                                                                                         | S-62 (60).PDF | 06545-06547 | 2/20/2012  | 121000048 | 1 Main Running Tire                                  | 3    | 322.5  |       |                               |
| South/ 301/301                                                                                       | PMS0220.LST   | 619         | 4/24/2012  | 121000123 | 4 T/M Brushes                                        | 2    | 38.4   |       | Parts verified in T/M Logbook |
| South/ 301/301                                                                                       | PMS0220.LST   | 614         | 3/26/2012  | 121000088 | 10 T/M Brushes                                       | 4.25 | 96     |       | Parts verified in T/M Logbook |
| South/ 301/301                                                                                       | PMS0220.LST   | 605         | 1/23/2012  | 121000016 | 3 T/M Brushes                                        | 2    | 28.8   |       | Parts verified in T/M Logbook |
| South/ 301/301                                                                                       | PMS0220.LST   | 601         | 12/26/2011 | 111000313 | 1 T/M Brush                                          | 1.75 | 9.6    |       |                               |

| Data From Maintenance Records Of Work Performed By the Technicians On The Tram Systems Under CBE 552 |                |                 |            |           |                             |      |      |  |                                  |
|------------------------------------------------------------------------------------------------------|----------------|-----------------|------------|-----------|-----------------------------|------|------|--|----------------------------------|
| South/<br>301/301                                                                                    | PMS0220.LST    | 593             | 10/21/2011 | 111000252 | 2 T/M Brushes               | 1.75 | 19.2 |  | Parts verified in T/M<br>Logbook |
| South/<br>301/301                                                                                    | PMS0220.LST    | 589             | 9/23/2011  | 111000223 | 2 T/M Brushes               | 1.75 | 19.2 |  |                                  |
| South/<br>301/301                                                                                    | PMS0220.LST    | 578             | 6/28/2011  | 111000141 | 5 T/M Brushes               | 2.25 | 48   |  |                                  |
| South/<br>301/301                                                                                    | PMS0220.LST    | 571             | 4/28/2011  | 111000092 | 4 T/M Brushes               | 2.25 | 38.4 |  | Parts verified in T/M<br>Logbook |
| South/<br>301/301                                                                                    | PMS0220.LST    | 575             | 5/24/2011  | 111000118 | 4 T/M Brushes               | 2.25 | 38.4 |  | Parts verified in T/M<br>Logbook |
| South/<br>301/301                                                                                    | PMS0220.LST    | 567             | 3/30/2011  | 111000065 | 5 T/M Brushes               | 2.25 | 48   |  | Parts verified in T/M<br>Logbook |
| South/<br>301/301                                                                                    | PMS0220.LST    | 564             | 2/25/2011  | 110000038 | 3 T/M Brush                 | 1.75 | 28.8 |  | Parts verified in T/M<br>Logbook |
| South/<br>301/301                                                                                    | PMS0220.LST    | 561             | 1/16/2011  | 111000015 | 2 T/M Brushes               | 1.75 | 19.2 |  | Parts verified in T/M<br>Logbook |
| South/<br>301/301                                                                                    | PMS0220.LST    | 513             | 11/11/2009 | 91000223  | 8 T/M Brushes               | 2.75 | 76.8 |  | Parts verified in T/M<br>Logbook |
| South/<br>301/301                                                                                    | S-311 (30).PDF | 06965-<br>06966 | 12/24/2008 | 81000262  | 2 T/M Brushes               | 1.75 | 19.2 |  |                                  |
| South/<br>301/301                                                                                    | S-311 (30).PDF | 06969-<br>06970 | 10/15/2008 | 81000227  | 2 T/M Brushes               | 1.75 | 19.2 |  |                                  |
| South/<br>301/301                                                                                    | S-311 (30).PDF | 06975-<br>06976 | 7/20/2008  | 81000168  | 2 T/M Brushes               |      | 19.2 |  |                                  |
| South/<br>301/301                                                                                    | S-311 (30).PDF |                 |            |           |                             |      |      |  |                                  |
| South/<br>311/311                                                                                    | S-311 (30).PDF |                 |            |           |                             |      |      |  |                                  |
| South/<br>311/311                                                                                    | S-311 (30).PDF | 06892-<br>06893 | 9/15/2011  | 111000203 | 2 Main Line Switch Contacts | 2    | 2.8  |  | Replaced                         |
| South/<br>311/311                                                                                    | S-311 (30).PDF | 06898-<br>06899 | 6/12/2011  | 111000128 | 1 Aux Contact Sweeper Arm   | 2    |      |  | Replaced                         |

| Data From Maintenance Records Of Work Performed By The Technicians On The Tram Systems Under CBE 552 |                    |                 |            |           |                                                                        |      |        |        |  |                                     |
|------------------------------------------------------------------------------------------------------|--------------------|-----------------|------------|-----------|------------------------------------------------------------------------|------|--------|--------|--|-------------------------------------|
| South/<br>311/311                                                                                    | S-311 (30).PDF     | 06914-<br>06916 | 10/17/2010 | 101000220 | 3 Aux Contact Sweeper Arms, 1<br>Aux Contact Block, 2 Main<br>Contacts | 4    |        |        |  | Replaced                            |
| South/<br>311/311                                                                                    | S-311 (30).PDF     | 06917-<br>06918 | 9/11/2010  | 101000199 | 2 Aux Contact Sweeper Arms                                             | 2.5  |        |        |  | Replaced                            |
| South/<br>311/311                                                                                    | S-311 (30).PDF     | 06919-<br>06920 | 8/5/2010   | 101000174 | 1 Aux Contact Sweeper Arm, 1<br>Aux Contact Block                      | 2.5  |        |        |  | Replaced                            |
| South/<br>311/311                                                                                    | S-311 (30).PDF     | 06923-<br>06924 | 6/9/2010   | 101000132 | 1 Aux Contact Sweeper Arm                                              | 2    |        |        |  |                                     |
| South/<br>311/311                                                                                    | S-311 (30).PDF     | 06931-<br>06932 | 2/14/2010  | 101000026 | 2 Main Line Switch Contacts                                            | 2    | 2.8    |        |  |                                     |
| South/<br>311/311                                                                                    | S-311 (30).PDF     | 06991-<br>06992 | 11/5/2008  | 81000237  | 2 Main Line Switch Contacts                                            | 2    | 2.8    |        |  |                                     |
| South/<br>311/311                                                                                    | S-311 (30).PDF     | 06995-<br>06996 | 9/1/2008   | 81000203  | 2 Main Line Switch Contacts                                            | 2    | 2.8    |        |  |                                     |
| South/<br>506/506                                                                                    | S-506<br>(360).PDF | 07112-<br>07113 | 2/7/2012   | 121000025 | 3 Operator Arm Bearings, 1 Door<br>Cap, 1 Anti-Rattle Spring           | 4.75 | 545.76 | 545.76 |  | 4 LS Switches, 1<br>Elevator Switch |
| South/<br>506/506                                                                                    | S-506<br>(360).PDF | 07116-<br>07117 | 2/12/2010  | 101000023 | 2 Anti-Rattle Springs, Numedrous<br>LS6 Switches                       | 2.5  | 148.88 | 148.88 |  |                                     |
| East/ 60/300                                                                                         | E-60 (60).PDF      | 03505-<br>03506 | 10/21/2012 | 121000331 | 1 Pressure Wave Switch, 3<br>Contact Edge Rollers                      | 2.5  | 130.5  |        |  |                                     |
| East/ 60/300                                                                                         | E-60 (60).PDF      | 03509-<br>03510 | 6/17/2012  | 121000178 | 1 E-Handle Pull Cable, 1 Door<br>Bump Bracket, 1 Wave Switch           | 2.5  | 53.55  |        |  |                                     |
| East/ 60/300                                                                                         | E-60 (60).PDF      | 03513-<br>03514 | 2/20/2012  | 121000046 | 2 Contact Edge Rollers, 1 Wave<br>Switch                               | 2.25 | 130.5  |        |  |                                     |
| East/ 60/300                                                                                         | E-60 (60).PDF      | 03515-<br>03516 | 12/20/2011 | 111000308 | 8 Gull Wing Security Straps                                            | 5.5  |        |        |  |                                     |
| East/ 60/300                                                                                         | E-60 (60).PDF      | 03517-<br>03518 | 10/26/2011 | 111000249 | 1 LS Switch, 1 Pressure Wave<br>Switch                                 | 2    | 169.5  | 169.5  |  |                                     |
| East/ 60/300                                                                                         | E-60 (60).PDF      | 03519-<br>03520 | 8/24/2011  | 111000187 | 1 LS Switch                                                            | 1.75 | 39     |        |  |                                     |
| East/ 60/300                                                                                         | E-60 (60).PDF      | 03523-<br>03524 | 4/25/2011  | 111000091 | 2 LS Switches                                                          | 2    | 78     |        |  |                                     |



| Data From Maintenance Records Of Work Performed By the Technicians On The Train Systems Under CBE 662 |               |             |            |           |                                                     |      |        |        |                   |
|-------------------------------------------------------------------------------------------------------|---------------|-------------|------------|-----------|-----------------------------------------------------|------|--------|--------|-------------------|
| East/ 60/300                                                                                          | E-60 (60).PDF | 03525-03526 | 2/21/2011  | 111000035 | Safety Contact Edge Wire                            | 2    |        |        |                   |
| East/ 60/300                                                                                          | E-60 (60).PDF | 03527-03528 | 12/15/2010 | 101000276 | 1 LS Switch                                         | 1.75 | 39     |        |                   |
| East/ 60/300                                                                                          | E-60 (60).PDF | 03529-03530 | 10/24/2010 | 101000231 | 1 Pressure Wave Switch                              | 1.75 | 130.5  |        |                   |
| East/ 60/300                                                                                          | E-60 (60).PDF | 03533-03534 | 6/29/2010  | 101000140 | 1 Pressure Wave Switch, 1 Contact Edge Roller       | 2    | 130.5  |        |                   |
| East/ 60/300                                                                                          | E-60 (60).PDF | 03535-03536 | 5/3/2010   | 101000095 | 1 LS Switch, 2 Pressure Wave Switches, 1 Anti-Riser | 3    | 351.62 | 351.62 |                   |
| East/ 60/300                                                                                          | E-60 (60).PDF | 03537-03538 | 3/4/2010   | 101000039 | 1 LS Switch                                         | 1.75 | 39     |        |                   |
| East/ 60/300                                                                                          | E-60 (60).PDF | 03539-03540 | 12/24/2009 | 91000264  | 2 Pressure Wave Switches, 2 LS Switches             | 2.75 | 339    | 339    |                   |
| East/ 60/300                                                                                          | E-60 (60).PDF | 03541-03542 | 11/10/2009 | 91000220  | 1 LS Switch                                         | 1.75 | 39     |        |                   |
| East/ 60/300                                                                                          | E-60 (60).PDF | 03547-03548 | 5/4/2009   | 91000100  | 1 LS Switch                                         | 1.75 | 39     |        |                   |
| East/ 301/301                                                                                         | Hardcopy      |             | 4/2/2010   | 121000092 | 1 T/M Brush                                         | 1.75 | 9.6    |        | Replaced for Wear |
| East/ 301/301                                                                                         | Hardcopy      |             | 9/3/2011   | 111000199 | 3 T/M Brushes                                       | 2    | 28.8   |        | Replaced for Wear |
| East/ 301/301                                                                                         | Hardcopy      |             | 2/5/2011   | 111000023 | 1 T/M Brush                                         | 1.75 | 9.6    |        | Replaced for Wear |
| East/ 301/301                                                                                         | Hardcopy      |             | 1/26/2010  | 101000010 | 1 T/M Brush                                         | 1.75 | 9.6    |        | Replaced for Wear |
| East/ 301/301                                                                                         | Hardcopy      |             | 9/4/2009   | 91000190  | 1 T/M Brush                                         | 1.75 | 9.6    |        | Replaced for Wear |
| East/ 301/301                                                                                         | Hardcopy      |             | 1/19/2009  | 91000010  | 2 T/M Brushes                                       | 1.75 | 19.2   |        | Replaced for Wear |
| East/ 301/301                                                                                         | E-61 (60).PDF | 03575-03577 | 9/22/2011  | 111000219 | 1 PRC Varistor                                      | 1.75 | 3.28   |        |                   |

| Data From Maintenance Records Of Work Performed By the Technicians On The Tram Systems Under CBE 552 |                 |             |            |           |                                                              |      |        |        |  |
|------------------------------------------------------------------------------------------------------|-----------------|-------------|------------|-----------|--------------------------------------------------------------|------|--------|--------|--|
| East/ 61/61                                                                                          | E-61 (60).PDF   | 03590-03592 | 11/24/2010 | 101000254 | 1 ZSR Hengstler Relay                                        | 1.75 |        |        |  |
| East/ 61/61                                                                                          | E-61 (60).PDF   | 03602-03604 | 3/30/2010  | 101000068 | 2 (Sets) Main Line Switch Contacts                           | 2    | 5.6    |        |  |
| East/ 61/61                                                                                          | E-61 (60).PDF   | 03614-03616 | 8/3/2009   | 91000162  | 1 Brake Switch, LH Aux Contact Block                         | 1.75 |        |        |  |
| East/ 61/61                                                                                          | E-61 (60).PDF   | 03629-03631 | 10/1/2008  | 81000220  | 1 Brake Switch Aux Contact Block, 1 Brake Switch Sweeper Arm | 2    |        |        |  |
| East/ 62/62                                                                                          | E-62 (60).PDF   | 03657-03659 | 11/22/2011 | 111000285 | 2 Compress Air Filters                                       | 0.5  | 14.38  | 14.38  |  |
| East/ 62/62                                                                                          | E-62 (60).PDF   | 03676-03675 | 1/30/2011  | 111000016 | 2 Compress Air Filters                                       | 0.5  | 14.38  |        |  |
| East/ 62/62                                                                                          | E-62 (60).PDF   | 03713-03715 | 10/8/2009  | 91000209  | Temp Emergency Repair Broken T/L Box Rivets W/ Tie Straps    | 2    |        |        |  |
| East/ 502/502                                                                                        | E-502 (360).PDF | 03573-03574 | 9/29/2009  | 91000202  | 1 Air Dryer Relief Valve, 1 Main Reservoir, Pressure Gauge   | 2    | 127.67 | 127.67 |  |
| East/ 505/505                                                                                        | E-505 (360).PDF | 03758-03759 | 1/18/2012  | 121000012 | 2 Compress Oil Sight Glasses                                 | 2.5  |        |        |  |
| East/ 506/506                                                                                        | E-506 (360).PDF | 03769-03770 | 9/9/2011   | 111000200 | 2 Door Caps                                                  | 2.5  | 80.1   |        |  |
| East/ 506/506                                                                                        | E-506 (360).PDF | 03771-03772 | 9/9/2010   | 101000194 | 1 Door Operator, 1 MCR Relay, 2 Anti-Riser Bars              | 3.5  | 103.24 | 103.24 |  |
| East/ 506/506                                                                                        | E-506 (360).PDF | 03773-03774 | 9/4/2009   | 91000084  | 1 LS3 Switch                                                 | 1.75 | 39     |        |  |
| West/ 60/300                                                                                         | W-60 (60).PDF   | 07358-07359 | 1/9/2012   | 111000326 | 2 Pressure Wave Switches, 2 Door Caps, 1 Contact Edge Roller | 3.5  | 341.1  | 341.1  |  |
| West/ 60/300                                                                                         | W-60 (60).PDF   | 07364-07365 | 9/5/2011   | 111000205 | 3 Door Caps                                                  | 3    | 120.15 |        |  |
| West/ 60/300                                                                                         | W-60 (60).PDF   | 07368-07369 | 5/6/2011   | 111000104 | 1 LS6 Switch                                                 | 0.25 | 39     |        |  |

| Data From Maintenance Records Of Work Performed By the Technicians On The Tram Systems Under CBE 552 |               |             |            |           |                                               |      |       |       |                           |
|------------------------------------------------------------------------------------------------------|---------------|-------------|------------|-----------|-----------------------------------------------|------|-------|-------|---------------------------|
| West/ 60/300                                                                                         | W-60 (60).PDF | 07370-07371 | 3/8/2011   | 111000052 | 1 Anti-Rattle Spring, 2 LS6 Switches          | 2.5  | 93.94 | 93.94 |                           |
| West/ 60/300                                                                                         | W-60 (60).PDF | 07372-07373 | 1/12/2011  | 101000291 | 1 Door Cap, 1 LS6 Switch                      | 2.25 | 79.05 | 79.05 |                           |
| West/ 60/300                                                                                         | W-60 (60).PDF | 07376-07378 | 9/15/2010  | 101000200 | 1 LS6 Switch                                  | 1.75 | 39    |       |                           |
| West/ 60/300                                                                                         | W-60 (60).PDF | 07381-07382 | 5/8/2010   | 101000108 | 1 LS6 Switch, 1 Pressure Wave Switch          | 2    | 169.5 |       |                           |
| West/ 60/300                                                                                         | W-60 (60).PDF | 07383-07384 | 3/19/2010  | 101000062 | 1 Pressure Wave Switch                        | 1.75 | 130.5 |       |                           |
| West/ 60/300                                                                                         | W-60 (60).PDF | 07385-07386 | 1/8/2010   | 101000001 | 2 Pressure Wave Switches                      | 2    | 261   |       |                           |
| West/ 60/300                                                                                         | W-60 (60).PDF | 07387-07388 | 11/18/2009 | 91000236  | 1 Pressure Wave Switch, 1 Contact Edge Roller | 2    | 130.5 |       |                           |
| West/ 60/300                                                                                         | W-60 (60).PDF | 07389-07390 | 9/28/2009  | 91000196  | 2 LS6 Switches, 1 Pressure Wave Switch        | 2.25 | 208.5 | 208.5 |                           |
| West/ 301/301                                                                                        | Hardcopy      |             | 11/21/2011 | 111000280 | 1 T/M Ground Strap Lug                        | 2    |       |       | Repaired                  |
| West/ 301/301                                                                                        | Hardcopy      |             | 10/22/2011 | 111000254 | 1 T/M Ground Strap Cable                      | 2.25 |       |       | Repaired                  |
| West/ 301/301                                                                                        | Hardcopy      |             | 9/23/2011  | 111000218 | 5 T/M Brushes                                 | 2.25 | 48    |       | Replaced for Wear         |
| West/ 301/301                                                                                        | Hardcopy      |             | 8/23/2010  | 101000187 | 1 T/M Brush                                   | 1.75 | 9.6   |       | Replaced for Frayed Shunt |
| West/ 301/301                                                                                        | Hardcopy      |             | 1/19/2011  | 111000013 | 1 T/M Brush                                   | 1.75 | 9.6   |       | Replaced for Wear         |
| West/ 61/61                                                                                          | W-64.PDF      | 03493-03495 | 4/11/2011  | 111000079 | 2 Line Switch Main Contacts                   | 1.75 | 2.8   |       |                           |
| West/ 61/61                                                                                          | W-64.PDF      | 03496-03498 | 10/11/2010 | 101000223 | 1 RH Aux Contact Arm                          | 2    |       |       |                           |
| West/ 61/61                                                                                          | W-64.PDF      | 03502-03503 | 4/19/2009  | 91000089  | 2 Line Switch Main Contacts                   | 2    | 2.8   |       |                           |

| Data From Maintenance Records Of Work Performed By the Technicians On The Tram Systems Under CBE 552 |                 |             |            |           |                                                             |        |        |        |  |  |
|------------------------------------------------------------------------------------------------------|-----------------|-------------|------------|-----------|-------------------------------------------------------------|--------|--------|--------|--|--|
| West/ 61/61                                                                                          | W-61 (60).PDF   | 07444-07446 | 12/14/2010 | 101000271 | See Log Book                                                |        |        |        |  |  |
| West/ 61/61                                                                                          | W-61 (60).PDF   | 07456-07457 | 2/15/2010  | 101000029 | 2 Sets Contacts, Brake Switch and Line Switch               | 2      | 5.6    |        |  |  |
| West/ 62/62                                                                                          | W-62 (60).PDF   | 07504-07506 | 3/1/2011   | 111000043 | 1 Leaf Spring                                               | 18     | 618.75 |        |  |  |
| West/ 506/506                                                                                        | W-506 (360).PDF | 07588-07589 | 10/14/2011 | 111000237 | 1 LS6 Sw, 1 LS2 Sw, 1 Door Operator Arm Bearing, 1 Door Cap | 2.5    | 212.85 | 212.85 |  |  |
| West/ 506/506                                                                                        | W-506 (360).PDF | 07592-07593 | 10/13/2009 | 91000199  | 3 LS1 Switches, 1 LS5 Switch, 1 Door Operator Arm Bearing   | 2.5    | 250.8  | 250.8  |  |  |
| West/ 507/507                                                                                        | W-507 (360).PDF | 07598-07599 | 4/19/2010  | 101000019 | 2 Vehicle Batteries                                         | 2      | 507.68 | 507.68 |  |  |
| Eas                                                                                                  |                 |             |            |           |                                                             | 402.75 | 18098  |        |  |  |

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| The Cost of rebuilding an item under CBE 552 |          |            |           |               |                                    |
|----------------------------------------------|----------|------------|-----------|---------------|------------------------------------|
|                                              | Cost ea  | Factor/qty | Frequency | Extended cost |                                    |
| <b>Brake job</b>                             |          |            |           |               |                                    |
| Brakes seal                                  | \$114.54 | 2          | 100%      | \$229.08      |                                    |
| adjusting bolts                              | \$3.55   | 4          | 100%      | \$14.20       |                                    |
| spring                                       | \$33.80  | 2          | 50%       | \$67.60       |                                    |
| wedge                                        | \$2.24   | 1          | 25%       | \$2.24        |                                    |
| plunger                                      | \$28.15  | 1          | 50%       | \$28.15       |                                    |
|                                              | \$39.38  | 1          | 50%       | \$39.38       |                                    |
|                                              |          |            |           | \$380.65      |                                    |
| <b>Hub</b>                                   |          |            |           |               |                                    |
| Seal                                         | \$30.84  | 1          | 100%      | \$30.84       | 12 June 2008 order from Bombardier |
| inner bearing                                | \$78.13  | 1          | 100%      | \$78.13       |                                    |
| inners race                                  | \$38.19  | 1          | 100%      | \$38.19       |                                    |
| outer bearing                                | \$48.75  | 1          | 100%      | \$48.75       |                                    |
| outer race                                   | \$27.71  | 1          | 100%      | \$27.71       |                                    |
| (10)stud                                     | \$3.96   | 2          | 20%       | \$7.92        |                                    |
| brake drum                                   | \$556.68 | 0.5        | 50%       | \$278.34      |                                    |
| Brake drum turned                            | \$55.00  | 0.5        | 50%       | \$27.50       |                                    |
| Oring                                        | \$11.67  | 1          | 100%      | \$11.67       |                                    |
| silicon                                      | \$0.50   | 1          | 100%      | \$0.50        |                                    |
| oil                                          | \$10.00  | 1          | 100%      | \$10.00       |                                    |
|                                              |          |            |           | \$559.55      |                                    |
| <b>Pinion seal</b>                           |          |            |           |               |                                    |
| seal                                         | \$32.29  | 1          | 100%      | \$32.29       |                                    |
| permatex                                     | \$0.50   | 1          | 100%      | \$0.50        |                                    |
| No yoke                                      |          |            |           | \$32.79       |                                    |
| Unknown yoke                                 | \$231.61 | 0.25       | 25%       | \$57.90       |                                    |
| With yoke                                    |          |            |           | \$264.40      |                                    |

| The Cost of rebuilding an item under CBE 552 |          |      |      |          |                           |       |
|----------------------------------------------|----------|------|------|----------|---------------------------|-------|
| Spring brake                                 |          |      |      |          |                           |       |
| Diaphragm                                    | \$3.59   | 1    | 100% | \$3.59   | ordered 25 Mar 2008 Fleet | Pride |
| O-ring                                       | \$0.50   | 1    | 100% | \$0.50   |                           |       |
| piston                                       | \$54.03  | 0.05 | 5%   | \$2.70   |                           |       |
|                                              |          |      |      | \$6.79   |                           |       |
| service brake                                |          |      |      |          |                           |       |
| diaphragm                                    | \$4.53   | 1    | 100% | \$4.53   |                           |       |
| Boot                                         | \$0.90   | 1    | 100% | \$0.90   |                           |       |
| Rivets                                       | \$0.10   | 4    | 100% | \$0.40   |                           |       |
| plate                                        | \$54.03  | 0.05 | 5%   | \$2.70   |                           |       |
| guide                                        | \$0.54   | 0.5  | 50%  | \$0.27   |                           |       |
|                                              |          |      |      | \$8.80   |                           |       |
| High pressure head                           |          |      |      |          |                           |       |
| Suction valve                                | \$105.83 | 0.5  | 50%  | \$52.92  |                           |       |
| Discharge Valve                              | \$104.81 | 0.5  | 50%  | \$52.41  |                           |       |
| Felts                                        | \$1.09   | 2    | 100% | \$2.18   |                           |       |
| orings                                       | \$4.19   | 1    | 100% | \$4.19   |                           |       |
| Oring cap                                    | \$2.81   | 1    | 100% | \$2.81   |                           |       |
| seal cap                                     | \$12.73  | 1    | 100% | \$12.73  |                           |       |
| Sleeve                                       | \$132.56 | 0.1  | 10%  | \$13.26  |                           |       |
| hold down                                    | \$70.04  | 0.1  | 10%  | \$7.00   |                           |       |
| Suction cap                                  | \$67.83  | 0.1  | 10%  | \$6.78   |                           |       |
| Discharge cap                                | \$31.09  | 0.1  | 10%  | \$3.11   |                           |       |
| plunger                                      | \$18.25  | 0.1  | 10%  | \$1.83   |                           |       |
|                                              |          |      |      | \$159.21 |                           |       |
| 03                                           |          |      |      |          |                           |       |
| Low pressure head                            |          |      |      |          |                           |       |

| The Cost of rebuilding an item under CBE S52 |          |      |      |          |
|----------------------------------------------|----------|------|------|----------|
| Suction valve                                | \$171.24 | 0.5  | 50%  | \$85.62  |
| Discharge Valve                              | \$112.80 | 0.5  | 50%  | \$56.40  |
| Felts                                        | \$2.85   | 2    | 100% | \$5.70   |
| Orings                                       | \$4.95   | 1    | 100% | \$4.95   |
| Oring cap                                    | \$1.50   | 1    | 100% | \$1.50   |
| seal cap                                     | \$5.97   | 1    | 100% | \$5.97   |
| Sleeve                                       | \$75.11  | 0.1  | 10%  | \$7.51   |
| hold down                                    | \$62.55  | 0.1  | 10%  | \$6.26   |
| Suction cap                                  | \$14.11  | 0.1  | 10%  | \$1.41   |
| Discharge cap                                | \$17.19  | 0.1  | 10%  | \$1.72   |
| plunger                                      | \$26.55  | 0.1  | 10%  | \$2.66   |
|                                              |          |      |      | \$179.69 |
| <b>Spindle</b>                               |          |      |      |          |
| Outer bearing                                | \$18.69  | 1    | 100% | \$18.69  |
| outer race                                   | \$11.23  | 1    | 100% | \$11.23  |
| inner seal                                   | \$5.31   | 1    | 100% | \$5.31   |
| inner bearing                                | \$4.44   | 1    | 100% | \$4.44   |
| inner race                                   | \$12.00  | 1    | 100% | \$12.00  |
| outer seal                                   | \$9.53   | 1    | 100% | \$9.53   |
| Heat label                                   | \$0.90   | 2    | 100% | \$1.80   |
| cotter pn                                    | \$0.09   | 1    | 100% | \$0.09   |
| castle nut                                   | \$4.15   | 0.1  | 10%  | \$0.42   |
| keyed washer                                 | \$15.88  | 0.2  | 20%  | \$3.18   |
| washer                                       | \$5.20   | 0.1  | 10%  | \$0.52   |
| dust cap                                     | \$1.56   | 0.1  | 10%  | \$0.16   |
| dust shield                                  | \$47.50  | 0.05 | 5%   | \$2.38   |
| spindle                                      | \$361.35 | 0.5  | 50%  | \$180.68 |
| grease 1/3 tube                              | \$6.81   | 0.33 | 100% | \$2.25   |
|                                              |          |      |      | \$252.65 |
| <b>0360</b>                                  |          |      |      |          |
| <b>Guide tire</b>                            |          |      |      |          |
| Tire                                         | \$82.91  | 1    | 100% | \$82.91  |

F-1-2 1838995G01 COLLECTOR SHOES 90 40.81 3672.90  
 2129F61G01 CURRENT COLLECTOR ASSEMBLY 3 2057.50 6172.50  
 2129F61G02 CURRENT COLLECTOR ASSEMBLY 3 1336.98 4010.94  
 2129F61G03 CURRENT COLLECTOR ASSEMBLY 3 2057.50 6172.50  
 F-1-3 2129F61G04 CURRENT COLLECTOR ASSEMBLY 3 1336.98 4010.94  
 3019854H01 MORGAINITE COLLECTOR SHOE 300 42.63 12788.99  
 F-1-4 5D73124G02 NORMING POINT 6 3140.00 18840.00  
 6D58033G01 NORMING POINT ANTENNA ASSY 1 4057.00 4057.00  
 F-2-2 1838997G01 SHOE HOLDER ATO SUB-ASSEMB 9 63.75 573.75  
 3011695H01 SPACER 63 3.32 209.16  
 404P533H11 PIN, GROOVE .125 X .875 10 0.48 4.80  
 404P538H47 SPRING 49 0.84 41.16

| The Cost of rebuilding an item under CBE 552 |                 |          |      |      |          |                                 |
|----------------------------------------------|-----------------|----------|------|------|----------|---------------------------------|
|                                              | bolt            | \$3.98   | 2    | 20%  | \$7.96   |                                 |
|                                              | nut             | \$4.90   | 2    | 20%  | \$9.80   |                                 |
|                                              | lock washer     | \$0.05   | 5    | 50%  | \$0.25   |                                 |
|                                              | washer          | \$0.12   | 10   | 50%  | \$1.20   |                                 |
|                                              | Rim half        | \$51.08  | 0.1  | 5%   | \$5.11   |                                 |
|                                              |                 |          |      |      | \$107.23 |                                 |
|                                              |                 |          |      |      |          |                                 |
|                                              |                 |          |      |      |          |                                 |
| QRV                                          |                 |          |      |      |          |                                 |
|                                              | Oring           | \$0.75   | 1    | 100% | \$0.75   |                                 |
|                                              | Diaphragm       | \$5.60   | 1    | 100% | \$5.60   |                                 |
|                                              | Felt            | \$0.54   | 1    | 100% | \$0.54   |                                 |
|                                              |                 |          |      |      | \$6.89   |                                 |
|                                              |                 |          |      |      |          |                                 |
| FSE                                          |                 |          |      |      |          |                                 |
|                                              | Kit             | \$91.56  | 1    | 100% | \$91.56  |                                 |
|                                              | Muffler         | \$23.94  | 0.25 | 25%  | \$5.99   |                                 |
|                                              |                 |          |      |      | \$97.55  |                                 |
|                                              |                 |          |      |      |          |                                 |
| FSE Package                                  |                 |          |      |      |          |                                 |
|                                              | 2 FSE's         | \$97.55  | 2    | 100% | \$195.09 |                                 |
|                                              | 2 QRV's         | \$6.89   | 2    | 100% | \$13.78  |                                 |
|                                              |                 |          |      |      | \$208.87 |                                 |
|                                              |                 |          |      |      |          |                                 |
| AD9                                          |                 |          |      |      |          |                                 |
|                                              | desicant        | \$123.50 | 1    | 100% | \$123.50 |                                 |
|                                              | Purge valve kit | \$27.85  | 1    | 100% | \$27.85  |                                 |
|                                              | Check valve     | \$20.31  | 0.2  | 20%  | \$4.06   | ordered 25 Mar 2008 Fleet Pride |
|                                              |                 |          |      |      | \$155.41 |                                 |
| 036                                          |                 |          |      |      |          |                                 |
| BS                                           |                 |          |      |      |          |                                 |
| BS block                                     |                 |          |      |      |          |                                 |
|                                              | Straight        | \$4.10   | 2    | 100% | \$8.20   |                                 |

|                             |                                         |          |                      |
|-----------------------------|-----------------------------------------|----------|----------------------|
| 404P540H27 BEARING          | 45                                      | 6.95     | 312.75               |
| 404P540H28 BEARING          | 45                                      | 6.95     | 312.75               |
| 489B859H01 SWIVEL STEM 3.50 | 375 DI                                  | 8        | 13.11                |
| 489B859H01 P/N              | 8                                       | 11.56    | 92.48                |
| 02-07-13                    | INVENTORY CONTROL VALUE ANALYSIS REPORT |          |                      |
|                             |                                         |          | Page 11              |
| STYLE                       |                                         |          |                      |
| PART                        |                                         |          |                      |
| LOT                         |                                         |          |                      |
| WH. LOC. NUMBER             | DESCRIPTION                             | QUANTITY | UNIT COST TOTAL COST |
| 4899864H01                  | EXTENSION SPRING                        | 15       | 5.10 76.50           |
| 5586824H01                  | SWIVEL STEM 4.25                        | 375 D    | 12 15.13 181.56      |
| 5586849H01                  | INSULATOR BLOCK 2.00 X 1                | 12       | 21.81 261.72         |
| 6967C72G02                  | KNUCKLE CASTING                         | 8        | 49.20 393.60         |
| F-2-3 1838986G01            | SHOE HOLDER POWER SUB ASSE              | 5        | 86.53 432.65         |
| 1839837G01                  | POWER SHOE HOLDER SUPPORT               | 10       | 46.44 464.40         |
| 3007712G02                  | POWER SHOE HOLDER ASSEMBLY              | 50       | 119.41 5970.50       |
| 5580858G01                  | COLLECTOR SHUNT (GND)                   | 15       | 37.26 558.90         |
| 5580858G02                  | COLLECTOR SHUNT (PWR)                   | 25       | 29.86 746.50         |
| 5585879H01                  | ARM                                     | 30       | 20.40 612.00         |
| 3872C01G01                  | COIL ASSEMBLY                           | 1        | 418.75 418.75        |
| 404P682H02                  | RELAY, CONTROL (PBR)                    | 6        | 781.25 4687.50       |
| 404P682H22                  | RELAY, 4NO / 4NC                        | 12       | 1247.10 14965.20     |
| 409P300H05                  | CONNECTOR, 10 POS MALE INS              | 3        | 1.21 3.63            |
| 4768A05H11                  | RELAY, 24VDC, CRITICAL 4 F              | 8        | 162.50 1300.00       |
| 5583909G40                  | MAG VALVE ASSY (UB-782-E)               | 3        | 1141.98 3425.94      |
| 5819C58G03                  | FINGER ASSEMBLY                         | 20       | 22.46 449.20         |
| 8592C18G06                  | STD CONTACT & INTERLOCK UM              | 2        | 8271.00 16542.00     |
| F-3-3 13D8907H08            | SPRING (BS/LS)                          | 4        | 28.75 115.00         |



| The Cost of rebuilding an item under CBE 552 |         |      |      |          |       |
|----------------------------------------------|---------|------|------|----------|-------|
| bent                                         | \$8.75  | 2    | 100% | \$17.50  |       |
| Silicon                                      | \$0.50  | 1    | 100% | \$0.50   |       |
|                                              |         |      |      | \$26.20  |       |
|                                              |         |      |      |          |       |
| <b>BS/LS arm</b>                             |         |      |      |          |       |
| Contact                                      | \$4.69  | 1    | 100% | \$4.69   | 25.36 |
| pin                                          | \$1.30  | 2    | 100% | \$2.60   |       |
| Cotter pin                                   | \$0.09  | 2    | 100% | \$0.18   |       |
| Spring                                       | \$0.16  | 0.2  | 10%  | \$0.03   |       |
| washer                                       | \$0.01  | 0.1  | 5%   | \$0.00   |       |
|                                              |         |      |      | \$7.50   |       |
|                                              |         |      |      |          |       |
| <b>Collector tree</b>                        |         |      |      |          |       |
| (8) Bearing h27                              | \$6.95  | 8    | 100% | \$55.60  |       |
| (8) Bearing H28                              | \$6.95  | 8    | 100% | \$55.60  |       |
| (4) Arm                                      | \$20.40 | 4    | 100% | \$81.60  |       |
| (2) Pin                                      | \$13.11 | 2    | 100% | \$26.22  |       |
| (4) Knuckle                                  | \$49.20 | 0.05 | 5%   | \$2.46   |       |
| (4) Cotter pin                               | \$0.06  | 4    | 100% | \$0.24   |       |
| (4) roll pin                                 | \$0.07  | 4    | 100% | \$0.28   |       |
| (2) Spring                                   | \$5.10  | 0.05 | 5%   | \$0.26   |       |
|                                              |         |      |      | \$222.26 |       |
|                                              |         |      |      |          |       |
| <b>Dr edge contact rollers</b>               |         |      |      |          |       |
| Contacts                                     | \$44.48 | 1    | 100% | \$44.48  |       |
| Heat shrink                                  | \$0.41  | 1    | 100% | \$0.41   |       |
|                                              |         |      |      | \$44.89  |       |
|                                              |         |      |      |          |       |
| <b>Door slide channel</b>                    |         |      |      |          |       |
| Teflon Strip                                 | \$5.15  | 1    | 100% | \$5.15   |       |
| Rivets                                       | \$0.10  | 2    | 100% | \$0.20   |       |

1A9B920G01 STD UMC, INTERLOCK FINGER 16 8.75 140.00  
 1B39488G01 COMMUTATING CAPACITOR 0.5 6 96.11 576.66  
 1C45073H01 MODIFIED RESISTOR ASSY. 3 187.50 562.50  
 1C45176G01 GATE LEAD PANEL 1 253.54 253.54  
 1C45176G02 GATE LEAD PANEL 1 253.54 253.54  
 21D7111G01 CONTACT ASSEMBLY 6 27.50 165.00  
 4078B67G01 STATIONARY ASSEMBLY, RH ( 2 24.26 48.52  
 4078B67G04 STATIONARY ASSEMBLY, LH ( 2 90.00 180.00  
 4078B74G01 STD. INTERLOCK MOVING PART 4 25.36 101.44  
 4227B27G01 CONTACT STUD ASSEMBLY 20 12.50 250.00  
 4767A90G01 STD UMC, CONTACT INTERLOCK 20 4.69 93.80  
 4778A79G01 STD UMC, INTERLOCK FINGER 22 4.10 90.20  
 4778A96H02 STD SPG PIN .188 DIA 1.25 42 1.30 54.60  
 8617A79G01 CONTACT WITH INSERT 6 22.06 132.36  
 8840D42G06 GENERAL ASSEMBLY, TYPE UT- 1 1201.31 1201.31

| The Cost of rebuilding an item under CBE 552 |                     |          |      |      |          |        |
|----------------------------------------------|---------------------|----------|------|------|----------|--------|
|                                              |                     |          |      |      |          | \$5.35 |
|                                              |                     |          |      |      |          |        |
| <b>AR-2</b>                                  |                     |          |      |      |          |        |
|                                              | Kit                 | \$72.68  | 1    | 100% | \$72.68  |        |
|                                              | silicon             | \$0.50   | 1    | 100% | \$0.50   |        |
|                                              |                     |          |      |      | \$73.18  |        |
|                                              |                     |          |      |      |          |        |
|                                              |                     |          |      |      |          |        |
| <b>Door Operator</b>                         |                     |          |      |      |          |        |
|                                              | Bushings            | \$4.19   | 2    | 100% | \$8.38   |        |
|                                              | Grease              | \$1.00   | 1    | 100% | \$1.00   |        |
|                                              | Arm                 | \$393.75 | 0.2  | 20%  | \$78.75  |        |
|                                              | gasket              | \$0.45   | 1    | 100% | \$0.45   |        |
|                                              | seal                | \$70.30  | 1    | 100% | \$70.30  |        |
|                                              | gear                | \$730.15 | 0.05 | 5%   | \$36.51  |        |
|                                              | spirod              | \$95.27  | 0.05 | 5%   | \$4.76   |        |
|                                              | snap in             | \$7.56   | 2    | 100% | \$15.12  |        |
|                                              |                     |          |      |      | \$215.27 |        |
|                                              |                     |          |      |      |          |        |
| <b>Air compressor Basic</b>                  |                     |          |      |      |          |        |
|                                              | Cylinder gasket l/p | \$1.30   | 1    | 100% | \$1.30   |        |
|                                              | Cylinder gasket h/p | \$1.37   | 1    | 100% | \$1.37   |        |
|                                              | Rings h/p           | \$22.59  | 1    | 100% | \$22.59  |        |
|                                              | Rings l/p           | \$23.85  | 1    | 100% | \$23.85  |        |
|                                              | oil pump vanes      | \$1.80   | 4    | 100% | \$7.20   |        |
|                                              | vane springs        | \$0.70   | 4    | 100% | \$2.80   |        |
|                                              | Insert              | \$12.60  | 1    | 100% | \$12.60  |        |
|                                              | diaphragm           | \$6.30   | 1    | 100% | \$6.30   |        |
|                                              | seal cover          | \$0.50   | 1    | 100% | \$0.50   |        |
|                                              | pin seal            | \$0.35   | 1    | 100% | \$0.35   |        |
|                                              | oil                 | \$12.16  | 0.5  | 100% | \$6.08   |        |

| The Cost of rebuilding an Item under CBE 552 |          |      |      |  |         |         |
|----------------------------------------------|----------|------|------|--|---------|---------|
|                                              |          |      |      |  |         | \$84.94 |
|                                              |          |      |      |  |         |         |
| <b>Autolock Stanley</b>                      |          |      |      |  |         |         |
| Cam spring                                   | \$11.45  | 0.2  | 20%  |  | \$2.29  |         |
| Scmersal switch                              | \$107.42 | 0.2  | 20%  |  | \$21.48 |         |
| e block                                      | \$10.00  | 0.1  | 10%  |  | \$1.00  |         |
| e rod                                        | \$10.00  | 0.2  | 20%  |  | \$2.00  |         |
| e rod spring                                 | \$3.75   | 0.1  | 10%  |  | \$0.38  |         |
| bushing                                      | \$13.38  | 0.4  | 40%  |  | \$5.35  |         |
|                                              |          |      |      |  | \$32.50 |         |
|                                              |          |      |      |  |         |         |
| <b>Autolock Horton</b>                       |          |      |      |  |         |         |
| Switch                                       | \$20.00  | 0.4  | 40%  |  | \$8.00  |         |
| orings                                       | \$0.10   | 0.4  | 10%  |  | \$0.04  |         |
| pc boards                                    | \$105.00 | 0.1  | 10%  |  | \$10.50 |         |
| Solnoid                                      | \$90.00  | 0.05 | 5%   |  | \$4.50  |         |
|                                              |          |      |      |  | \$23.04 |         |
|                                              |          |      |      |  |         |         |
| <b>H/P Head</b>                              |          |      |      |  |         |         |
| Gasket                                       | 4.15     | 1    | 100% |  | 4.15    |         |
| Flange gasket                                | 5.71     | 1    | 100% |  | 5.71    |         |
|                                              |          |      |      |  | 9.86    |         |
|                                              |          |      |      |  |         |         |
| <b>L/P Head</b>                              |          |      |      |  |         |         |
| Gasket                                       | 4.36     | 1    | 100% |  | 4.36    |         |
| Flange gasket                                | 5.71     | 1    | 100% |  | 5.71    |         |
|                                              |          |      |      |  | 10.07   |         |
|                                              |          |      |      |  |         |         |
| <b>Both heads replaced</b>                   |          |      |      |  | 19.93   |         |
| <b>4</b>                                     |          |      |      |  |         |         |

| This is a sorted copy of the rebuild data base and was used for qty of items rebuilt |     |            |         |            |                                                                                                                                                                                                       |    |
|--------------------------------------------------------------------------------------|-----|------------|---------|------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----|
| Item                                                                                 | Qty | Date Enter | Reason  | Date Comp  | Notes                                                                                                                                                                                                 |    |
| Air Compressor                                                                       | 1   | 1/2/2009   | Rebuild | 1/26/2009  | C8, makes a lot of noise in the crankcase area when pumping up. LP head valve fell apart and destroyed the cylinder, piston and connecting rod. Rebuilt and placed on test stand and test compressor. |    |
| Air Compressor                                                                       | 1   | 9/23/2009  | Rebuild | 10/14/2009 | C4 - pulled for unusual noises coming from crankcase. Checks good. Noises attributed to folded over head gasket. Ran on test stand for a number of hours.                                             |    |
| Air Compressor                                                                       | 1   | 11/26/2011 | Rebuild | 12/6/2011  | C8 compressor has oil leak. Replaced bellfram and then it tested good.                                                                                                                                |    |
| Air Compressor                                                                       | 3   |            |         |            | 1 rebuild 2 repaired<br>3 10 hours                                                                                                                                                                    | 10 |
| Air Compressor HP Head                                                               | 1   | 5/7/2008   | Rebuild | 6/25/2008  | C4 - 1/shoot intercooler pop-off.                                                                                                                                                                     |    |
| Air Compressor HP Head                                                               | 1   | 10/7/2008  | Rebuild | 10/14/2008 | C5 - compressor constantly running, popping off on intercooler relief valve.                                                                                                                          |    |
| Air Compressor HP Head                                                               | 1   | 9/25/2008  | Rebuild | 11/24/2008 | C5 - popoff on relief valve. Rebuilt, needs testing. Failed second test. Located bad discharge valve - repaired and retested good.                                                                    |    |
| Air Compressor HP Head                                                               | 1   | 10/13/2008 | Rebuild | 11/25/2008 | C4 - rebuild and re-test.                                                                                                                                                                             |    |
| Air Compressor HP Head                                                               | 1   | 11/19/2008 | Rebuild | 2/3/2009   | C1 - intercooler pop-off. No "warranty parts" available - ON HOLD. Rebuilt.                                                                                                                           |    |
| Air Compressor HP Head                                                               | 1   | 4/3/2009   | Rebuild | 7/11/2009  | C1 - troubleshot compressor problem. Most likely, there is nothing wrong. Yep, tested good.                                                                                                           |    |
| Air Compressor HP Head                                                               | 1   | 12/30/2008 | Rebuild | 8/24/2009  | C6 - loss of air pressure. Rebuilt with new valves. Tested good.                                                                                                                                      |    |
| Air Compressor HP Head                                                               | 1   | 8/4/2009   | Rebuild | 8/25/2009  | C1 - pop-off at end of cycle. Loaded with oil. Rebuilt with new valves. Tested good.                                                                                                                  |    |
| Air Compressor HP Head                                                               | 1   | 8/1/2009   | Rebuild | 8/26/2009  | ? Rebuilt using new valves. Tested good.                                                                                                                                                              |    |

03605

| This is a sorted copy of the rebuild data base and was used for qty of items rebuilt |   |            |         |            |                                                                                                                     |  |
|--------------------------------------------------------------------------------------|---|------------|---------|------------|---------------------------------------------------------------------------------------------------------------------|--|
| Air Compressor HP Head                                                               | 1 | 8/3/2009   | Rebuild | 10/11/2009 | Pulled for C1 intercooler pop-off. Loaded with oil. Suction and discharge valve seats worn - replaced. Tested good. |  |
| Air Compressor HP Head                                                               | 1 | 10/1/2009  | Rebuild | 10/28/2009 | Not tagged. Requires testing to find fault.                                                                         |  |
| Air Compressor HP Head                                                               | 1 | 9/16/2009  | Rebuild | 10/29/2009 | C4 - pop-off towards end of cycle. Torn down - rebuild.                                                             |  |
| Air Compressor HP Head                                                               | 1 | 10/30/2009 | Rebuild | 11/9/2009  | C3 - DE says BAD rebuild. He was wrong. It was a failed used valve. Replaced valves and tested good.                |  |
| Air Compressor HP Head                                                               | 1 | 10/17/2009 | Rebuild | 11/10/2009 | stock to put on C2 - Still has loud knocking sound - probably nothing wrong - requires further testing. (Ex 05/06)  |  |
| Air Compressor HP Head                                                               | 1 | 10/17/2009 | Rebuild | 11/1/2009  | C2 - loud knocking sounds - fails to pump up to proper pressure. Probably nothing wrong - requires further testing. |  |
| Air Compressor HP Head                                                               | 1 | 12/17/2009 | Rebuild | 12/29/2009 | C4 - loud knocking - initial investigation revealed broken discharge valve.                                         |  |
| Air Compressor HP Head                                                               | 1 | 1/3/2010   | Rebuild | 1/19/2010  | C6 - intercooler popping off. Rebuilt suction and reused discharge valve. Tested good.                              |  |
| Air Compressor HP Head                                                               | 1 | 2/16/2010  | RMR     | 2/18/2010  | New head from RMR. Requires testing. Pulled apart and corrected several deficiencies. Passed.                       |  |
| Air Compressor HP Head                                                               | 1 | 4/16/2010  | Rebuild | 4/26/2010  | C7 - knocking sounds.                                                                                               |  |
| Air Compressor HP Head                                                               | 1 | 6/22/2010  | Rebuild | 7/20/2010  | C8 - intercooler pop-off.                                                                                           |  |
| Air Compressor HP Head                                                               | 1 | 1/10/2011  | Rebuild | 1/21/2011  | C10 - jack hammer sounds. Recovered three suction valve roll pins. Rebuilt, tested good.                            |  |
| Air Compressor HP Head                                                               | 1 | 12/14/2010 | Rebuild | 1/23/2011  | C5 - t/shooting knocking sound.                                                                                     |  |
| Air Compressor HP Head                                                               | 1 | 3/1/2011   | Rebuild | 3/15/2011  | C8 - broken discharge spring. Installed used suction and new discharge valves.                                      |  |

03606

| This is a sorted copy of the rebuild data base and was used for qty of items rebuilt |   |           |         |           |                                                                                                                                   |  |
|--------------------------------------------------------------------------------------|---|-----------|---------|-----------|-----------------------------------------------------------------------------------------------------------------------------------|--|
| Air Compressor HP Head                                                               | 1 | 3/6/2011  | Rebuild | 3/16/2011 | C2 - intermittent popping off at end of cycle. Discharge valve sprink weak and seat not so good. Both valves installed were used. |  |
| Air Compressor HP Head                                                               | 1 | 3/6/2011  | Rebuild | 3/20/2011 | C7 - no pump up. (Ex 05/06). Used suction and new discharge valves installed.                                                     |  |
| Air Compressor HP Head                                                               | 1 | 3/20/2011 | Rebuild | 5/15/2011 | C10 - popping off. Both valves bad - awaiting parts. New valves installed.                                                        |  |
| Air Compressor HP Head                                                               |   |           |         |           | C10 - popping off. Rebuilt incorrectly - valves swapped, dirty. Re-rebuilt correctly. Tested by another. Passed for now.          |  |
| Air Compressor HP Head                                                               | 1 | 5/4/2011  | Repair  | 6/22/2011 | C6 - removed for knocking at start-up. Cleaned up and tested good.                                                                |  |
| Air Compressor HP Head                                                               | 1 | 5/11/2011 | Rebuild | 7/21/2011 | C8 - intercooler pop-off. Slightly disassembled.                                                                                  |  |
| Air Compressor HP Head                                                               | 1 | 7/17/2011 | Rebuild | 9/5/2011  | Rebuilt. Tagged with "Needs Tested" - test unit. Tested good.                                                                     |  |
| Air Compressor HP Head                                                               | 1 | 8/1/2011  | Test    | 9/15/2011 | C8 - Removed for popping off. Rebuilt w/ new valves, tested good.                                                                 |  |
| Air Compressor HP Head                                                               | 1 | 7/17/2011 | Rebuild | 9/22/2011 | C2 - pulled for loss of main air. Head was knocking. Replaced discharge valve, tested good.                                       |  |
| Air Compressor HP Head                                                               | 1 | 9/23/2011 | Rebuild | 9/23/2011 | C6 - 1/shoot rattling noise. Disassembled and cleaned. Rebuilt and passed testing.                                                |  |
| Air Compressor HP Head                                                               | 1 | 7/12/2011 | Rebuild | 2/1/2012  | Removed from C4 for low main air. Rebuilt with new valves..                                                                       |  |
| Air Compressor HP Head                                                               | 1 | 2/16/2012 | Rebuild | 3/6/2012  | removed to t/s low main air c10. insp assem, tested good.                                                                         |  |
| Air Compressor HP Head                                                               | 1 | 3/4/2012  | Rebuild | 3/13/2012 | Removed from C10 for low main air. Rebuilt with new valves tested good.                                                           |  |
| Air Compressor HP Head                                                               | 1 | 2/18/2012 | Rebuild | 3/14/2012 | C4 due to failure. Cleaned up, rebuilt, tested good.                                                                              |  |
| Air Compressor HP Head                                                               | 1 | 3/26/2012 | Rebuild | 4/11/2012 | C5 due to pop-off, did not fix problem. Cleaned up, tested good.                                                                  |  |
| Air Compressor HP Head                                                               | 1 | 4/7/2012  | Test    | 4/12/2012 |                                                                                                                                   |  |

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|--------------------------------------------------------------------------------------|----|------------|---------|------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------|
| Air Compressor HP Head                                                               | 1  | 3/19/2012  | Rebuild | 4/13/2012  | C7 knocking. Low discharge spring destroyed, replaced valve, cleaned up, tested good.                                                                        |                                 |
| Air Compressor HP Head                                                               | 1  | 4/15/2012  | Rebuild | 4/19/2012  | C8 popping off. Replaced discharge valve, tested good.                                                                                                       |                                 |
| Air Compressor HP Head                                                               | 40 |            |         |            |                                                                                                                                                              | 37 rebuilt 3 cleaned and tested |
| Air Compressor LP Head                                                               | 1  | 5/7/2008   | Rebuild | 6/25/2008  | C4 - troubleshoot intercooler pop-off.                                                                                                                       | 40 manhours 114                 |
| Air Compressor LP Head                                                               | 1  | 9/25/2008  | Rebuild | 10/14/2008 | C5 - popoff on relief valve. Rebuilt, needs testing.                                                                                                         |                                 |
|                                                                                      |    |            |         |            | C5 - compressor constantly running, intercooler relief valve constantly popping off. Broken discharge spring sent through intercooler and lodged in HP head. |                                 |
| Air Compressor LP Head                                                               | 1  | 10/7/2008  | Rebuild | 10/29/2008 | C4 - rebuild and re-test.                                                                                                                                    |                                 |
| Air Compressor LP Head                                                               | 1  | 10/13/2008 | Rebuild | 11/25/2008 | C6 - loss of air pressure, broken spring sent to HP head. Rebuilt.                                                                                           |                                 |
| Air Compressor LP Head                                                               | 1  | 12/31/2008 | Rebuild | 2/3/2009   | C8, suspect noisemaker. Tested good on test stand.                                                                                                           |                                 |
| Air Compressor LP Head                                                               | 1  | 12/12/2008 | Rebuild | 4/7/2009   | C1 - Located a broken spring lodged in the suction valve. Replaced broken suction valve. Tested good.                                                        |                                 |
| Air Compressor LP Head                                                               | 1  | 4/3/2009   | Rebuild | 7/11/2009  | C1 - pop-off at end of cycle. Rebuilt with what looked like new valves. Tested good.                                                                         |                                 |
| Air Compressor LP Head                                                               | 1  | 8/4/2009   | Rebuild | 8/24/2009  | C4 - pop-off towards end of cycle.                                                                                                                           |                                 |
| Air Compressor LP Head                                                               | 1  | 9/16/2009  | Rebuild | 10/1/2009  |                                                                                                                                                              |                                 |
| Air Compressor LP Head                                                               | 1  | 10/17/2009 | Rebuild | 11/9/2009  | C2 - loud knocking noise and failure to pump up properly. Probably nothing wrong - requires further testing. Rebuilt using different valves. Tested good.    |                                 |
| Air Compressor LP Head                                                               | 1  | 10/30/2009 | Rebuild | 11/11/2009 | C3 - replaced due to intercooler pop-off.                                                                                                                    |                                 |
| Air Compressor LP Head                                                               | 1  | 12/17/2009 | Rebuild | 12/29/2009 | C4 - loud knocking. Reworked valves.                                                                                                                         |                                 |
| Air Compressor LP Head                                                               | 1  | 1/3/2010   | Rebuild | 1/19/2010  | C6 - pulled for intercooler popping off. NFF. Tested good.                                                                                                   |                                 |
| Air Compressor LP Head                                                               | 1  | 4/16/2010  | Rebuild | 4/26/2010  | C7 - knocking sounds                                                                                                                                         |                                 |

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|--------------------------------------------------------------------------------------|---|------------|---------|-----------|--------------------------------------------------------------------------------------------------------------------------|
| Air Compressor LP Head                                                               | 1 | 12/14/2010 | Rebuild | 1/21/2011 | C5 - t/shooting knocking sound. Rebuilt, tested good.                                                                    |
| Air Compressor LP Head                                                               | 1 | 1/10/2011  | Rebuild | 1/23/2011 | C10 - jack hammer sounds. Pulled for precaution - original equipment.                                                    |
| Air Compressor LP Head                                                               | 1 | 3/6/2011   | Rebuild | 3/15/2011 | C2 - intermittent lifting and popping off at end of cycle. Installed new valves.                                         |
| Air Compressor LP Head                                                               | 1 | 3/6/2011   | Rebuild | 3/16/2011 | C7 - discharge spring failure. Suction valve spring missing parts. Installed used suction and new discharge valves.      |
| Air Compressor LP Head                                                               | 1 | 3/1/2011   | Rebuild | 3/20/2011 | C8 - broken discharge spring. Installed used suction and new discharge valves.                                           |
| Air Compressor LP Head                                                               | 1 | 3/20/2011  | Rebuild | 3/29/2011 | C10 - popping off. Rebuilt, reused valves, NFF.                                                                          |
| Air Compressor LP Head                                                               | 1 | 5/4/2011   | Repair  | 6/22/2011 | C10 - popping off. Rebuilt incorrectly - valves swapped, dirty. Re-rebuilt correctly. Tested by another. Passed for now. |
| Air Compressor LP Head                                                               | 1 | 5/11/2011  | Rebuild | 7/21/2011 | C6 - removed for knocking at start-up. Cleaned up and tested good.                                                       |
| Air Compressor LP Head                                                               | 1 | 8/1/2011   | Test    | 9/15/2011 | Rebuilt. Tagged with "Needs Tested" - test unit. Tested good.                                                            |
| Air Compressor LP Head                                                               | 1 | 7/12/2011  | Rebuild | 2/1/2012  | C6 - t/shoot rattling noise. Disassembled and cleaned. Rebuilt and passed testing.                                       |
| Air Compressor LP Head                                                               | 1 | 2/18/2012  | Rebuild | 3/6/2012  | Removed from C10 for low main air. Rebuilt with new valves.                                                              |
| Air Compressor LP Head                                                               | 1 | 3/14/2012  | Rebuild | 3/13/2012 | removed to t/s low main air c10. insp assem, tested good.                                                                |
| Air Compressor LP Head                                                               | 1 | 3/26/2012  | Rebuild | 4/11/2012 | C4 due to failure. Low discharge spring destroyed, replaced valve, cleaned up, tested good.                              |
| Air Compressor LP Head                                                               | 1 | 4/7/2012   | Test    | 4/12/2012 | C5 due to pop-off, did not fix problem. Cleaned up, tested good.                                                         |
| Air Compressor LP Head                                                               | 1 | 3/19/2012  | Rebuild | 4/13/2012 | C7 knocking. Cleaned up, rebuilt, tested good.                                                                           |



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|--------------------------------------------------------------------------------------|----|------------|---------|-----------|--------------------------------------------------------------------------------------------------------------------------------|----|
|                                                                                      |    |            |         |           |                                                                                                                                |    |
| Air Compressor LP Head                                                               | 1  | 4/15/2012  | Rebuild | 4/19/2012 | C8 popping off. Cleaned up, tested good.                                                                                       |    |
| Air Compressor LP Head                                                               | 30 |            |         |           | 22 rebuilt 8 cleaned insp & tested 72 man hours                                                                                | 72 |
| Air Dryer, AD9                                                                       | 1  | 1/30/2009  | Rebuild | 2/3/2009  | C8 - PM502. Rebuilt - requires cleaning and testing.                                                                           |    |
| Air Dryer, AD9                                                                       | 1  | 1/31/2009  | Rebuild | 2/3/2009  | C9 - PM502.                                                                                                                    |    |
| Air Dryer, AD9                                                                       | 1  | 2/9/2009   | Rebuild | 2/22/2009 | Bleeding through purge valve - replaced entire purge valve.                                                                    |    |
|                                                                                      |    |            |         |           | C9, popping off relief valve. Adjusted relief valve. Replaced guts with previously rebuilt unit (damaged purge valve cylinder) |    |
| Air Dryer, AD9                                                                       | 1  | 2/16/2009  | Rebuild | 2/22/2009 |                                                                                                                                |    |
| Air Dryer, AD9                                                                       | 1  | 1/31/2009  | Rebuild | 3/2/2009  | C10 - PM502. Rebuilt, requires testing.                                                                                        |    |
| Air Dryer, AD9                                                                       | 1  | 2/28/2009  | Rebuild | 8/1/2009  | C9? - rebuild purge valve ONLY - per DA.                                                                                       |    |
|                                                                                      |    |            |         |           | C8 - suspect in bad air bleed-down rates. NFF other than oil contamination.                                                    |    |
| Air Dryer, AD9                                                                       | 1  | 9/1/2009   | Rebuild | 9/19/2009 | C4 - pulled for good measure and, oht                                                                                          |    |
| Air Dryer, AD9                                                                       | 1  | 9/23/2009  | Rebuild | 10/1/2009 | Oil contamination!!                                                                                                            |    |
| Air Dryer, AD9                                                                       | 1  | 10/11/2009 | Rebuild | 1/18/2010 | C3 - PM502.                                                                                                                    |    |
| Air Dryer, AD9                                                                       | 1  | 9/29/2009  | Rebuild | 1/19/2010 | C2 - pulled for PM506.                                                                                                         |    |
| Air Dryer, AD9                                                                       | 1  | 9/29/2009  | Rebuild | 1/20/2010 | C1 - PM506.                                                                                                                    |    |
| Air Dryer, AD9                                                                       | 1  | 2/23/2010  | Rebuild | 3/5/2010  | C5 - PM502. Rebuilt, requires testing.                                                                                         |    |
| Air Dryer, AD9                                                                       | 1  | 2/23/2010  | Rebuild | 3/6/2010  | C6 - PM502. Rebuilt, requires testing.                                                                                         |    |
| Air Dryer, AD9                                                                       | 1  | 2/23/2010  | Rebuild | 3/7/2010  | C7 - PM502. Rebuilt. Tested good.                                                                                              |    |
| Air Dryer, AD9                                                                       | 1  | 3/23/2010  | Rebuild | 3/27/2010 | C8 - PM502. Rebuilt and tested good.                                                                                           |    |
| Air Dryer, AD9                                                                       | 1  | 3/23/2010  | Rebuild | 3/28/2010 | C10 - PM502. Rebuilt and tested good.                                                                                          |    |
| Air Dryer, AD9                                                                       | 1  | 3/23/2010  | Rebuild | 3/29/2010 | C9 - PM502. Rebuilt and tested good. Left on test stand.                                                                       |    |
| Air Dryer, AD9                                                                       | 1  | 1/11/2011  | Rebuild | 1/13/2011 | C4 - Leaks during pump-up. Rebuilt, tested good.                                                                               |    |

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|--------------------------------------------------------------------------------------|----|------------|---------|------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|
| Air Dryer, AD9                                                                       | 1  | 1/11/2011  | Rebuild | 1/13/2011  | C5 - low main air alarm t/shooting. Recently rebuilt, put on test stand. Tested good.                                                                     |             |
| Air Dryer, AD9                                                                       | 1  | 11/18/2010 | Rebuild | 1/23/2011  | C5 - Leaks (where?) - rebuilt. Tested good.                                                                                                               |             |
| Air Dryer, AD9                                                                       | 1  | 2/16/2011  | Rebuild | 2/19/2011  | C8 - over purging / leaking through. Rebuilt, tested good.                                                                                                |             |
| Air Dryer, AD9                                                                       | 1  | 5/31/2011  | Rebuild | 6/4/2011   | C8 - leaking and popping off. Purge valve sticking, lubed up. Tested good.                                                                                |             |
| Air Dryer, AD9                                                                       | 1  | 3/6/2011   | Rebuild | 9/21/2011  | C7 - leaks, blowing through. Awaiting testing. Tested good.                                                                                               |             |
| Air Dryer, AD9                                                                       | 1  | 12/3/2011  | Rebuild | 12/16/2011 | C7 due to leaking. Rebuilt.                                                                                                                               |             |
| Air Dryer, AD9                                                                       | 1  | 12/23/2011 | Rebuild | 3/26/2012  | C4 pulled for leak. Rebuilt and tested on stand for leaks. Leak tested good.                                                                              |             |
| Air Dryer, AD9                                                                       | 1  | 3/25/2012  | Rebuild | 3/26/2012  | Removed from c7 for leak. Tightened end cap bolt and no more leak.                                                                                        |             |
| Air Dryer, AD10                                                                      | 26 |            |         |            | 26/26 rebuilt                                                                                                                                             | 65          |
| Air Regulator                                                                        | 1  | 4/22/2008  | Repair  | 6/15/2008  | S/M, B1 shop air regulator does not operate properly - needs rebuild kit. Rebuilt and tested good.                                                        |             |
| Air Regulator                                                                        | 1  | 11/5/2008  | Repair  | 11/5/2008  | N/M, B3 air regulator does not operate correctly - requires a rebuild kit. Incorrect valve assembly supplied by Grainger - modified to get valve to work. |             |
| Air Regulator                                                                        | 3  |            |         |            | South maintenance platform B3.                                                                                                                            | 3 3 rebuilt |
| Air Relay (AR2)                                                                      | 1  | 4/1/2008   | Rebuild | 5/23/2008  | C2 - tested bad. Requires rebuild.                                                                                                                        | 4.5         |
| Air Relay (AR2)                                                                      | 1  | 4/1/2008   | Rebuild | 5/23/2008  | C2 - tested bad. Requires rebuild.                                                                                                                        |             |
| Air Relay (AR2)                                                                      | 1  | 7/9/2008   | Rebuild | 10/13/2008 | C6, #1 - air leaks out of exhaust at full brake                                                                                                           |             |
| Air Relay (AR2)                                                                      | 1  | 8/7/2008   | Rebuild | 10/13/2008 | C6, #2 - various leaking points.                                                                                                                          |             |
| Air Relay (AR2)                                                                      | 1  | 9/16/2008  | Rebuild | 4/15/2009  | C7, #2 - crack in housing.                                                                                                                                |             |
| Air Relay (AR2)                                                                      | 1  | 7/9/2008   | Rebuild | 4/15/2009  | C6, #1 - leaks.                                                                                                                                           |             |
| Air Relay (AR2)                                                                      | 1  | 4/1/2009   | Rebuild | 4/15/2009  | Unknown problems - tested good.                                                                                                                           |             |
| Air Relay (AR2)                                                                      | 1  | 7/1/2009   | Rebuild | 9/7/2009   | D-car. Requires fittings replaced, testing and rebuild if necessary.                                                                                      |             |

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|--------------------------------------------------------------------------------------|----|------------|---------|-----------|-------------------------------------------------------------------------------------------------------|----|
|                                                                                      |    |            |         |           | test bench - has been in service for several years without a rebuild. Rebuild and test. Tested good.  |    |
| Air Relay (AR2)                                                                      | 1  | 7/1/2009   | Rebuild | 9/7/2009  | C2, #1 - pulled to vshoot loss of truck brake pressure. NFF - returned to stock.                      |    |
| Air Relay (AR2)                                                                      | 1  | 1/2/2010   | Rebuild | 2/4/2010  | C4, #1 - pulled for excessive air coming out of exhaust. Disintergrated o-ring in high-hat (exhaust). |    |
| Air Relay (AR2)                                                                      | 1  | 2/28/2010  | Rebuild | 3/10/2010 | C9 #2 pulled for leak.                                                                                |    |
| Air Relay (AR2)                                                                      | 1  | 1/4/2012   | Rebuild |           | C2 #1 leak.                                                                                           |    |
| Air Relay (AR2)                                                                      | 1  | 11/20/2011 | Rebuild |           | C1 #1 leaking.                                                                                        |    |
| Air Relay (AR2)                                                                      | 1  | 4/8/2012   | Repair  |           | C1 #2 leaking.                                                                                        |    |
| Air Relay (AR2)                                                                      | 1  | 4/8/2012   | Repair  |           | C2 #2 leaking.                                                                                        |    |
| Air Relay (AR2)                                                                      | 1  | 4/8/2012   | Repair  |           |                                                                                                       |    |
| Air Relay (AR2)                                                                      | 16 |            |         |           | 14 rebuilt 1 tested<br>16 good 1 trashed                                                              | 19 |
| Antiriser, Vehicle                                                                   | 1  | 1/9/2011   | Repair  | 4/5/2011  | C2, leaf 1 - broken angle. Replaced aluminum rod.                                                     |    |
| Antiriser, Vehicle                                                                   | 1  |            |         |           | 1 1 rebuilt                                                                                           | 1  |
| Autolock (Horton)                                                                    | 1  | 5/20/2008  | Rebuild | 5/21/2008 | S/S, B2, 5/6 - C/L switch "floating" and other issues.                                                |    |
| Autolock (Horton)                                                                    | 1  | 5/19/2008  | Rebuild | 5/21/2008 | N/S, B2, 5/6 - unlock fails. Cleaned and tested good.                                                 |    |
| Autolock (Horton)                                                                    | 1  | 5/20/2008  | Rebuild | 5/21/2008 | N/S, B1, 5/6 - unlock fails. Cleaned and tested good.                                                 |    |
| Autolock (Horton)                                                                    | 1  | 5/20/2008  | Rebuild | 5/27/2008 | S/M, B2, 3/4 - broken wire/needs cleaning. Cleaned and tested good.                                   |    |
| Autolock (Horton)                                                                    | 1  | 5/22/2008  | Rebuild | 7/1/2008  | N/M, B2, 3/4 - unlock fails.                                                                          |    |
| Autolock (Horton)                                                                    | 1  | 6/4/2008   | Rebuild | 7/10/2008 | S/M, B3, 5/6 - loose coil.                                                                            |    |
| Autolock (Horton)                                                                    | 1  | 7/6/2008   | Rebuild | 7/10/2008 | N/M, B3, 3/4 - unlock fails.                                                                          |    |
| Autolock (Horton)                                                                    | 1  | 7/9/2008   | Rebuild | 7/11/2008 | N/M, B2, 3/4 - UF's and broken R4. Replaced PCb w/new style.                                          |    |
| Autolock (Horton)                                                                    | 1  | 7/11/2008  | Rebuild | 7/16/2008 | N/M, B3, 5/6 - UF's. Cleaned solenoid - tested good.                                                  |    |
| Autolock (Horton)                                                                    | 1  | 7/14/2008  | Rebuild | 7/16/2008 | S/M, B2, 1/2 - UF's. Cleaned solenoid - tested good.                                                  |    |
| Autolock (Horton)                                                                    | 1  | 7/14/2008  | Rebuild | 7/16/2008 | S/S, B3, 5/6 - UF's and stiffness. Clean solenoid - tested good.                                      |    |

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|--------------------------------------------------------------------------------------|---|------------|---------|------------|--------------------------------------------------------------------------------------------------------------------------------------------------|
| Autolock (Horton)                                                                    | 1 | 7/26/2008  | Rebuild | 7/27/2008  | N/M, B3, 3/4 - LF's. Cleaned and tightened solenoid.                                                                                             |
| Autolock (Horton)                                                                    | 1 | 8/1/2008   | Rebuild | 8/8/2008   | S/M, B2, 1/2 - malfunctions. Cleaned solenoid - tested good.                                                                                     |
| Autolock (Horton)                                                                    | 1 | 8/4/2008   | Rebuild | 8/8/2008   | N/M, B2, 7/8 - flakey close/lock. Replaced solenoid shaft; cleaned up; replaced w/new PC board. Tested good.                                     |
| Autolock (Horton)                                                                    | 1 | 8/7/2008   | Rebuild | 8/8/2008   | S/M, B3, 3/4 - LF's. Cleaned solenoid and tested good.                                                                                           |
| Autolock (Horton)                                                                    | 1 | 8/12/2008  | Rebuild | 8/24/2008  | N/M, B1, 3/4 - UF's, binding assy and loose coil wires. Cleaned up and tightened coil. Tested good.                                              |
| Autolock (Horton)                                                                    | 1 | 8/14/2008  | Rebuild | 8/24/2008  | S/S, B2, 1/2 - UF's. Cleaned and tightened coil up. Tested good.                                                                                 |
| Autolock (Horton)                                                                    | 1 | 8/25/2008  | Rebuild | 9/12/2008  | N/S, B2, 7/8 - broken cap and sticking solenoid.                                                                                                 |
| Autolock (Horton)                                                                    | 1 | 9/1/2008   | Rebuild | 9/12/2008  | Unknown location - unknown reason. Cleaned and tested good.                                                                                      |
| Autolock (Horton)                                                                    | 1 | 8/31/2008  | Rebuild | 9/14/2008  | S/M, B3, 5/6 - UF's.                                                                                                                             |
| Autolock (Horton)                                                                    | 1 | 9/9/2008   | Rebuild | 9/14/2008  | N/S, B2, 7/8 - numerous unlock fails. Also found loose wire on connector so autolock may be good. Tightened loose wire. Cleaned and tested good. |
| Autolock (Horton)                                                                    | 1 | 9/12/2008  | Rebuild | 9/14/2008  | S/M, B1, 5/6 - UF's and broken cap C1. Repaired, cleaned and tested good.                                                                        |
| Autolock (Horton)                                                                    | 1 | 9/12/2008  | Rebuild | 9/14/2008  | S/S, B2, 1/2 - LF's. Cleaned and tested good.                                                                                                    |
| Autolock (Horton)                                                                    | 1 | 9/20/2008  | Rebuild | 10/26/2008 | S/M, B1, 7/8 - unlock fail. Replaced board (broken R8). Cleaned and tested good.                                                                 |
| Autolock (Horton)                                                                    | 1 | 9/22/2008  | Rebuild | 10/26/2008 | S/M, B1, 5/6 - UF's. Cleaned and tested good.                                                                                                    |
| Autolock (Horton)                                                                    | 1 | 10/25/2008 | Rebuild | 10/26/2008 | S/M, B2, 7/8 - unlock failures. Cleaned and tested good.                                                                                         |
| Autolock (Horton)                                                                    | 1 | 10/16/2008 | Rebuild | 10/27/2008 | S/M, B2, 1/2 - shaft binding. Cleaned and tested good.                                                                                           |

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|--------------------------------------------------------------------------------------|---|-----------|---------|------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| Autolock (Horton)                                                                    | 1 | 11/7/2008 | Rebuild | 11/13/2008 | N/S, B3, 7/8 - cleaned and tested good.                                                                                                                         |  |
| Autolock (Horton)                                                                    | 1 | 12/2/2008 | Rebuild | 12/3/2008  | S/S, B1, 5/6 - broken R4. Replaced R4 and tested good.                                                                                                          |  |
| Autolock (Horton)                                                                    | 1 | 12/2/2008 | Rebuild | 12/3/2008  | N/S, B3, 5/6 - loose solenoid. Tightened solenoid, cleaned and tested good.                                                                                     |  |
| Autolock (Horton)                                                                    | 1 | 3/1/2009  | Rebuild | 3/3/2009   | N/S, B3, 1/2 - numerous LF's. Harness bad. Cleaned up and replaced harness - tested good.                                                                       |  |
| Autolock (Horton)                                                                    | 1 | 3/1/2009  | Rebuild | 3/4/2009   | Unknown location, unknown problem - noted C# bent, cleaned up, attached new wiring harness, tested good.                                                        |  |
| Autolock (Horton)                                                                    | 1 | 2/19/2009 | Rebuild | 3/6/2009   | N/S, B2, 7/8 - UF's. Cleaned and tested.                                                                                                                        |  |
| Autolock (Horton)                                                                    | 1 | 2/17/2009 | Rebuild | 3/9/2009   | N/S, B3, 1/2 - binding. Cleaned and tested.                                                                                                                     |  |
| Autolock (Horton)                                                                    | 1 | 3/16/2009 | Rebuild | 4/5/2009   | S/M, B1, 5/6 - pulled for missing PC mounting screw and reports of intermittent coil chattering. Replaced missing screw, retinned solenoid leads and rescrewed. |  |
| Autolock (Horton)                                                                    | 1 | 3/4/2009  | Rebuild | 4/9/2009   | N/S, B2, 1/2 - troubleshooting other problems.                                                                                                                  |  |
| Autolock (Horton)                                                                    | 1 | 3/14/2009 | Rebuild | 4/9/2009   | S/M, B1, 5/6 - removed autolock due to autolock failures. Cleaned solenoid - tested good.                                                                       |  |
| Autolock (Horton)                                                                    | 1 | 4/8/2009  | Repair  | 4/9/2009   | Inventory with broken R1. Replaced R1 - tested good.                                                                                                            |  |
| Autolock (Horton)                                                                    | 1 | 4/8/2009  | Rebuild | 4/9/2009   | S/M, B1, 3/4 - removed due to intermittent malfunctions. Noted loose solenoid coil. Tightened solenoid and cleaned - tested good.                               |  |
| Autolock (Horton)                                                                    | 1 | 3/4/2009  | Rebuild | 4/9/2009   | N/S, B2, 1/2 - removed for troubleshooting. Cleaned up and tested good.                                                                                         |  |
| Autolock (Horton)                                                                    | 1 | 1/27/2009 | Rebuild | 5/22/2009  | S/M, B2, 1/2 - UF's. Cleaned and tested good.                                                                                                                   |  |

| This is a sorted copy of the rebuild data base and was used for qty of items rebuilt |    |            |         |            |                                                                                                                                          |    |
|--------------------------------------------------------------------------------------|----|------------|---------|------------|------------------------------------------------------------------------------------------------------------------------------------------|----|
| Autolock (Horton)                                                                    | 1  | 5/21/2009  | Rebuild | 5/22/2009  | N/S, B3, 1/2 - sluggish in dropping to latch. May just need cleaning. Rebuilt and tested good.                                           |    |
| Autolock (Horton)                                                                    | 1  | 5/4/2009   | Rebuild | 5/22/2009  | S/S, B1, 1/2 - unlock failures. Cleaned and tested good.                                                                                 |    |
| Autolock (Horton)                                                                    | 1  | 2/5/2009   | Rebuild | 5/25/2009  | S/S, B1, 5/6 - UF's. Cleaned and tested good.                                                                                            |    |
| Autolock (Horton)                                                                    | 44 |            |         |            | 44 rebuilt 2 pc board rpl. 2 rpr, 2 ham rpl                                                                                              | 90 |
| Autolock (Stanley)                                                                   | 1  | 10/12/2009 | Repair  | 10/18/2009 | S/S, B3, 1/2 - no close and lock. Retermiated broken (purple) close and lock wire at switch.                                             |    |
| Autolock (Stanley)                                                                   | 1  | 12/21/2009 | Repair  | 12/21/2009 | Cannibalized several locks to get one to work. Replaced springs and close verified switch.                                               |    |
| Autolock (Stanley)                                                                   | 1  | 1/1/2010   | Repair  | 1/19/2010  | No tag. Tore down to parade rest and replaced broken spring. Tested good.                                                                |    |
| Autolock (Stanley)                                                                   | 1  | 1/1/2010   | Repair  | 1/20/2010  | No tag. Tore down to parade rest and rebuilt. Tested good.                                                                               |    |
| Autolock (Stanley)                                                                   | 1  | 1/19/2010  | Repair  | 1/20/2010  | W/M, B2, 3/4 - malfunction code d2. Debris on NC contacts - cleaned contacts and tore down to parade rest. Tested good.                  |    |
| Autolock (Stanley)                                                                   | 1  | 1/19/2010  | Repair  | 2/3/2010   | E/M, B1, 7/8 - sticky, flakey operation. Broken spring replaced. Tore down to parade rest. Reassembled. Tested good - returned to stock. |    |
| Autolock (Stanley)                                                                   | 1  | 1/30/2010  | Repair  | 2/3/2010   | E/M, B2, 7/8 - not unlocking. Straightened e-block rod, adjusted plastic shim.                                                           |    |
| Autolock (Stanley)                                                                   | 1  | 2/3/2010   | Repair  | 2/7/2010   | E/M, B2, 5/6 - poor operation. Broken emergency release spring. Cleaned up and replaced spring. Tested good. Returned to stock.          |    |
| Autolock (Stanley)                                                                   | 1  | 12/21/2009 | Repair  | 3/4/2010   | S/M, B2, 3/4 - pulled to t/shoot doorset. Used for parts, no good.                                                                       |    |
| Autolock (Stanley)                                                                   | 1  | 4/10/2010  | Repair  | 4/18/2010  | N/M, B3, 1/2 - flakey close and lock. Cleaned out switch and adjusted.                                                                   |    |

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|--------------------------------------------------------------------------------------|---|-----------|--------|-----------|---------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| Autolock (Stanley)                                                                   | 1 | 3/22/2010 | Repair | 4/19/2010 | unknown location, unknown problem.                                                                                                                            |  |
| Autolock (Stanley)                                                                   | 1 | 4/12/2010 | Repair | 5/1/2010  | Tightened loose wires.<br>W/S, B1, 7/8 - no close and lock problem.                                                                                           |  |
| Autolock (Stanley)                                                                   | 1 | 3/25/2010 | Repair | 5/3/2010  | S/M, B2, 3/4 - not dropping. Broken spring - awaiting parts.                                                                                                  |  |
| Autolock (Stanley)                                                                   | 1 | 4/12/2010 | Repair | 5/3/2010  | W/S, B1, 3/4 - broken spring on emergency block - missing spring - awaiting parts. Cleaned all switches, solenoid and replaced spring.                        |  |
| Autolock (Stanley)                                                                   | 1 | 4/12/2010 | Repair | 5/3/2010  | N/M, B1, 5/6 - loss of close and lock, broken spring and burr on cam (filed down) - awaiting parts. Cleaned solenoid, replace spring and cleaned main switch. |  |
| Autolock (Stanley)                                                                   | 1 | 4/5/2010  | Repair | 5/3/2010  | S/M, B3, 3/4 - flakey close and lock and broken spring. Cleaned plunger switch and replaced spring.                                                           |  |
| Autolock (Stanley)                                                                   | 1 | 4/29/2010 | Repair | 5/3/2010  | Unknown location, unknown problem.                                                                                                                            |  |
| Autolock (Stanley)                                                                   | 1 | 5/1/2010  | Repair | 5/4/2010  | Filed burrs down on cams.                                                                                                                                     |  |
| Autolock (Stanley)                                                                   | 1 | 5/16/2010 | Repair | 5/16/2010 | E/M, B2, 1/2 - Broken spring. Replaced in place.                                                                                                              |  |
| Autolock (Stanley)                                                                   | 1 | 5/16/2010 | Repair | 5/29/2010 | E/S, B2, 1/2 - close and lock issues and assembly is loose.                                                                                                   |  |
| Autolock (Stanley)                                                                   | 1 | 4/25/2010 | Repair | 6/4/2010  | E/M, B1, 3/4 - broken spring. Replaced spring.                                                                                                                |  |
| Autolock (Stanley)                                                                   | 1 | 5/17/2010 | Repair | 6/4/2010  | W/S, B2, 1/2 - broke spring, sloppy operation. Needs cleaning. Cleaned?                                                                                       |  |
| Autolock (Stanley)                                                                   | 1 | 5/21/2010 | Repair | 6/5/2010  | W/M, B1, 7/8 - not dropping all of the way (broken spring). Filed burrs on cams.                                                                              |  |
| Autolock (Stanley)                                                                   | 1 | 5/20/2010 | Repair | 6/6/2010  | W/M, B2, 5/6 - bent near close/lock switch arm. Bent arm back to normal position. Needs testing to make sure switch is good. Tested good.                     |  |
| Autolock (Stanley)                                                                   | 1 | 5/29/2010 | Repair | 6/6/2010  | N/S, B1, 5/6 - burr on cam not allowing doors to close and lock. Filed burrs. Tested good.                                                                    |  |

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|--------------------------------------------------------------------------------------|---|-----------|--------|-----------|-----------------------------------------------------------------------------------------------------------------------------------------------|--|
| Autolock (Stanley)                                                                   | 1 | 6/16/2010 | Repair | 6/7/2010  | E/M, B2, 5/6 - pulled for broken close monitor switch, causing "D2" codes and malfunction on open. Replace close monitor switch, tested good. |  |
| Autolock (Stanley)                                                                   | 1 | 6/16/2010 | Repair | 7/2/2010  | E/M, B2, 5/6 - broken close monitor switch. Replaced close monitor switch. Tested good.                                                       |  |
| Autolock (Stanley)                                                                   | 1 | 6/30/2010 | Repair | 7/2/2010  | W/M, B2, 5/6 for missing e-handle return spring. Replaced spring, tested good.                                                                |  |
| Autolock (Stanley)                                                                   | 1 | 6/20/2010 | Repair | 7/3/2010  | N/S, B2, 1/2 - flaky close and lock. Replaced broken spring and bent switch bracket back to 90 degrees. Tested good.                          |  |
| Autolock (Stanley)                                                                   | 1 | 7/1/2010  | Repair | 7/9/2010  | S/M, B3, 7/8 - Lock would not disengage. Inspected, lock looks good. Tested good.                                                             |  |
| Autolock (Stanley)                                                                   | 1 | 6/30/2010 | Repair | 7/9/2010  | E/M, B1, 7/8 - suspect bad close monitor switch. Replace bad close monitor switch, tested good.                                               |  |
| Autolock (Stanley)                                                                   | 1 | 7/12/2010 | Repair | 7/16/2010 | N/M, B2, 7/8 - removed during door recycle troubleshooting. Cleaned up, replaced spring, tested good.                                         |  |
| Autolock (Stanley)                                                                   | 1 | 8/2/2010  | Repair | 8/12/2010 | N/M, B3, 7/8 - broken spring and stripped threads. Replaced spring and E-rod.                                                                 |  |
| Autolock (Stanley)                                                                   | 1 | 7/10/2010 | Repair | 8/21/2010 | E/S, B2, 5/6 - malf on open. Lock has heavy burrs on cams.                                                                                    |  |
| Autolock (Stanley)                                                                   | 1 | 7/16/2010 | Repair | 8/21/2010 | N/M, B2, 7/8 - troubleshooting malfunction issues.                                                                                            |  |
| Autolock (Stanley)                                                                   | 1 | 8/6/2010  | Repair | 8/21/2010 | S/S, B2, 1/2 - closed and locked failures.                                                                                                    |  |
| Autolock (Stanley)                                                                   | 1 | 8/1/2010  | Repair | 8/21/2010 | Unknown location, unknown problem, unknown fix. Documentation sucks - thanks, Nick.                                                           |  |
| Autolock (Stanley)                                                                   | 1 | 8/1/2010  | Repair | 8/21/2010 | Unknown location, unknown problem, unknown fix. Documentation sucks - thanks Nick.                                                            |  |



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|--------------------------------------------------------------------------------------|---|-----------|--------|-----------|----------------------------------------------------------------------------------------------------------------------------------------|--|
| Autolock (Stanley)                                                                   | 1 | 8/1/2010  | Repair | 8/21/2010 | Unknown location, unknown problem, unknown fix. Documentation sucks - thanks, Nick.                                                    |  |
| Autolock (Stanley)                                                                   | 1 | 8/27/2010 | Repair | 8/29/2010 | W/S, B1, 3/4 - lock not dropping. Changed spring, cleaned up. Tested good.                                                             |  |
| Autolock (Stanley)                                                                   | 1 | 9/8/2010  | Repair | 9/8/2010  | E/M, B1, 1/2 - broken spring, lock stop, dirty. Cleaned and tightened up, replaced spring, tested good.                                |  |
| Autolock (Stanley)                                                                   | 1 | 9/8/2010  | Repair | 9/11/2010 | W/M, B1, 3/4 - broken spring, lock stop, and dirty. Cleaned and tightened up lock, replaced spring. Tested good.                       |  |
| Autolock (Stanley)                                                                   | 1 | 9/9/2010  | Repair | 9/11/2010 | S/S, B1, 1/2 - no C/L. Cleaned and tightened up. Tested good.                                                                          |  |
| Autolock (Stanley)                                                                   | 1 | 5/11/2010 | Repair | 9/12/2010 | W/M, B2, 3/4 - close and lock issues. Replaced C/L switch and spring.                                                                  |  |
| Autolock (Stanley)                                                                   | 1 | 8/22/2010 | Repair | 9/12/2010 | W/M, B1, 5/6 - t/shooting lock operation. 1 cam was bad. Replaced base assembly. Cleaned and tightened up. Tested good.                |  |
| Autolock (Stanley)                                                                   | 1 | 8/29/2010 | Repair | 9/14/2010 | E/M, B1, 5/6 - broken EE spring. Replaced EE spring, cleaned C/L Monitor switch.                                                       |  |
| Autolock (Stanley)                                                                   | 1 | 1/1/2010  | Repair | 9/15/2010 | S/M, B2, 3/4 - pulled to t's doorset. Needs cleaning. Replaced switch, spring, and block.                                              |  |
| Autolock (Stanley)                                                                   | 1 | 7/4/2010  | Repair | 9/15/2010 | N/M, B1, 7/8 - mail on open. Suspect bad close monitor switch. Scrapped bad switch, awaiting new. Replaced switch, spring and cleaned. |  |
| Autolock (Stanley)                                                                   | 1 | 9/4/2010  | Repair | 9/19/2010 | N/S, B2, 5/6 - binding on close, missing one spring. Change E-spring and replaced missing spring, cleaned and adjusted.                |  |
| Autolock (Stanley)                                                                   | 1 | 9/15/2010 | Repair | 9/20/2010 | E/M, B1, 1/2 - broken close monitor and actuator bracket. Chenaged E-spring and near close and lock monitor switch.                    |  |

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|--------------------------------------------------------------------------------------|---|------------|---------|------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|--|
| Autolock (Stanley)                                                                   | 1 | 8/21/2010  | Repair  | 9/27/2010  | N/S, B2, 7/8 - close and lock issues, believed to be good. Requires testing. Replaced ee spring and cleaned both C/L switches.                                  |  |  |  |  |
| Autolock (Stanley)                                                                   | 1 | 9/22/2010  | Repair  | 9/27/2010  | S/M, B1, 1/2 - solenoid will not pick. Cleaned C/L monitor switch and replaced ee spring.                                                                       |  |  |  |  |
| Autolock (Stanley)                                                                   | 1 | 9/30/2010  | Repair  | 10/3/2010  | E/M, B1, 5/8 - binding and loss of close and lock. Replaced EE spring, adjusted crooked solenoid.                                                               |  |  |  |  |
| Autolock (Stanley)                                                                   | 1 | 10/11/2010 | Repair  | 10/13/2010 | S/S, B3, 7/8 - broken EE spring. Replaced bad spring and cleaned up. Tested good.                                                                               |  |  |  |  |
| Autolock (Stanley)                                                                   | 1 | 10/11/2010 | Repair  | 10/13/2010 | S/M, B1, 3/4 - bad close monitor switch. Replaced close monitor switch & spring. Also repaired cut harness. Cleaned up, tested good.                            |  |  |  |  |
| Autolock (Stanley)                                                                   | 1 | 10/11/2010 | Repair  | 10/13/2010 | N/S, B2, 1/2 - flakey close and lock. Cleaned up and replaced weak spring. Tested good.                                                                         |  |  |  |  |
| Autolock (Stanley)                                                                   | 1 | 10/7/2010  | Repair  | 10/14/2010 | S/M, B2, 3/4 - pulled to tshoot unlock fails. Needs testing. Wire harness pinched near connector, crimped new pins for connector. Tested good.                  |  |  |  |  |
| Autolock (Stanley)                                                                   | 1 | 10/8/2010  | Repair  | 10/14/2010 | E/M, B1, 5/8 - unlock failures. Inspected and cleaned up. Tested good.                                                                                          |  |  |  |  |
| Autolock (Stanley)                                                                   | 1 | 10/11/2010 | Repair  | 10/14/2010 | N/S, B3, 3/4 - bad EE spring. Replaced spring. Cleaned up and inspected, tested good.                                                                           |  |  |  |  |
| Autolock (Stanley)                                                                   | 1 | 10/19/2010 | Rebuild | 10/28/2010 | W/S, B1, 1/2 - broken EE spring. Replaced broken spring, replaced close monitor switch, and cleaned up. Tested good.                                            |  |  |  |  |
| 03619<br>Autolock (Stanley)                                                          | 1 | 9/13/2010  | Repair  | 11/2/2010  | E/S, B1, 1/2 - broken spring and dirty. Needs a cam spring. Replaced cam spring, release spring, adjusted solenoid, cleaned close monitor switch, teseted good. |  |  |  |  |

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|--------------------------------------------------------------------------------------|---|------------|---------|------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| Autolock (Stanley)                                                                   | 1 | 10/24/2010 | Rebuild | 11/5/2010  | E/M, B2, 7/8 - broken EE spring. Modified near close switch location, added new release spring block/bushing/, cleaned and adjusted. Tested good.                                         |  |
| Autolock (Stanley)                                                                   | 1 | 10/25/2010 | Rebuild | 11/5/2010  | N/M, B2, 1/2 - pulled for close and lock issues. Clean and test. Cleaned and adjusted solenoid, cleaned up close monitor switch, installed new release block/bushing/spring. Tested good. |  |
| Autolock (Stanley)                                                                   | 1 | 10/31/2010 | Rebuild | 11/5/2010  | W/M, B2, 3/4 - broken plunger switch. Replaced close monitor switch, added new release block/spring/bushing, cleaned and adjusted. Tested good.                                           |  |
| Autolock (Stanley)                                                                   | 1 | 11/1/2010  | Rebuild | 11/5/2010  | W/M, B1, 5/6 - EE spring is weak and doesn't force switch down far enough. Cleaned and adjusted solenoid. Installed new release spring/bushing/block. Tested good.                        |  |
| Autolock (Stanley)                                                                   | 1 | 10/6/2010  | Repair  | 11/10/2010 | N/M, B3, 1/2 - close and lock problem. Cleaned and adjusted solenoid. Cleaned contacts on close monitor switch. Added new release block/spring/bushing. Tested good.                      |  |
| Autolock (Stanley)                                                                   | 1 | 11/1/2010  | Rebuild | 11/20/2010 | W/M, B2, 1/2 - broken EE spring. Installed new release spring/block/bushing. Cleaned and adjusted solenoid. Tested good.                                                                  |  |
| Autolock (Stanley)                                                                   | 1 | 11/8/2010  | Rebuild | 11/20/2010 | E/S, B1, 7/8 - return spring is short and doesn't pull down far enough causing faulty c/l. Cleaned and adjusted solenoid. Installed new release spring/block/bushing. Tested good.        |  |

ER3620

| This is a sorted copy of the rebuild data base and was used for qty of items rebuilt |   |            |         |            |                                                                                                                                                                         |  |
|--------------------------------------------------------------------------------------|---|------------|---------|------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| Autolock (Stanley)                                                                   | 1 | 11/14/2010 | Rebuild | 11/20/2010 | N/S, B1, 1/2 - close switch "D2" code causing malfunction. Replaced close monitor switch. Cleaned and adjusted solenoid. Installed new release block gear. Tested good. |  |
| Autolock (Stanley)                                                                   | 1 | 11/13/2010 | Repair  | 11/20/2010 | S/S, B1, 3/4 - unlock fails/ close & lock problems. Cleaned and adjusted solenoid. Installed new release spring/block/bushing. Tested good.                             |  |
| Autolock (Stanley)                                                                   | 1 | 11/17/2010 | Rebuild | 11/20/2010 | S/M, B2, 3/4 - D2 error codes (close monitor switch). Cleaned close monitor switch. Cleaned and adjusted solenoid. Installed new release hardware. Tested good.         |  |
| Autolock (Stanley)                                                                   | 1 | 11/14/2010 | Rebuild | 11/28/2010 | N/S, B3, 3/4 - close and lock switch red wire pulls out of block. Repinned connection block. Tested good.                                                               |  |
| Autolock (Stanley)                                                                   | 1 | 11/19/2010 | Rebuild | 11/28/2010 | E/M, B2, 5/6 - U/L fails, possibly encoder. Inspected. Tested good.                                                                                                     |  |
| Autolock (Stanley)                                                                   | 1 | 11/27/2010 | Rebuild | 11/28/2010 | E/M, B1, 1/2 - unlock failures. Cleaned flakey close monitor switch. Cleaned and adjusted solenoid. Installed new release spring/bushing/block. Tested good.            |  |
| Autolock (Stanley)                                                                   | 1 | 11/24/2010 | Rebuild | 12/2/2010  | S/S, B2, 5/6 - suspected malfunction. Cleaned and adjusted solenoid. Installed new release block/spring/bushing. Tested good.                                           |  |
| Autolock (Stanley)                                                                   | 1 | 11/27/2010 | Rebuild | 12/2/2010  | N/M, B1, 1/2 - unlock failures. Cleaned flakey close monitor switch. Cleaned and adjusted solenoid. Installed new release block/bushin/spring. Tested good.             |  |
| Autolock (Stanley)                                                                   | 1 | 11/26/2010 | Rebuild | 12/2/2010  | S/S, B2, 5/6 - unlock failures. Installed new release block/spring/bushing. Tested good.                                                                                |  |

621

| This is a sorted copy of the rebuild data base and was used for qty of items rebuilt |   |            |         |            |                                                                                                                                                                                                                          |  |
|--------------------------------------------------------------------------------------|---|------------|---------|------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| Autolock (Stanley)                                                                   | 1 | 12/23/2010 | Rebuild | 12/29/2010 | E/M, B2, 3/4 - malfunction. Cam-loc dislocated. Also requires modification. Completed disk and large spring modification. Cleaned switches, and solenoid.                                                                |  |
| Autolock (Stanley)                                                                   | 1 | 12/24/2010 | Rebuild | 12/29/2010 | S/M, B1, 1/2 - malfunction on open and generating a "D2" code. Also requires modification. Replaced close monitor sw, and completed disk and large spring modification.                                                  |  |
| Autolock (Stanley)                                                                   | 1 | 12/26/2010 | Rebuild | 12/29/2010 | S/S, B3, 3/4 - flakey close and lock - noted ee-spring broken. Requires ee modification. Completed disk and large spring modification. Cleaned switches and solenoid.                                                    |  |
| Autolock (Stanley)                                                                   | 1 | 11/28/2010 | Rebuild | 1/3/2011   | W/S, B2, 1/2 - broken ee-spring. Installed spring mod, cleaned up, tested good.                                                                                                                                          |  |
| Autolock (Stanley)                                                                   | 1 | 12/22/2010 | Rebuild | 1/3/2011   | W/M, B1, 5/6 - no close and lock. Cleaned solenoid and locked switch. Tested both the closed and the locked switches with a fluke meter finding no issues. Tested the autolock on the tester, again no issues noted.     |  |
| Autolock (Stanley)                                                                   | 1 | 12/25/2010 | Rebuild | 1/3/2011   | S/S, B3, 7/8 - malfunction on open - requires modification. Installed disk / bushing / and spring modification. Cleaned solenoid, replaced the teflon washer, cleaned and tested both switches. No further issues noted. |  |
| Autolock (Stanley)                                                                   | 1 | 12/21/2010 | Rebuild | 1/9/2011   | W/M, B1, 5/6 - close switch error code. Bad elevator switch? Found on test stand - works good. Returned to inventory.                                                                                                    |  |
| Autolock (Stanley)                                                                   | 1 | 1/5/2011   | Rebuild | 1/9/2011   | S/S, B2, 3/4 - installed, then, removed for left hand cam popping off. Also, ee-button loose. Tightened ee-button and cannibalized #018 LH cam.                                                                          |  |

03622

| This is a sorted copy of the rebuild data base and was used for qty of items rebuilt |   |           |         |           |                                                                                                                                                                                                                |  |  |  |  |
|--------------------------------------------------------------------------------------|---|-----------|---------|-----------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|--|
| Autolock (Stanley)                                                                   | 1 | 1/1/2011  | Rebuild | 1/10/2011 | N/M, B1, 3/4 - lock failures. Cleaned solenoid and both switches. Tested switches for continuity followed by operational test on test stand. Unit tested good.                                                 |  |  |  |  |
| Autolock (Stanley)                                                                   | 1 | 1/5/2011  | Rebuild | 1/10/2011 | S/M, B1, 7/8 - close and lock issues. Also need modification. Modified. Cleaned close monitor switch.                                                                                                          |  |  |  |  |
| Autolock (Stanley)                                                                   | 1 | 1/5/2011  | Rebuild | 1/10/2011 | S/S, B2, 3/4 - close and lock issues. Also requires modification. Cleaned solenoid and both switches. Tested both switches for continuity followed by an operational test on the test stand. Unit tested good. |  |  |  |  |
| Autolock (Stanley)                                                                   | 1 | 1/9/2011  | Rebuild | 1/10/2011 | N/M, B1, 3/4 - pulled to troubleshoot. Did not have a warm and fuzzy that this was a problem component - retested good.                                                                                        |  |  |  |  |
| Autolock (Stanley)                                                                   | 1 | 1/8/2011  | Rebuild | 1/11/2011 | W/M, B1, 3/4 - close and lock issues. Also, requires modification. Installed modification, cleaned the solenoid, replaced the C/M switch, and cleaned /tested the lock switch.                                 |  |  |  |  |
| Autolock (Stanley)                                                                   | 1 | 1/11/2011 | Rebuild | 1/19/2011 | N/S, B3, 7/8 - broken ee-spring. Requires modification. Cleaned solenoid, and lock switch. Tested lock switch and c/m switch circuits for continuity. Replaced c/m due to broken spring.                       |  |  |  |  |
| Autolock (Stanley)                                                                   | 1 | 1/17/2011 | Rebuild | 1/22/2011 | N/S, B2, 5/6 - bad near close plunger spring. Requires modification. Modified.                                                                                                                                 |  |  |  |  |
| Autolock (Stanley)                                                                   | 1 | 1/17/2011 | Rebuild | 1/23/2011 | E/S, B2, 3/4 - broken ee-spring. Requires modification. Modified. Cleaned switches. Tested good.                                                                                                               |  |  |  |  |
| 03623<br>Autolock (Stanley)                                                          | 1 | 1/19/2011 | Rebuild | 1/23/2011 | E/S, B2, 5/6 - broken close monitor switch spring. Requires modification. Modified, close monitor switch cleaned.                                                                                              |  |  |  |  |

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|--------------------------------------------------------------------------------------|---|-----------|---------|-----------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Autolock (Stanley)                                                                   | 1 | 1/20/2011 | Rebuild | 1/23/2011 | E/S, B2, 5/6 - V-shooting malfunction on open. Coded "0C". Probably good - go over and retest. Adjusted C/M switch plunger and ran for 2 hrs on the test stand with issues.                               |
| Autolock (Stanley)                                                                   | 1 | 1/21/2011 | Rebuild | 1/23/2011 | N/S, B2, 5/6 - pins binding in cams because of a sagging door. Removed for good measure. Clean up and test. Probably nothing wrong with this one. Tested good, no other work completed to this lock.      |
| Autolock (Stanley)                                                                   | 1 | 1/22/2011 | Rebuild | 1/23/2011 | E/S, B2, 3/4 - flakey close and lock, poor operation. NFF.                                                                                                                                                |
| Autolock (Stanley)                                                                   | 1 | 1/22/2011 | Rebuild | 1/24/2011 | E/S, B2, 1/2 - broken ee-spring, poor operation. Requires modification.                                                                                                                                   |
| Autolock (Stanley)                                                                   | 1 | 1/28/2011 | Rebuild | 2/2/2011  | W/S, B1, 5/6 - malfunction on close. Requires modification.                                                                                                                                               |
| Autolock (Stanley)                                                                   | 1 | 1/31/2011 | Rebuild | 2/2/2011  | N/M, B2, 3/4 - broken ee-spring. Requires modification.                                                                                                                                                   |
| Autolock (Stanley)                                                                   | 1 | 2/1/2011  | Rebuild | 2/2/2011  | N/M, B2, 5/6 - broken ee-spring. Requires modification.                                                                                                                                                   |
| Autolock (Stanley)                                                                   | 1 | 1/31/2011 | Rebuild | 2/2/2011  | N/M, B3, 3/4 - broken return spring. Requires modification.                                                                                                                                               |
| Autolock (Stanley)                                                                   | 1 | 2/4/2011  | Rebuild | 2/7/2011  | N/M, B1, 7/8 - sticking. Require modification. Disassembled, cleaned, reassembled and tested with no issues found. Installed spring, bushing, disk mod. Unit is installed on the test stand. Tested good. |
| Autolock (Stanley)                                                                   | 1 | 2/11/2011 | Rebuild | 2/13/2011 | N/M, B1, 1/2 - malfunctions on open. Preliminary look-over shows NFF. Test stand results reveal that autolock operates satisfactorily. Returned to stock.                                                 |
| Autolock (Stanley)                                                                   | 1 | 2/12/2011 | Rebuild | 2/13/2011 | N/M, B1, 1/2 - no close and lock, and malfunctions. Bench tested fine. Tested satisfactorily on test stand.                                                                                               |

| This is a sorted copy of the rebuild data base and was used for qty of items rebuilt |   |           |         |           |                                                                                                                                                                               |  |
|--------------------------------------------------------------------------------------|---|-----------|---------|-----------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
|                                                                                      |   |           |         |           |                                                                                                                                                                               |  |
| Autolock (Stanley)                                                                   | 1 | 2/11/2011 | Rebuild | 2/14/2011 | S/S, B1, 3/4 - malfunction with "D2" code. Cleaned close monitor switch and replaced spring. Tested satisfactorily.                                                           |  |
| Autolock (Stanley)                                                                   | 1 | 2/17/2011 | Rebuild | 2/17/2011 | N/S, B2, 1/2 - unlock fails. Requires ee modification. Installed new hardware, cleaned and adjusted solenoid. Tested good.                                                    |  |
| Autolock (Stanley)                                                                   | 1 | 2/18/2011 | Rebuild | 2/19/2011 | N/S, B1, 7/8 - broken spring. Added new hardware, cleaned & adjusted solenoid. Tested good.                                                                                   |  |
| Autolock (Stanley)                                                                   | 1 | 2/18/2011 | Rebuild | 2/19/2011 | E/M, B1, 1/2 - malfunction on open. Cleaned close monitor switch. Tested good.                                                                                                |  |
| Autolock (Stanley)                                                                   | 1 | 2/14/2011 | Rebuild | 2/20/2011 | E/M, B1, 1/2 - installed and got a "d2", needs testing. Installed new close monitor switch and adjusted solenoid. Tested good.                                                |  |
| Autolock (Stanley)                                                                   | 1 | 2/14/2011 | Rebuild | 2/20/2011 | N/M, B1, 1/2 - pulled for "d2" code. Cleaned.                                                                                                                                 |  |
| Autolock (Stanley)                                                                   | 1 | 2/14/2011 | Rebuild | 2/20/2011 | S/S, B2, 3/4 - removed for "d2" code. Cleaned close monitor switch. Tested good.                                                                                              |  |
| Autolock (Stanley)                                                                   | 1 | 2/16/2011 | Rebuild | 2/23/2011 | N/S, B1, 3/4 - broken return spring. Requires ee modification. Installed new hardware, cleaned & adjusted solenoid, tested CMS. All tested good.                              |  |
| Autolock (Stanley)                                                                   | 1 | 2/20/2011 | Rebuild | 2/23/2011 | S/M, B2, 3/4 - flakey close and lock. Replaced pin on female connector, adjusted solenoid. Tested good.                                                                       |  |
| Autolock (Stanley)                                                                   | 1 | 2/22/2011 | Rebuild | 2/23/2011 | E/S, B1, 5/6 - for failures. Installed new hardware, tested CMS, cleaned & adjusted solenoid. Tested good.                                                                    |  |
| 03625<br>Autolock (Stanley)                                                          | 1 | 2/16/2011 | Rebuild | 2/24/2011 | N/S, B3, 5/6 - flakey close monitor switch and being wobbly. Requires ee modification. Tested CMS switch, installed new hardware, cleaned and adjusted solenoid. Tested good. |  |



| This is a sorted copy of the rebuild data base and was used for qty of items rebuilt |   |           |         |           |                                                                                                                                                            |  |
|--------------------------------------------------------------------------------------|---|-----------|---------|-----------|------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| Autolock (Stanley)                                                                   | 1 | 2/26/2011 | Rebuild | 3/3/2011  | E/M, B2, 5/6 - flakey close and lock switch. Requires ee modification. Added new hardware, cleaned and adjusted solenoid. Tested good.                     |  |
| Autolock (Stanley)                                                                   | 1 | 2/26/2011 | Rebuild | 3/3/2011  | E/M, B2, 5/6 - burr on cam. T/shooting open/close issues. Cleaned and adjusted solenoid, CMS checked good, tested good.                                    |  |
| Autolock (Stanley)                                                                   | 1 | 3/1/2011  | Rebuild | 3/3/2011  | S/S, B1, 5/6 - "d2" code and no recycle. Requires ee-modification. Installed new release hardware, cleaned & adjusted solenoid, repaired CMS, tested good. |  |
| Autolock (Stanley)                                                                   | 1 | 3/7/2011  | Rebuild | 3/10/2011 | Found. No tag. Test operate. Make necessary repairs and re-test if needed. Tested good.                                                                    |  |
| Autolock (Stanley)                                                                   | 1 | 3/19/2011 | Rebuild | 3/19/2011 | E/M, B1, 5/6 - broken spring. Installed new release hardware, tested CMS, cleaned & adjusted solenoid. Tested good.                                        |  |
| Autolock (Stanley)                                                                   | 1 | 3/19/2011 | Rebuild | 3/19/2011 | E/M, B2, 1/2 - broken spring. Installed new release hardware, tested CMS, cleaned & adjusted solenoid. Tested good.                                        |  |
| Autolock (Stanley)                                                                   | 1 | 3/21/2011 | Rebuild | 3/23/2011 | W/S, B1, 3/4 - broken ee-spring. Requires ee-spring modification. Installed new release hardware, cleaned CMS, cleaned and adjusted solenoid. Tested good. |  |
| Autolock (Stanley)                                                                   | 1 | 3/21/2011 | Rebuild | 3/23/2011 | W/S, B2, 1/2 - broken ee-spring. Requires ee-spring modification. Installed new release hardware, cleaned CMS, cleaned and adjusted solenoid. Tested good. |  |
| Autolock (Stanley)                                                                   | 1 | 3/21/2011 | Rebuild | 3/23/2011 | W/S, B2, 7/8 - broken ee-spring. Requires ee-spring modification. Installed new release hardware, cleaned CMS, cleaned and adjusted solenoid. Tested good. |  |
| 03626<br>Autolock (Stanley)                                                          | 1 | 3/21/2011 | Rebuild | 3/23/2011 | W/S, B2, 7/8 - broken ee-spring. Requires ee-spring modification. Installed new release hardware, cleaned CMS, cleaned and adjusted solenoid. Tested good. |  |

| This is a sorted copy of the rebuild data base and was used for qty of items rebuilt |   |           |         |          |                                                                                                                                      |  |
|--------------------------------------------------------------------------------------|---|-----------|---------|----------|--------------------------------------------------------------------------------------------------------------------------------------|--|
| Autolock (Stanley)                                                                   | 1 | 3/30/2011 | Rebuild | 4/1/2011 | S/M, B1, 5/6 - broken spring on CMS causing D2 codes. Replaced CMS, tested good.                                                     |  |
| Autolock (Stanley)                                                                   | 1 | 4/3/2011  | Rebuild | 4/7/2011 | S/M, B3, 5/6 - broken ee-spring. Requires ee-modification. Installed new release hardware, cleaned & adjusted solenoid, tested good. |  |
| Autolock (Stanley)                                                                   | 1 | 4/5/2011  | Rebuild | 4/7/2011 | W/M, B2, 3/4 - broken ee-spring. Requires ee-modification. Installed new release hardware, cleaned & adjusted solenoid, tested good. |  |
| Autolock (Stanley)                                                                   | 1 | 4/5/2011  | Rebuild | 4/7/2011 | W/M, B1, 1/2 - broken ee-spring. Requires ee-modification. Installed new release hardware, cleaned & adjusted solenoid, tested good. |  |
| Autolock (Stanley)                                                                   | 1 | 4/6/2011  | Rebuild | 4/7/2011 | S/M, B3, 1/2 - broken ee-spring. Installed new release hardware, cleaned & adjusted solenoid, tested good.                           |  |
| Autolock (Stanley)                                                                   | 1 | 4/6/2011  | Rebuild | 4/7/2011 | S/M, B3, 3/4 - broken ee-spring. Installed new release hardware, cleaned & adjusted solenoid, tested good.                           |  |
| Autolock (Stanley)                                                                   | 1 | 4/6/2011  | Rebuild | 4/8/2011 | S/M, B1, 5/6 - broken ee-spring. Installed new release hardware, cleaned & adjusted solenoid, tested good.                           |  |
| Autolock (Stanley)                                                                   | 1 | 4/6/2011  | Rebuild | 4/8/2011 | N/M, B2, 5/6 - close and lock failures. Installed new release hardware, cleaned & adjusted solenoid, tested good.                    |  |
| Autolock (Stanley)                                                                   | 1 | 4/1/2011  | Rebuild | 4/9/2011 |                                                                                                                                      |  |

3627

| This is a sorted copy of the rebuild data base and was used for qty of items rebuilt |   |           |         |           |                                                                                                                                                                      |  |  |  |  |
|--------------------------------------------------------------------------------------|---|-----------|---------|-----------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|--|
| Autolock (Stanley)                                                                   | 1 | 4/7/2011  | Rebuild | 4/9/2011  | N/M, B2, 7/8 - pulled for T/S unlock<br>fails/lock not dropping. Cleaned CMS,<br>installed new release hardware,<br>cleaned & adjusted solenoid, tested<br>good.     |  |  |  |  |
| Autolock (Stanley)                                                                   | 1 | 4/9/2011  | Rebuild | 4/13/2011 | S/M, B2, 5/6 - malfunction on open.<br>Tested CMS, adjusted solenoid, tested<br>good.                                                                                |  |  |  |  |
| Autolock (Stanley)                                                                   | 1 | 4/13/2011 | Rebuild | 4/20/2011 | W/S, B1, 7/8 - malfunction on open.<br>Requires ee-modification. Installed<br>new release hardware, cleaned CMS,<br>cleaned & adjusted solenoid, tested<br>good.     |  |  |  |  |
| Autolock (Stanley)                                                                   | 1 | 4/13/2011 | Rebuild | 4/20/2011 | W/S, B2, 5/6 - sticking on open.<br>Requires ee-modification. Installed<br>new release hardware, cleaned CMS,<br>cleaned & adjusted solenoid, tested<br>good.        |  |  |  |  |
| Autolock (Stanley)                                                                   | 1 | 4/20/2011 | Rebuild | 4/20/2011 | W/S, B1, 1/2 - broken ee-spring.<br>Requires ee-spring modification.<br>Installed new release hardware,<br>cleaned CMS, cleaned & adjusted<br>solenoid, tested good. |  |  |  |  |
| Autolock (Stanley)                                                                   | 1 | 4/16/2011 | Rebuild | 4/21/2011 | W/S, B2, 5/6 - close and lock.<br>Replaced missing spring, tested good.                                                                                              |  |  |  |  |
| Autolock (Stanley)                                                                   | 1 | 4/18/2011 | Rebuild | 4/21/2011 | N/M, B2, 5/6 - bad close and lock<br>switch plunger. Repaired CMS,<br>cleaned and adjusted solenoid. Tested<br>good.                                                 |  |  |  |  |
| Autolock (Stanley)                                                                   | 1 | 4/19/2011 | Rebuild | 4/21/2011 | N/S, B1, 3/4 - flakey near-close switch,<br>causing loss of close and lock. Tested<br>CMS, cleaned & adjusted solenoid.<br>Tested good.                              |  |  |  |  |
| Autolock (Stanley)                                                                   | 1 | 4/19/2011 | Rebuild | 4/21/2011 | N/M, B2, 7/8 - removed for c/l issues.<br>Replaced pins on 2 pin connector,<br>cleaned & adjusted solenoid, tested<br>CMS. Tested good.                              |  |  |  |  |

03628

| This is a sorted copy of the rebuild data base and was used for qty of items rebuilt |   |            |         |           |                                                                                                                                                                      |  |
|--------------------------------------------------------------------------------------|---|------------|---------|-----------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| Autolock (Stanley)                                                                   | 1 | 4/20/2011  | Rebuild | 4/21/2011 | N/S, B1, 7/8 - c/l problems, plunger switch sticks. CMS tested good, cleaned & adjusted solenoid. Tested good.                                                       |  |
| Autolock (Stanley)                                                                   | 1 | 4/24/2011  | Rebuild | 4/25/2011 | S/M, B3, 7/8 - requires ee-spring modification. Changed in conjunction with door repair. Installed new hardware, cleaned & adjusted solenoid, CMS good, tested good. |  |
| Autolock (Stanley)                                                                   | 1 | 11/21/2010 | Rebuild | 5/5/2011  | S/S, B3, 1/2 - broken EE-spring. Also missing one long spring. New release hardware, replaced missing spring, cleaned CMS, tested good.                              |  |
| Autolock (Stanley)                                                                   | 1 | 4/23/2011  | Rebuild | 5/5/2011  | N/S, B2, 1/2 - close and lock problems. Tested CMS, cleaned & adjusted solenoid, tested good.                                                                        |  |
| Autolock (Stanley)                                                                   | 1 | 4/24/2011  | Rebuild | 5/5/2011  | N/S, B2, 1/2 - faulty close and lock indication. Tested good.                                                                                                        |  |
| Autolock (Stanley)                                                                   | 1 | 4/26/2011  | Rebuild | 5/5/2011  | E/M, B2, 1/2 - main close and lock switch is not working correctly. Tested CMS, cleaned & adjusted solenoid, tested good.                                            |  |
| Autolock (Stanley)                                                                   | 1 | 5/11/2011  | Rebuild | 5/29/2011 | N/M, B1, 5/6 - intermittent close and lock issues. Requires ee-modification. Modified. Cleaned near-close switch.                                                    |  |
| Autolock (Stanley)                                                                   | 1 | 5/17/2011  | Rebuild | 6/5/2011  | S/M, B3, 5/6 - broken internal close monitor switch spring. Rebuilt close/monitor switch, using new style spring.                                                    |  |
| Autolock (Stanley)                                                                   | 1 | 5/23/2011  | Rebuild | 6/5/2011  | N/M, B2, 7/8 - binding when lock drops. Adjusted delrin strip to allow more room.                                                                                    |  |
| Autolock (Stanley)                                                                   | 1 | 5/24/2011  | Rebuild | 6/5/2011  | N/S, B2, 1/2 - didn't fix problem. Probably okay. Just clean and test. Cleaned close/lock monitor switch.                                                            |  |

ER3629

| This is a sorted copy of the rebuild data base and was used for qty of items rebuilt |   |           |         |           |                                                                                                                                                                     |  |
|--------------------------------------------------------------------------------------|---|-----------|---------|-----------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| Autolock (Stanley)                                                                   | 1 | 6/1/2011  | Rebuild | 6/19/2011 | E/S, B1, 3/4 - door would not recycle w/"d0" error code. Requires ee-modification. Rebuilt close monitor switch - used new style spring. Completed ee-mod.          |  |
| Autolock (Stanley)                                                                   | 1 | 6/8/2011  | Rebuild | 6/19/2011 | N/M, B3, 7/8 - broken ee-spring. Cleaned close monitor switch and completed ee-mod.                                                                                 |  |
| Autolock (Stanley)                                                                   | 1 | 6/10/2011 | Rebuild | 6/19/2011 | S/S, B3, 5/6 - broken ee-spring. Cleaned close monitor switch and completed ee-mod.                                                                                 |  |
| Autolock (Stanley)                                                                   | 1 | 6/14/2011 | Rebuild | 6/19/2011 | E/S, B1, 7/8 - no tag. Cleaned close monitor switch and installed new style spring. Completed ee-mod. Pinched female pins for better connection.                    |  |
| Autolock (Stanley)                                                                   | 1 | 5/30/2011 | Rebuild | 6/20/2011 | N/S, B3, 5/6 - long story short. . . Suspect close monitor switch. Rebuilt close and monitor switch.                                                                |  |
| Autolock (Stanley)                                                                   | 1 | 6/18/2011 | Rebuild | 6/20/2011 | N/S, B1, 5/6 - close and lock failures. Requires ee-modification.                                                                                                   |  |
| Autolock (Stanley)                                                                   | 1 | 6/18/2011 | Rebuild | 6/20/2011 | S/S, B1, 1/2 - close and lock failures. Requires ee-modification.                                                                                                   |  |
| Autolock (Stanley)                                                                   | 1 | 6/18/2011 | Rebuild | 6/20/2011 | W/S, B2, 5/6 - close and lock failures.                                                                                                                             |  |
| Autolock (Stanley)                                                                   | 1 | 6/29/2011 | Rebuild | 7/3/2011  | W/M, B2, 5/6 - broken ee-spring. Requires ee-modification. Cleaned, inspected, completed ee-modification and bench tested (good). Tested on the test stand, (good). |  |
| Autolock (Stanley)                                                                   | 1 | 6/30/2011 | Rebuild | 7/4/2011  | S/M, B2, 3/4 - removed due to old style spring.                                                                                                                     |  |
| Autolock (Stanley)                                                                   | 1 | 6/30/2011 | Rebuild | 7/4/2011  | S/M, B1, 1/2 - removed due to old style spring. Cleaned, inspected and bench tested (good). Tested on the test stand, (good).                                       |  |
| Autolock (Stanley)                                                                   | 1 | 6/30/2011 | Rebuild | 7/5/2011  | S/M, B2, 7/8 - old style changed due to PM1200. Cleaned, inspected and bench tested. Replaced Closed Monitor switch. Test run on T/S good.                          |  |

03630

| This is a sorted copy of the rebuild data base and was used for qty of items rebuilt |   |           |         |           |                                                                                                                                                        |  |
|--------------------------------------------------------------------------------------|---|-----------|---------|-----------|--------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| Autolock (Stanley)                                                                   | 1 | 7/1/2011  | Rebuild | 7/6/2011  | E/M, B2, 1/2 - no close and lock. Cleaned and inspected. Bench tested good and run on test stand.                                                      |  |
| Autolock (Stanley)                                                                   | 1 | 7/2/2011  | Rebuild | 7/10/2011 | S/M, B2, 1/2 - missing cam spring. Replaced cam spring. Cleaned, inspected, and bench tested (good). Tested on test stand, (good).                     |  |
| Autolock (Stanley)                                                                   | 1 | 7/6/2011  | Repair  | 7/10/2011 | left pin does not come up far enough to allow cam to release. Raised solenoid.                                                                         |  |
| Autolock (Stanley)                                                                   | 1 | 7/5/2011  | Rebuild | 7/11/2011 | E/S, B2, 3/4 - "d2" and "d0" codes causing C/L issues? Adjusted solenoid.                                                                              |  |
| Autolock (Stanley)                                                                   | 1 | 7/6/2011  | Rebuild | 7/11/2011 | Unknown location. Both pins slide on cam and get stuck. Adjusted solenoid.                                                                             |  |
| Autolock (Stanley)                                                                   | 1 | 7/6/2011  | Rebuild | 7/11/2011 | Unknown location. Left pin slides on cam and gets stuck. Adjusted solenoid.                                                                            |  |
| Autolock (Stanley)                                                                   | 1 | 7/9/2011  | Rebuild | 7/20/2011 | E/S, B1, 3/4 - close and lock issues. Cleaned, inspected and tested (good).                                                                            |  |
| Autolock (Stanley)                                                                   | 1 | 7/6/2011  | Rebuild | 7/20/2011 | ??, B2, 3/4 - broken spring. Requires ee-modification. Completed retrofit, cleaned, inspected and tested (good).                                       |  |
| Autolock (Stanley)                                                                   | 1 | 7/19/2011 | Rebuild | 7/20/2011 | inventory. Had issue with close and lock. Found purple wire not attached. Cleaned, inspected, reterminated purple wire, and tested (good).             |  |
| Autolock (Stanley)                                                                   | 1 | 7/18/2011 | Rebuild | 7/20/2011 | S/M, B3, 3/4 - no close and lock. Switch(?) does not work. Near close sw did not work because of broken nylon block on door - cleaned and tested good. |  |
| Autolock (Stanley)                                                                   | 1 | 7/20/2011 | Rebuild | 7/20/2011 | S/S, B2, 7/8 - requires ee-modification. Cleaned up and installed modification.                                                                        |  |

03631

| This is a sorted copy of the rebuild data base and was used for qty of items rebuilt |   |           |         |           |                                                                                                             |  |
|--------------------------------------------------------------------------------------|---|-----------|---------|-----------|-------------------------------------------------------------------------------------------------------------|--|
| Autolock (Stanley)                                                                   | 1 | 7/20/2011 | Rebuild | 7/25/2011 | S/S, B2, 1/2 - requires ee-modification. Installed retrofit, cleaned, inspected and tested (good).          |  |
| Autolock (Stanley)                                                                   | 1 | 7/24/2011 | Rebuild | 7/28/2011 | E/M, B1, 7/8 - broken ee-spring. Requires ee-modification. Installed new hardware, cleaned up, tested good. |  |
| Autolock (Stanley)                                                                   | 1 | 7/24/2011 | Rebuild | 7/28/2011 | W/M, B2, 7/8 - broken ee-spring. Requires ee-modification. Installed new hardware, cleaned up, tested good. |  |
| Autolock (Stanley)                                                                   | 1 | 7/24/2011 | Rebuild | 7/28/2011 | W/M, B1, 7/8 - broken ee-spring. Requires ee-modification. New release hardware, cleaned & tested good.     |  |
| Autolock (Stanley)                                                                   | 1 | 7/27/2011 | Rebuild | 7/28/2011 | N/M, B2, 1/2 - needs retrofit. Installed new hardware, new CMS spring, cleaned and tested good.             |  |
| Autolock (Stanley)                                                                   | 1 | 7/24/2011 | Rebuild | 7/29/2011 | W/M, B2, 1/2 - broken ee-spring. Requires ee-modification. New release hardware, cleaned & tested good.     |  |
| Autolock (Stanley)                                                                   | 1 | 7/27/2011 | Rebuild | 7/29/2011 | N/M, B3, 1/2 - needs retrofit. Installed new hardware, cleaned & tested good.                               |  |
| Autolock (Stanley)                                                                   | 1 | 7/31/2011 | Rebuild | 8/3/2011  | N/S, B2, 7/8 - requires ee-modification. Installed new hardware, cleaned & tested good.                     |  |
| Autolock (Stanley)                                                                   | 1 | 7/31/2011 | Rebuild | 8/5/2011  | N/S, B2, 3/4 - requires ee-modification. Installed new hardware, cleaned & tested good.                     |  |
| Autolock (Stanley)                                                                   | 1 | 7/31/2011 | Rebuild | 8/10/2011 | N/S, B3, 1/2 - requires ee-modification. Installed new hardware, cleaned & tested good.                     |  |
| Autolock (Stanley)                                                                   | 1 | 8/4/2011  | Rebuild | 8/10/2011 | S/S, B3, 7/8 - malfunction on open. Cleaned & tested good.                                                  |  |
| Autolock (Stanley)                                                                   | 1 | 8/5/2011  | Rebuild | 8/10/2011 | S/S, B3, 7/8 - used to t'shoot door malfunctions. Probably okay. Tested good.                               |  |

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|--------------------------------------------------------------------------------------|---|------------|---------|------------|----------------------------------------------------------------------------------------------------------|
| Autolock (Stanley)                                                                   | 1 | 8/7/2011   | Rebuild | 8/10/2011  | W/M, B2, 7/8 - constant door malfunction, code "d2". CMS tested good, cleaned up solenoid - tested good. |
| Autolock (Stanley)                                                                   | 1 | 8/11/2011  | Rebuild | 9/2/2011   | W/M, B2, 7/8 - t/shoot unlock fails. Probably nothing wrong. Replaced CMS, tested good.                  |
| Autolock (Stanley)                                                                   | 1 | 8/20/2011  | Rebuild | 9/2/2011   | W/M, B2, 7/8 - flakey close and lock. Tested good.                                                       |
| Autolock (Stanley)                                                                   | 1 | 8/27/2011  | Rebuild | 9/2/2011   | N/S, B2, 7/8 - close and lock failures. Tested good.                                                     |
| Autolock (Stanley)                                                                   | 1 | 8/31/2011  | Rebuild | 9/2/2011   | W/M, B2, 7/8 - displays "d2" codes. Replaced near-close switch. Requires testing. Tested good.           |
| Autolock (Stanley)                                                                   | 1 | 9/4/2011   | Rebuild | 9/21/2011  | N/S, B2, 7/8 - "d1" codes. Cleaned CMS, tested good.                                                     |
| Autolock (Stanley)                                                                   | 1 | 9/14/2011  | Rebuild | 9/21/2011  | N/S, B3, 1/2 - c/l not dropping good. Cleaned up, tested good.                                           |
| Autolock (Stanley)                                                                   | 1 | 9/20/2011  | Test    | 9/22/2011  | Returned from RMR - relocate near close switch and requires testing. Relocated switch, tested good.      |
| Autolock (Stanley)                                                                   | 1 | 9/20/2011  | Test    | 9/22/2011  | Returned from RMR - requires testing. Relocated switch, tested good.                                     |
| Autolock (Stanley)                                                                   | 1 | 7/20/2011  | Rebuild | 9/25/2011  | S/S, B1, 7/8 - requires ee-modification. Rebuilt & tested good.                                          |
| Autolock (Stanley)                                                                   | 1 | 10/2/2011  | Rebuild | 10/22/2011 | N/M, B3, 7/8 - poor operation, no pickup. Rebuilt, tested good.                                          |
| Autolock (Stanley)                                                                   | 1 | 10/5/2011  | Rebuild | 10/22/2011 | N/M, B3, 1/2 - "d2" error. Cleaned flakey CMS, cleaned and adjusted solenoid, tested good.               |
| Autolock (Stanley)                                                                   | 1 | 10/19/2011 | Rebuild | 11/8/2011  | W/S, B1, 5/6 - unlock fails and springs need replaced.                                                   |
| Autolock (Stanley)                                                                   | 1 | 10/17/2011 | Rebuild | 11/13/2011 | E/M, B2, 1/2 - "d0" error code - close monitor switch. Cleaned switches and replace cms spring.          |
| Autolock (Stanley)                                                                   | 1 | 11/10/2011 | Repair  | 11/13/2011 | N/S, B2, 1/2 - for c/l failures. Cleaned and replaced cms spring.                                        |



| This is a sorted copy of the rebuild data base and was used for qty of items rebuilt |   |            |         |            |                                                                                                                                    |
|--------------------------------------------------------------------------------------|---|------------|---------|------------|------------------------------------------------------------------------------------------------------------------------------------|
| Autolock (Stanley)                                                                   | 1 | 11/8/2011  | Repair  | 11/15/2011 | W/M, B2, 3/4 - for D0 code. Replaced cms spring & cleaned.                                                                         |
| Autolock (Stanley)                                                                   | 1 | 11/26/2011 | Rebuild | 11/26/2011 | Removed from N/S B3 7/8 due to trouble shooting no recycle when obstructed and D2 code. Rpl CMS spring and cleaned.                |
| Autolock (Stanley)                                                                   | 1 | 11/20/2011 | Rebuild | 11/27/2011 | ES B1 1/2 for flakey c/l, possible CMS. CMS needed cleaned.                                                                        |
| Autolock (Stanley)                                                                   | 1 | 7/1/2011   | Rebuild | 12/6/2011  | W/M, B2, 5/6 - no close and lock. Needs to be sent out RMR due to a bad right side cam bearing. Tested good after return from RMR. |
| Autolock (Stanley)                                                                   | 1 | 12/14/2011 | Repair  | 12/14/2011 | From E/M B1 7/8 E-release fell off. Repaired and tested.                                                                           |
| Autolock (Stanley)                                                                   | 1 | 12/19/2011 | Rebuild | 12/19/2011 | Removed for closed and lock issues. Replaced Emergency Handle actuator.                                                            |
| Autolock (Stanley)                                                                   | 1 | 12/29/2011 | Repair  | 1/5/2012   | NS B2 7/8 for D2 code. Repaired CMS, tested good.                                                                                  |
| Autolock (Stanley)                                                                   | 1 | 1/4/2012   | Repair  | 1/5/2012   | WM B2 5/6 for CMS switch. Repaired CMS, tested good.                                                                               |
| Autolock (Stanley)                                                                   | 1 | 1/1/2012   | Repair  | 1/5/2012   | SM B2 3/4 for D2. Repaired CMS, tested good.                                                                                       |
| Autolock (Stanley)                                                                   | 1 | 12/29/2011 | Repair  | 1/5/2012   | NS B3 7/8 for D2 code. Repaired CMS, tested good.                                                                                  |
| Autolock (Stanley)                                                                   | 1 | 1/8/2012   | Rebuild | 1/13/2012  | SM B3 3/4 for c/l issues. Switch coming apart. Secured switch, tested good.                                                        |
| Autolock (Stanley)                                                                   | 1 | 1/6/2012   | Rebuild | 1/13/2012  | SM B3 3/4 t/s malf on open. Cleaned and tested good.                                                                               |
| Autolock (Stanley)                                                                   | 1 | 1/6/2012   | Rebuild | 1/13/2012  | SM B3 3/4 t/s malf on open. Cleaned and tested good.                                                                               |
| Autolock (Stanley)                                                                   | 1 | 1/21/2012  | Rebuild | 1/28/2012  | SS B3 7/8 UF, D1 code. Rebuilt, tested good.                                                                                       |
| Autolock (Stanley)                                                                   | 1 | 1/16/2012  | Rebuild | 1/28/2012  | SS B2 1/2 flakey CMS. Rebuilt, tested good.                                                                                        |
| Autolock (Stanley)                                                                   | 1 | 1/21/2012  | Rebuild | 1/28/2012  | SS B3 7/8 D1 code. Rebuilt, tested good.                                                                                           |

| This is a sorted copy of the rebuild data base and was used for qty of items rebuilt |   |           |         |            |                                                                                                                                                                |
|--------------------------------------------------------------------------------------|---|-----------|---------|------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Autolock (Stanley)                                                                   | 1 | 1/19/2012 | Rebuild | 1/28/2012  | SS B3 7/8 malf issues. Rebuilt, tested good.                                                                                                                   |
| Autolock (Stanley)                                                                   | 1 | 1/16/2012 | Rebuild | 1/28/2012  | SS B2 3/4 D2 and D0 codes. Rebuilt, tested good.                                                                                                               |
| Autolock (Stanley)                                                                   | 1 | 1/23/2012 | Rebuild | 1/28/2012  | SM B3 7/8 for sticky CMS. Rebuilt, tested good.                                                                                                                |
| Autolock (Stanley)                                                                   | 1 | 1/29/2012 | Rebuild | 2/9/2012   | SM B2 3/4 intermittent c/l, red/bk wire crushed. RH cam bad. Needs RMR.                                                                                        |
| Autolock (Stanley)                                                                   | 1 | 2/9/2012  | Rebuild | 3/15/2012  | SM B3 5/6 pins not fitting. Adjusted CMS.                                                                                                                      |
| Autolock (Stanley)                                                                   | 1 | 2/9/2012  | Rebuild | 3/15/2012  | SM B3 5/6 malf on closing. Cleaned CMS.                                                                                                                        |
| Autolock (Stanley)                                                                   | 1 | 2/9/2012  | Rebuild | 3/15/2012  | EM B1 3/4. Cams not moving freely/sticking. Deburred cams and cleaned up.                                                                                      |
| Autolock (Stanley)                                                                   | 1 | 2/3/2012  | Rebuild | 3/15/2012  | SM B3 5/6 for D1 and D2 codes. Cleaned CMS.                                                                                                                    |
| Autolock (Stanley)                                                                   | 1 | 1/28/2012 | Rebuild | 3/15/2012  | NS B3 3/4 CMS switch loose, flakey c/l. Repaired CMS, cleaned up.                                                                                              |
| Autolock (Stanley)                                                                   | 1 | 3/25/2012 | Rebuild | 3/26/2012  | Removed from b2 5/6 s/m. Rebuilt and tested good.                                                                                                              |
| Autolock (Stanley)                                                                   | 1 | 3/25/2012 | Rebuild | 3/26/2012  | Removed from b3 5/6 s/m. Rebuilt cleaned switches and tested.                                                                                                  |
| Autolock (Stanley)                                                                   | 1 | 4/9/2012  | Rebuild | 5/23/2012  | SS B2 1/2 for broken plunger switch. Replaced, tested good.                                                                                                    |
| Autolock (Stanley)                                                                   | 1 | 4/1/2012  | RMR     | 12/10/2012 | (T1) S/M B2 5/6 for not dropping right. Broken main bracket. Rebuilt. On test stand.                                                                           |
| Autolock (Stanley)                                                                   | 1 | 4/8/2011  | Rebuild |            | E/S, B1, 1/2 - Damaged from closing too hard? Inspected line (damage from misadjusted lock), installed new hardware, cleaned & adjusted solenoid, tested good. |
| Autolock (Stanley)                                                                   | 1 | 9/30/2011 | Rebuild |            | S/M, B2, 3/4 - malfunction on open.                                                                                                                            |
| Autolock (Stanley)                                                                   | 1 | 11/8/2011 | Repair  |            | S/M, B2, 1/2 - for malfunctions, possible bad CMS. Needs to go to RMR. Bad harness, cms, & R/H cam.                                                            |

03635

| This is a sorted copy of the rebuild data base and was used for qty of items rebuilt |     |            |         |            |                                                                                                                                                  |     |                                                 |                |     |
|--------------------------------------------------------------------------------------|-----|------------|---------|------------|--------------------------------------------------------------------------------------------------------------------------------------------------|-----|-------------------------------------------------|----------------|-----|
| Autolock (Stanley)                                                                   | 1   | 12/28/2011 | Rebuild |            | Removed from N/M, B3, 5/6 for D2 codes, and a bad C/M Switch. Cleaned, inspected, tested and replaced the C/M Switch. Tested good on Test Stand. |     |                                                 |                |     |
| Autolock (Stanley)                                                                   | 1   | 3/25/2012  | Rebuild |            | Came from unknown. Rebuilt cleaned switches and replace cam spring.                                                                              |     |                                                 |                |     |
| Autolock (Stanley)                                                                   | 236 |            |         |            |                                                                                                                                                  | 236 | 230 rebuilt 3 sent rmr 3 tested 90 had mod done |                | 466 |
| Bearing, Door Roller                                                                 | 4   | 1/22/2012  | Repair  | 1/23/2013  | Removed form C8.                                                                                                                                 |     |                                                 |                |     |
| Bearing, Door Roller                                                                 | 4   |            |         |            | -Cleaned, inspected and returned to stock                                                                                                        |     | 4                                               | 4 cleaned insp | 0.5 |
| Brake Parts                                                                          | 1   | 5/7/2008   | Rebuild | 5/12/2008  | C8, 7/8 brake job.                                                                                                                               |     |                                                 |                |     |
| Brake Parts                                                                          | 1   | 5/9/2008   | Rebuild | 5/12/2008  | C4, 7/8 - brake job.                                                                                                                             |     |                                                 |                |     |
| Brake Parts                                                                          | 1   | 5/13/2008  | Rebuild | 6/3/2008   | C4, 1/2 - brake job                                                                                                                              |     |                                                 |                |     |
| Brake Parts                                                                          | 1   | 6/2/2008   | Rebuild | 6/3/2008   | C4, 3/4 - brake job.                                                                                                                             |     |                                                 |                |     |
| Brake Parts                                                                          | 1   | 6/9/2008   | Rebuild | 6/30/2008  | C3, 5/6 - brake job.                                                                                                                             |     |                                                 |                |     |
| Brake Parts                                                                          | 1   | 7/4/2008   | Rebuild | 7/8/2008   | C3, 3/4 - brake job.                                                                                                                             |     |                                                 |                |     |
| Brake Parts                                                                          | 1   | 7/22/2008  | Rebuild | 7/27/2008  | C3, 5/6 - brake job.                                                                                                                             |     |                                                 |                |     |
| Brake Parts                                                                          | 1   | 7/25/2008  | Rebuild | 7/27/2008  | C3, 1/2 - brake job.                                                                                                                             |     |                                                 |                |     |
| Brake Parts                                                                          | 1   | 8/4/2008   | Rebuild | 8/12/2008  | C3, 3/4 - brake job.                                                                                                                             |     |                                                 |                |     |
| Brake Parts                                                                          | 9   |            |         |            |                                                                                                                                                  |     | 9                                               | cleaned insp   | 4.5 |
| BS/LS                                                                                | 1   | 2/23/2012  | Rebuild | 12/6/2012  | Is removed from c2 for bent arm. Rebuilt, tested good. Put in inventory.                                                                         |     |                                                 |                |     |
| BS/LS                                                                                | 1   |            |         |            |                                                                                                                                                  |     | 1                                               | Rebuilt        | 5   |
| BS/LS Aux Arm                                                                        | 1   | 6/17/2008  | Rebuild | 8/17/2008  | C9, BS, left - hammered. One spring was mis-shaped - replaced.                                                                                   |     |                                                 |                |     |
| BS/LS Aux Arm                                                                        | 1   | 8/16/2008  | Rebuild | 8/17/2008  | C4, LS - flakey contacts.                                                                                                                        |     |                                                 |                |     |
| BS/LS Aux Arm                                                                        | 1   | 10/1/2008  | Rebuild | 10/20/2008 | C1                                                                                                                                               |     |                                                 |                |     |
| BS/LS Aux Arm                                                                        | 1   | 7/1/2009   | Rebuild | 10/18/2009 | C1 - LS1 switch (left) cause no reverse operation (IC,RK)                                                                                        |     |                                                 |                |     |
| BS/LS Aux Arm                                                                        | 1   | 8/19/2009  | Rebuild | 10/18/2009 | C6, BS, LH - pulled to tshoot intermittent reversal problems.                                                                                    |     |                                                 |                |     |
| BS/LS Aux Arm                                                                        | 2   | 11/4/2009  | Rebuild | 1/19/2010  | C4 - pulled to troubleshoot dynamic brake fails - no fix.                                                                                        |     |                                                 |                |     |

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|--------------------------------------------------------------------------------------|---|------------|---------|------------|----------------------------------------------------------------------------------|
| BS/LS Aux Arm                                                                        | 1 | 2/15/2010  | Rebuild | 3/11/2010  | C6, RH BS - poor meter readings. Awaiting parts. -- Rebuilt.                     |
| BS/LS Aux Arm                                                                        | 1 | 3/11/2010  | Rebuild | 3/11/2010  | Unknown location                                                                 |
| BS/LS Aux Arm                                                                        | 2 | 4/22/2010  | Rebuild | 5/2/2010   | C4 - Reverser failure t/shooting                                                 |
| BS/LS Aux Arm                                                                        | 1 | 3/22/2010  | Rebuild | 6/10/2010  | Unknown car, irregular readings. Replaced contacts.                              |
| BS/LS Aux Arm                                                                        | 1 | 7/9/2010   | Rebuild | 8/5/2010   | C10, LH - broken contact. Replaced broken contact.                               |
| BS/LS Aux Arm                                                                        | 1 | 8/5/2010   | Rebuild | 8/20/2010  | C9, BS, RH - bad reading. Replaced contacts and cleaned up.                      |
| BS/LS Aux Arm                                                                        | 1 | 8/13/2010  | Rebuild | 8/20/2010  | C5, LS, RH - high resistance. Replaced contacts and cleaned up.                  |
| BS/LS Aux Arm                                                                        | 1 | 8/13/2010  | Rebuild | 8/20/2010  | C7, LS, LH - flaky resistance. Replaced contacts and cleaned up.                 |
| BS/LS Aux Arm                                                                        | 1 | 8/12/2010  | Rebuild | 8/20/2010  | C2, LS, RH - bad readings. Replaced contacts and cleaned up.                     |
| BS/LS Aux Arm                                                                        | 1 | 8/13/2010  | Rebuild | 8/20/2010  | C5, LS, LH - high resistance. Replaced contacts and cleaned up.                  |
| BS/LS Aux Arm                                                                        | 1 | 10/7/2010  | Rebuild | 10/11/2010 | C8                                                                               |
| BS/LS Aux Arm                                                                        | 1 | 10/11/2010 | Rebuild | 10/27/2010 | C3, RH BS - flakey readings, bent arms and poor alignment.                       |
| BS/LS Aux Arm                                                                        | 1 | 10/14/2010 | Rebuild | 10/27/2010 | C7, RH LS - flaky resistance.                                                    |
| BS/LS Aux Arm                                                                        | 2 | 10/18/2010 | Rebuild | 10/27/2010 | C2 - loose/bent contacts.                                                        |
| BS/LS Aux Arm                                                                        | 2 | 10/25/2010 | Rebuild | 10/27/2010 | C1 - bent and worn.                                                              |
| BS/LS Aux Arm                                                                        | 2 | 9/13/2010  | Rebuild | 11/17/2010 | C10 - reversal issues. Replaced contacts.                                        |
| BS/LS Aux Arm                                                                        | 1 | 9/10/2010  | Rebuild | 11/17/2010 | C7, LH BS - high resistance. Awaiting parts. Replaced contacts.                  |
| BS/LS Aux Arm                                                                        | 1 | 10/18/2010 | Rebuild | 11/17/2010 | C9 - loose/bent contacts. Replaced contacts.                                     |
| BS/LS Aux Arm                                                                        | 1 | 12/8/2010  | Rebuild | 1/19/2011  | C6, LS, RH - flakey resistance. Rebuilt.                                         |
| BS/LS Aux Arm                                                                        | 1 | 11/17/2010 | Rebuild | 4/17/2011  | C10 - fail to reverse (LS1 not picking). Awaiting parts. Rebuilt with new parts. |
| BS/LS Aux Arm                                                                        | 9 | 4/17/2011  | Rebuild | 4/17/2011  | Exhausted stock of parts for arms requiring rebuild.                             |
| BS/LS Aux Arm                                                                        | 1 | 5/30/2011  | Rebuild | 6/2/2011   | C9, BS, LH - flakey. Rebuilt.                                                    |
| BS/LS Aux Arm                                                                        | 1 | 5/31/2011  | Rebuild | 6/2/2011   | C8, LS, RH - flakey. Rebuilt.                                                    |

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|--------------------------------------------------------------------------------------|----|------------|---------|------------|--------------------------------------------------------------------------------------|----|
| BS/LS Aux Arm                                                                        | 1  | 6/1/2011   | Rebuild | 6/23/2011  | C8, BS, LH - flakey. Rebuilt.                                                        |    |
|                                                                                      |    |            |         |            | C9, BS, LH - reading over 1 ohm.                                                     |    |
| BS/LS Aux Arm                                                                        | 1  | 6/12/2011  | Rebuild | 6/23/2011  | Contacts in good condition. Put back in stock                                        |    |
| BS/LS Aux Arm                                                                        | 1  | 7/6/2011   | Rebuild | 9/15/2011  | C4, LS, RH - caused no fwd direction and reversal issues. Rebuilt.                   |    |
| BS/LS Aux Arm                                                                        | 1  | 10/11/2011 | Rebuild | 10/13/2011 | C5, BS, LH - flakey operation, causing zero speed loss. Rebuilt.                     |    |
| BS/LS Aux Arm                                                                        | 1  | 11/11/2011 | Rebuild | 11/17/2011 | C8, LS, LH - Pulled for high resistance. Rebuilt.                                    |    |
| BS/LS Aux Arm                                                                        | 1  | 11/14/2011 | Rebuild | 11/17/2011 | C9, LS, RH - removed for loss of vital zero speed alarm. Rebuilt.                    |    |
| BS/LS Aux Arm                                                                        | 1  | 3/8/2012   | Rebuild | 3/18/2012  | from C10, rebuilt and returned to stock.                                             |    |
| BS/LS Aux Arm                                                                        | 5  | 3/18/2012  | Rebuild | 3/18/2012  | Pulled from inventory for improper rebuild. Rebuilt and returned to inventory.       |    |
| BS/LS Aux Arm                                                                        | 54 |            |         |            | 54 54 rebuilt                                                                        | 27 |
| BS/LS Aux Contact Block                                                              | 1  | 6/17/2008  | Rebuild | 8/17/2008  | C9, BS, left - fell apart.                                                           |    |
| BS/LS Aux Contact Block                                                              | 1  | 8/16/2008  | Rebuild | 8/17/2008  | C4, LS - flakey contacts                                                             |    |
| BS/LS Aux Contact Block                                                              | 1  | 8/13/2008  | Rebuild | 8/17/2008  | C5, RH LS - flakey resistance                                                        |    |
| BS/LS Aux Contact Block                                                              | 1  | 10/1/2008  | Rebuild | 10/20/2008 | C1                                                                                   |    |
| BS/LS Aux Contact Block                                                              | 1  | 6/3/2009   | Rebuild | 9/16/2009  | LH aux contact block pulled from C1 BS for poor resistance. (PMT)                    |    |
| BS/LS Aux Contact Block                                                              | 1  | 8/19/2009  | Rebuild | 9/16/2009  | C6, BS, LH - pulled to t/shoot intermittent reversal problems.                       |    |
| BS/LS Aux Contact Block                                                              | 1  | 1/18/2010  | Rebuild | 2/23/2010  | C6, RH BS - poor meter readings. Awaiting parts.                                     |    |
| BS/LS Aux Contact Block                                                              | 2  | 4/22/2010  | Rebuild | 5/2/2010   | C4 - Reverser failure t/shooting Unknown car, irregular readings. Replaced contacts. |    |
| BS/LS Aux Contact Block                                                              | 1  | 3/22/2010  | Rebuild | 6/10/2010  | C9, BS, RH - bad reading. Broke block upon disassembly. Scrapped.                    |    |
| BS/LS Aux Contact Block                                                              | 1  | 8/5/2010   | Rebuild | 8/20/2010  | C4, LH LS - loose contact bar.                                                       |    |
| BS/LS Aux Contact Block                                                              | 1  | 9/20/2010  | Rebuild | 9/26/2010  | C8 - improperly glued contacts destroyed parts. Rebuilt with spare parts.            |    |
| BS/LS Aux Contact Block                                                              | 1  | 10/7/2010  | Rebuild | 10/11/2010 |                                                                                      |    |
| BS/LS Aux Contact Block                                                              | 1  | 10/14/2010 | Rebuild | 10/26/2010 | C7, RH LS - flakey resistance.                                                       |    |
| BS/LS Aux Contact Block                                                              | 1  | 10/18/2010 | Rebuild | 10/26/2010 | C9 - loose/bent contacts                                                             |    |

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|--------------------------------------------------------------------------------------|-----|------------|---------|------------|----------------------------------------------------------------------------------------------------------------------------------------------------|------------------|----------------------|--|-------|
| BS/LS Aux Contact Block                                                              | 1   | 10/18/2010 | Rebuild | 10/26/2010 | C2 - loose/bent contacts.                                                                                                                          |                  |                      |  |       |
| BS/LS Aux Contact Block                                                              | 2   | 10/25/2010 | Rebuild | 10/26/2010 | C1 - bent and worn.                                                                                                                                |                  |                      |  |       |
| BS/LS Aux Contact Block                                                              | 4   | 9/13/2010  | Rebuild | 11/17/2010 | C10 - reversal issues. Replaced contacts.                                                                                                          |                  |                      |  |       |
| BS/LS Aux Contact Block                                                              | 1   | 11/17/2010 | Rebuild | 12/19/2010 | C10 - fail to reverse (LS1 not picking). Awaiting parts                                                                                            |                  |                      |  |       |
| BS/LS Aux Contact Block                                                              | 1   | 5/30/2011  | Rebuild | 6/2/2011   | C9, BS, LH - flakey. Broke block on disassembly. Scrapped.                                                                                         |                  |                      |  |       |
| BS/LS Aux Contact Block                                                              | 1   | 10/11/2011 | Rebuild | 10/13/2011 | C5, BS, LH - flakey operation, causing zero speed loss. Rebuilt.                                                                                   |                  |                      |  |       |
| BS/LS Aux Contact Block                                                              | 1   | 3/8/2012   | Rebuild | 3/18/2012  | from C10, Rebuilt and returned to stock.                                                                                                           |                  |                      |  |       |
| BS/LS Aux Contact Block                                                              | 26  |            |         |            |                                                                                                                                                    | 26               | 23 rebuilt 3 trashed |  | 11.5  |
| Collector Shoe                                                                       | 5   | 8/1/2008   | Rebuild | 8/25/2008  | Replaced two worn power shoe sub-assemblies. Cleaned remaining shoes.                                                                              |                  |                      |  |       |
| Collector Shoe                                                                       | 20  | 8/8/2008   | Rebuild | 10/8/2008  | Rejected 12, rebuilt 4, cleaned 4.                                                                                                                 |                  |                      |  |       |
| Collector Shoe Sub-assembly                                                          | 52  | 8/1/2009   | Rebuild | 8/16/2009  | Various places. Cleaned and inspected. Scrapped (14).                                                                                              |                  |                      |  |       |
| Collector Shoe Sub-assembly                                                          | 12  | 1/1/2010   | Rebuild | 1/19/2010  | North train - pulled for questionable wear - 10 cleaned and returned to stock - remaining two stripped for parts and recycling.                    |                  |                      |  |       |
| Collector Shoe Sub-assembly                                                          | 21  | 5/17/2010  | Rebuild | 5/19/2010  | Collected from several areas. Requires cleaning and inspecting. Seven scrapped. Remainder returned to stock.                                       |                  |                      |  |       |
| Collector Shoe Sub-assembly                                                          | 7   | 6/19/2011  | Rebuild | 6/19/2011  | Various locations, various conditions. Scrapped (5) shoes. Cleaned and returned (2) to stock.                                                      |                  |                      |  |       |
| Collector Shoe Sub-assembly                                                          | 12  | 8/8/2011   | Rebuild | 9/13/2011  | Power shoe holder sub-assemblies arrived. Assemble complete power shoe sub-assemblies (holder, insulator block, swivel stem and assorted hardware. |                  |                      |  |       |
| Collector Shoe Sub-assembly                                                          | 14  | 9/13/2011  | Rebuild | 9/13/2011  | Built-up power shoe subassemblies for pending installation on D-tram.                                                                              |                  |                      |  |       |
| Collector Shoe Sub-assembly                                                          | 143 |            |         |            |                                                                                                                                                    | Rebuilt/assm 103 | 143 scrap 40         |  | 25.75 |

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|--------------------------------------------------------------------------------------|----|------------|---------|------------|------------------------------------------------------------------------------------------------------------------------------|
| Collector Tree                                                                       | 1  | 7/1/2008   | Rebuild | 7/24/2008  |                                                                                                                              |
| Collector Tree                                                                       | 1  | 7/1/2008   | Rebuild | 7/24/2008  |                                                                                                                              |
| Collector Tree                                                                       | 1  | 8/9/2008   | Rebuild | 8/25/2008  | C10, #1 - bad B-phase arm.                                                                                                   |
| Collector Tree                                                                       | 1  | 11/30/2008 | Rebuild | 11/30/2008 | Replacement for #8064.                                                                                                       |
| Collector Tree                                                                       | 1  | 11/30/2008 | Rebuild | 11/30/2008 | Unknown location. Bring in inventory up to proper level.                                                                     |
| Collector Tree                                                                       | 1  | 11/30/2008 | Rebuild | 11/30/2008 | Replacement for #6033.                                                                                                       |
| Collector Tree                                                                       | 1  | 4/1/2009   | Rebuild | 4/6/2009   | north - rebuilt for new cars.                                                                                                |
| Collector Tree                                                                       | 1  | 4/1/2009   | Rebuild | 4/6/2009   | north - rebuilt for new cars.                                                                                                |
| Collector Tree                                                                       | 1  | 4/1/2009   | Rebuild | 4/6/2009   | north - rebuilt for new cars.                                                                                                |
| Collector Tree                                                                       | 1  | 4/1/2009   | Rebuild | 4/6/2009   | north - rebuilt for new cars.                                                                                                |
| Collector Tree                                                                       | 3  | 5/1/2009   | Modify  | 5/5/2009   | Removed signal arms to conform to new vehicle use.                                                                           |
| Collector Tree                                                                       | 1  | 9/20/2009  | Rebuild | 9/20/2009  | Rebuilt in preparation of North train install.                                                                               |
| Collector Tree                                                                       | 1  | 9/20/2009  | Rebuild | 9/20/2009  | Rebuilt in preparation of North train installation. Only A/C swivel pin holes available.                                     |
| Collector Tree                                                                       | 1  | 9/20/2009  | Rebuild | 9/20/2009  | Rebuilt in preparation of North train installation.                                                                          |
| Collector Tree                                                                       | 1  | 9/20/2009  | Rebuild | 9/20/2009  | Rebuilt in preparation of North train installation. Only BG swivel pin holes available.                                      |
| Collector Tree                                                                       | 1  | 9/20/2009  | Rebuild | 9/20/2009  | Rebuilt in preparation of North train installation. Only A/C swivel pin holes available.                                     |
| Collector Tree                                                                       | 12 | 5/23/2010  | Rebuild | 5/23/2010  | Tore down, discarded unused items, cut arm extensions off of knuckle assembly and serialized. Cleaned and returned to stock. |
| Collector Tree                                                                       | 1  | 8/16/2010  | Rebuild | 8/16/2010  | Replaces worn unit.                                                                                                          |
| Collector Tree                                                                       | 1  | 8/16/2010  | Rebuild | 8/16/2010  | Replaces worn unit.                                                                                                          |
| Collector Tree                                                                       | 1  | 8/16/2010  | Rebuild | 8/16/2010  | Replaces worn unit.                                                                                                          |
| Collector Tree                                                                       | 1  | 6/18/2011  | Repair  | 6/19/2011  | C1, 5/6 - 8060 destroyed. Built-up replacement.                                                                              |

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|--------------------------------------------------------------------------------------|----|------------|---------|------------|-------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|
| Collector Tree                                                                       | 1  | 6/18/2011  | Rebuild | 7/7/2011   | Replenishing supply.                                                                                                                      |                                |
| Collector Tree                                                                       | 1  | 7/5/2011   | Rebuild | 7/7/2011   | C9, 5/6 - binding. Rebuilt.                                                                                                               |                                |
| Collector Tree                                                                       |    |            |         |            | C9, 7/8 - destroyed. Build-up replacement. Only rail and 2 knuckles were reuseable.                                                       |                                |
| Collector Tree                                                                       | 1  | 9/14/2011  | Rebuild | 9/26/2011  | C9 B/G for binding. Rebuilt.                                                                                                              |                                |
| Collector Tree                                                                       | 1  | 12/21/2011 | Rebuild | 2/10/2012  | C9 pos B/G for binding. Replaced journal bearings, extender arms, an roll pins. This collector tree was rebuilt as an A/C collector tree. |                                |
| Collector Tree                                                                       | 1  | 12/21/2011 | Rebuild | 12/11/2012 |                                                                                                                                           | 39 rebuilt/modified 3 modified |
| Collector Tree                                                                       | 42 |            |         |            | C3 - air compressor shuts off too high. Found set points set at 130/170 on test stand. Readjusted to 120/155.                             | 79                             |
| CSO                                                                                  | 1  | 12/13/2009 | Repair  | 12/14/2009 |                                                                                                                                           |                                |
| CSO                                                                                  | 1  | 3/22/2010  | Rebuild | 5/31/2010  | C4 - needs to be tested. Test operated good - readjusted range and setpoints.                                                             |                                |
| CSO                                                                                  | 2  |            |         |            |                                                                                                                                           | 22 tested & adj                |
| Door Edge Contact Roller                                                             | 1  | 6/19/2008  | Rebuild | 10/20/2008 | C7, #1                                                                                                                                    |                                |
| Door Edge Contact Roller                                                             | 1  | 11/28/2008 | Rebuild | 9/9/2009   | C10, #7 - pulled for constant door edge contact?                                                                                          |                                |
| Door Edge Contact Roller                                                             | 15 | 9/6/2009   | Rebuild | 9/9/2009   | Most of the rollers were pulled from the west train for PM 506.                                                                           |                                |
| Door Edge Contact Roller                                                             | 11 | 10/14/2009 | Rebuild | 10/14/2009 | West PM506 - cleaned up and returned 11 of 16 to stock.                                                                                   |                                |
| Door Edge Contact Roller                                                             | 6  | 10/14/2009 | Rebuild | 10/18/2009 | West PM506 - replaced bad rollers and returned to stock.                                                                                  |                                |
| Door Edge Contact Roller                                                             | 3  | 10/18/2009 | Repair  | 1/13/2010  | West PM506 - awaiting parts.                                                                                                              |                                |
| Door Edge Contact Roller                                                             | 1  | 10/14/2009 | Rebuild | 1/13/2010  | C3, #1                                                                                                                                    |                                |
| Door Edge Contact Roller                                                             | 19 | 1/12/2010  | Rebuild | 1/13/2010  | South                                                                                                                                     |                                |
| Door Edge Contact Roller                                                             | 12 | 2/10/2010  | Rebuild | 2/11/2010  | South PM506 - boarding side.                                                                                                              |                                |
| Door Edge Contact Roller                                                             | 5  | 2/11/2010  | Rebuild | 2/24/2010  | South PM506 - alighting side.                                                                                                             |                                |
| Door Edge Contact Roller                                                             | 2  | 2/24/2010  | Rebuild | 5/24/2010  | South - awaiting parts                                                                                                                    |                                |
| Door Edge Contact Roller                                                             | 3  | 5/4/2010   | Rebuild | 5/24/2010  | unknown location.                                                                                                                         |                                |
| Door Edge Contact Roller                                                             | 2  | 5/17/2010  | Rebuild | 5/24/2010  | Mysteriously showed up.                                                                                                                   |                                |
| Door Edge Contact Roller                                                             | 5  | 5/26/2010  | Rebuild | 8/15/2010  | South.                                                                                                                                    |                                |
| Door Edge Contact Roller                                                             | 3  | 8/1/2010   | Rebuild | 8/15/2010  | Unknown location.                                                                                                                         |                                |



| This is a sorted copy of the rebuild data base and was used for qty of items rebuilt |    |            |         |            |                                                                                                                                      |  |
|--------------------------------------------------------------------------------------|----|------------|---------|------------|--------------------------------------------------------------------------------------------------------------------------------------|--|
| Door Edge Contact Roller                                                             | 9  | 10/1/2010  | Rebuild | 10/1/2010  | 9 rollers, no tag. Scrapped 2, cleaned and inspected 7 - checked good and put in spares.                                             |  |
| Door Edge Contact Roller                                                             | 7  | 9/6/2010   | Rebuild | 10/3/2010  | C2 - PM506. Cleaned and inspected. Rebuilt three.                                                                                    |  |
| Door Edge Contact Roller                                                             | 8  | 10/8/2010  | Rebuild | 10/15/2010 | C3 - PM506. Cleaned and inspected. All were good, returned to stock.                                                                 |  |
| Door Edge Contact Roller                                                             | 8  | 10/13/2010 | Rebuild | 10/15/2010 | C4 - PM506. Cleaned up and inspected. All were good, returned to stock.                                                              |  |
| Door Edge Contact Roller                                                             | 2  | 10/21/2010 | Rebuild | 12/30/2010 | C2, 3/4 - constant obstruction. Cleaned up and inspected. Good spares.                                                               |  |
| Door Edge Contact Roller                                                             | 6  | 11/1/2010  | Rebuild | 12/30/2010 | Unknown reason. Unknown location. Cleaned and inspected. Good spares.                                                                |  |
| Door Edge Contact Roller                                                             | 23 | 12/28/2010 | Rebuild | 12/30/2010 | Pulled from C5 and C6 for PM 506. Cleaned and inspected. Rebuilt two.                                                                |  |
| Door Edge Contact Roller                                                             | 8  | 1/4/2011   | Rebuild | 2/7/2011   | All others good. C7 - PM506.                                                                                                         |  |
| Door Edge Contact Roller                                                             | 3  | 2/6/2011   | Rebuild | 2/7/2011   | Various finds.                                                                                                                       |  |
| Door Edge Contact Roller                                                             | 8  | 2/7/2011   | Rebuild | 2/9/2011   | C10 - PM506.                                                                                                                         |  |
| Door Edge Contact Roller                                                             | 8  | 2/7/2011   | Rebuild | 2/9/2011   | C9 - PM506.                                                                                                                          |  |
| Door Edge Contact Roller                                                             | 1  | 2/8/2011   | Rebuild | 2/13/2011  | C7, leaf 8 - dirty, preventing door edge contacts. Cleaned, inspected and returned to inventory.                                     |  |
| Door Edge Contact Roller                                                             | 8  |            |         |            | C8 - PM506. Cleaned and inspected all 8 assemblies, returning 7 to inventory and rebuilding 1 unit before returning it to inventory. |  |
| Door Edge Contact Roller                                                             | 4  | 4/1/2011   | Rebuild | 4/5/2011   | Various places.                                                                                                                      |  |
| Door Edge Contact Roller                                                             | 1  | 4/25/2011  | Rebuild | 5/30/2011  | C2, leaf 4 - allows only 19v to wave switch.                                                                                         |  |
| Door Edge Contact Roller                                                             | 1  | 5/18/2011  | Rebuild | 5/30/2011  | C5, leaf 1 - grounding?                                                                                                              |  |
| Door Edge Contact Roller                                                             | 1  | 5/21/2011  | Rebuild | 5/30/2011  | C7, leaf 5 - noise.                                                                                                                  |  |
| Door Edge Contact Roller                                                             | 1  | 5/21/2011  | Rebuild | 5/30/2011  | C5, leaf 6 - grounded.                                                                                                               |  |
| Door Edge Contact Roller                                                             | 1  | 5/24/2011  | Rebuild | 5/30/2011  | C9, leaf 5 - no recycle, losing voltage through arm.                                                                                 |  |

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|--------------------------------------------------------------------------------------|----|------------|---------|------------|-----------------------------------------------------------------------------------------------------------------------|--|
| Door Edge Contact Roller                                                             | 1  | 5/31/2011  | Rebuild | 6/5/2011   | C5, leaf 6 - no recycle and flakey meter readings.                                                                    |  |
| Door Edge Contact Roller                                                             | 2  | 5/21/2011  | Rebuild | 6/5/2011   | Pulled from supply - did not like the looks of them. Confirmed bad. Rebuilt using four new rollers and two used ones. |  |
| Door Edge Contact Roller                                                             | 1  | 6/7/2011   | Rebuild | 6/12/2011  | C9, leaf 8 - flakey voltage readings.                                                                                 |  |
| Door Edge Contact Roller                                                             | 1  | 6/7/2011   | Rebuild | 6/12/2011  | C8, leaf 2 - flakey voltage readings.                                                                                 |  |
| Door Edge Contact Roller                                                             | 1  | 6/19/2011  | Rebuild | 6/19/2011  | C2, leaf 7 - bad readings? Replaced rollers.                                                                          |  |
| Door Edge Contact Roller                                                             | 1  | 6/26/2011  | Rebuild | 6/27/2011  | C10, leaf 6 - no recycle.                                                                                             |  |
| Door Edge Contact Roller                                                             | 1  | 6/28/2011  | Rebuild | 6/29/2011  | C5, leaf 1 - no recycle/bad meter reading.                                                                            |  |
| Door Edge Contact Roller                                                             | 1  | 6/28/2011  | Rebuild | 6/29/2011  | C5, leaf 4 - no recycle and bad readings.                                                                             |  |
| Door Edge Contact Roller                                                             | 1  | 7/7/2011   | Rebuild | 7/11/2011  | C7, leaf #5 - t/shoot constant door edge safety contact.                                                              |  |
| Door Edge Contact Roller                                                             | 1  | 6/29/2011  | Rebuild | 7/11/2011  | C6, leaf #6 - bad voltage readings.                                                                                   |  |
| Door Edge Contact Roller                                                             | 1  | 7/10/2011  | Rebuild | 7/11/2011  | Unknown location. Unknown problem.                                                                                    |  |
| Door Edge Contact Roller                                                             | 1  | 8/1/2011   | Rebuild | 9/15/2011  | Unknown location, unknown reason. Cleaned and tested good.                                                            |  |
| Door Edge Contact Roller                                                             | 2  | 8/27/2011  | Rebuild | 9/15/2011  | C1, Leaf 3/4 - t/shoot constant recycle. Cleaned and tested good.                                                     |  |
| Door Edge Contact Roller                                                             | 1  | 9/2/2011   | Rebuild | 9/15/2011  | C7, Leaf 6 - constant door recycle. Cleaned and tested good.                                                          |  |
| Door Edge Contact Roller                                                             | 4  | 9/6/2011   | Rebuild | 9/15/2011  | C1, Leaf 5, 6, 7 & 8 - PM506. Cleaned and tested good.                                                                |  |
| Door Edge Contact Roller                                                             | 2  | 9/6/2011   | Rebuild | 9/15/2011  | C1, Leaf 1 & 2 - PM506. Cleaned and tested good.                                                                      |  |
| Door Edge Contact Roller                                                             | 2  | 9/6/2011   | Rebuild | 9/15/2011  | C2, leaf 1 & 2 - PM506. Cleaned and tested good.                                                                      |  |
| Door Edge Contact Roller                                                             | 7  | 9/9/2011   | Rebuild | 9/15/2011  | C1, C2 - PM506. Cleaned and tested good.                                                                              |  |
| Door Edge Contact Roller                                                             | 16 | 10/13/2011 | Rebuild | 10/18/2011 | West - PM506. Clean and inspect. Rebuilt as needed and returned all to stock.                                         |  |

03643

| This is a sorted copy of the rebuild data base and was used for qty of items rebuilt |     |           |         |  |           |                                                                                                                                                                                                                            |                   |  |      |
|--------------------------------------------------------------------------------------|-----|-----------|---------|--|-----------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|--|------|
| Door Edge Contact Roller                                                             | 26  | 1/3/2012  | Repair  |  | 1/6/2012  | Pulled from North for PM506. 16 LH, 10 RH. Rebuilt 2 RH, 1 LH. Cleaned and inspected the remaining. All 26 good.                                                                                                           |                   |  |      |
| Door Edge Contact Roller                                                             | 8   | 1/31/2012 | Rebuild |  | 3/18/2012 | C9 PM506. rebuilt and returned to stock.                                                                                                                                                                                   |                   |  |      |
| Door Edge Contact Roller                                                             | 1   | 1/9/2012  | Rebuild |  | 3/18/2012 | C3 pos 7 bad connection. Rebuilt and returned to stock.                                                                                                                                                                    |                   |  |      |
| Door Edge Contact Roller                                                             | 1   | 3/13/2012 | Rebuild |  | 3/18/2012 | unknown, rebuilt and returned to stock.                                                                                                                                                                                    |                   |  |      |
| Door Edge Contact Roller                                                             | 1   | 3/27/2012 | Rebuild |  | 3/27/2012 | No tag. Rebuilt and returned to stock.                                                                                                                                                                                     |                   |  |      |
| Door Edge Contact Roller                                                             | 1   | 3/27/2012 | Rebuild |  | 4/1/2012  | No tag. Rebuilt and returned to stock.                                                                                                                                                                                     |                   |  |      |
| Door Edge Contact Roller                                                             | 1   | 3/27/2012 | Rebuild |  | 4/2/2012  | From C10 leaf 6 rebuilt and returned to stock.                                                                                                                                                                             |                   |  |      |
| Door Edge Contact Roller                                                             | 2   | 4/8/2012  | Rebuild |  | 4/8/2012  | No tag. Rebuilt and returned to stock.                                                                                                                                                                                     |                   |  |      |
| Door Edge Contact Roller                                                             | 285 |           |         |  |           | 285                                                                                                                                                                                                                        | rebuilt all + 30% |  | 55.5 |
| Door Operator                                                                        | 1   | 4/13/2008 | Rebuild |  | 5/21/2008 | C10, #1 - sheared pin. Replaced worn arm, bearings and pulled sheared pin.                                                                                                                                                 |                   |  |      |
| Door Operator                                                                        | 1   | 6/7/2008  | Rebuild |  | 7/2/2008  | C10, #7 - sheared pin. Replaced worn arm shaft and bearings.                                                                                                                                                               |                   |  |      |
| Door Operator                                                                        | 1   | 5/1/2009  | Modify  |  | 5/13/2009 | Installed new vehicle modifications.                                                                                                                                                                                       |                   |  |      |
| Door Operator                                                                        | 1   | 5/1/2009  | Modify  |  | 5/13/2009 | Installed new vehicle modifications.                                                                                                                                                                                       |                   |  |      |
| Door Operator                                                                        | 1   | 8/1/2009  | Repair  |  | 2/5/2010  | C3, #7 - intermittent loss of power. Rebuilt gearbox, tested good. Put in spares.                                                                                                                                          |                   |  |      |
| Door Operator                                                                        | 1   | 2/3/2010  | RMR     |  | 2/5/2010  | Returned from RMR (bent arm) - not electrically tested. Tested good.                                                                                                                                                       |                   |  |      |
| Door Operator                                                                        | 1   | 5/19/2010 | Repair  |  | 5/20/2010 | C3, #5 - locked up operator arm. Broken clip allowed spiroid gear to enter gearbox further, jamming assembly.                                                                                                              |                   |  |      |
| Door Operator                                                                        | 1   | 4/28/2010 | Rebuild |  | 7/1/2010  | C3, #6 - Arm siezed in down position. Replaced damaged retaining ring for bearing and worn bushings in gearbox. Spiroid pinion gear clip broke - caused pinion gear to travel into spiroid gear, causing jam. Tested good. |                   |  |      |

03644

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|--------------------------------------------------------------------------------------|----|------------|---------|------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----|
| Door Operator                                                                        | 1  | 7/20/2010  | Repair  | 8/11/2010  | C3, #2 - does not operate. Spiroid gear jammed. Spiroid pinion shaft c-clip became dislodged allowing the shaft to back into the motor housing and jamming the gears. Replaced ball bearing, clip, sleeve bearing, reshimmed gear and blown diode (term 1/ |    |
| Door Operator                                                                        | 1  | 11/29/2010 | Rebuild | 12/18/2010 | C3, #3 - non operational. Gearbox rebuild not required. Replace broken bracket and switch, cleaned up, tested good.                                                                                                                                        |    |
| Door Operator                                                                        | 1  | 9/10/2010  | Repair  | 6/1/2011   | C2, #4 - no operation. Awaiting grease. Replaced sleeve bearings. Replaced drive motor for binding pinion gears.                                                                                                                                           |    |
| Door Operator                                                                        | 1  | 7/29/2010  | Rebuild | 6/7/2011   | C5, #3 - numerous operational problems. Replaced sleeve bearings. Noted arm is twisted, slightly.                                                                                                                                                          |    |
| Door Operator                                                                        | 1  | 12/10/2011 | Repair  | 1/2/2012   | C5 leaf 5 for C/L issues. Adj LS-1 and replaced contact block.                                                                                                                                                                                             |    |
| Door Operator                                                                        | 1  | 10/25/2011 | Repair  | 1/16/2012  | C3, leaf 8 - for failure to close. Rpl contact block & LS 4 & 5 switches. Op checked good.                                                                                                                                                                 |    |
| Door Operator                                                                        | 14 |            |         |            | 14 rebuilt 2 mod 3 repaired                                                                                                                                                                                                                                | 32 |
| Door Roller Bearings                                                                 | 36 | 9/6/2009   | Rebuild | 9/9/2009   | Most of the roller bearings were pulled from the west train for PM506.                                                                                                                                                                                     |    |
| Door Roller Bearings                                                                 | 64 | 10/14/2009 | Rebuild | 10/14/2009 | West PM506. 54 passed and returned to stock.                                                                                                                                                                                                               |    |
| Door Roller Bearings                                                                 | 32 | 1/11/2010  | Rebuild | 1/12/2010  | South - cleaned, inspected and returned to stock.                                                                                                                                                                                                          |    |
| Door Roller Bearings                                                                 | 32 | 1/12/2010  | Rebuild | 1/13/2010  | South - cleaned, inspected and returned to stock - all, but, one.                                                                                                                                                                                          |    |
| Door Roller Bearings                                                                 | 48 | 2/10/2010  | Rebuild | 2/11/2010  | South PM506 - boarding side.                                                                                                                                                                                                                               |    |
| Door Roller Bearings                                                                 | 24 | 9/7/2010   | Rebuild | 9/7/2010   | PM506 from car-2                                                                                                                                                                                                                                           |    |
| Door Roller Bearings                                                                 | 24 | 10/8/2010  | Rebuild | 10/14/2010 | C3 - PM506. Cleaned up bearings, scrapped 1. 23 good put in spares.                                                                                                                                                                                        |    |

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|--------------------------------------------------------------------------------------|-----|------------|---------|------------|-----------------------------------------------------------------------------------------------|------|
| Door Roller Bearings                                                                 | 27  | 10/13/2010 | Rebuild | 10/15/2010 | C4 - PM506. Cleaned up and lubed                                                              |      |
| Door Roller Bearings                                                                 | 32  | 2/7/2011   | Rebuild | 2/8/2011   | 25, scrapped 2.<br>C10 - PM506.                                                               |      |
| Door Roller Bearings                                                                 | 64  | 9/9/2011   | Rebuild | 9/15/2011  | Pulled for PM506. Clean, lubricate and inspect. Cleaned, inspected, and lubed up. Scrapped 3. |      |
| Door Roller Bearings                                                                 | 2   | 10/6/2011  | Rebuild | 10/17/2011 | C8, leaf 5 - PM60 rough rollers. Both trashed.                                                |      |
| Door Roller Bearings                                                                 | 36  | 10/13/2011 | Rebuild | 10/17/2011 | West - PM506. Clean and inspect. 26 returned to stock.                                        |      |
| Door Roller Bearings                                                                 | 25  | 10/13/2011 | Rebuild | 10/17/2011 | West - PM506. Clean and inspect. 18 returned to stock.                                        |      |
| Door Roller Bearings                                                                 | 60  | 1/3/2012   | Repair  | 1/6/2012   | Pulled from North for PM506. Cleaned and inspected 52, scrapped 8.                            |      |
| Door Roller Bearings                                                                 | 506 |            |         |            | 506 54 scrapped                                                                               | 50.6 |
| Door Slide Channel                                                                   | 1   | 3/8/2010   | Rebuild | 4/12/2010  | C5, #1 - delrin strip broken. Replace. Install new nut at pivot point.                        |      |
| Door Slide Channel                                                                   | 1   | 10/2/2010  | Repair  | 10/3/2010  | C4, #5 - teflon strip worn through and made into an accordion.                                |      |
| Door Slide Channel                                                                   | 4   | 11/1/2010  | Repair  | 12/29/2010 | Inventory. Requires delrin installed.                                                         |      |
| Door Slide Channel                                                                   | 6   |            |         |            | 6 rebuilt all                                                                                 | 3    |
| Equalizer (Crossfire)                                                                | 1   | 5/9/2008   | Rebuild | 6/16/2008  | C4, 7/8 - brake job.                                                                          |      |
| Equalizer (Crossfire)                                                                | 1   | 5/13/2008  | Rebuild | 6/16/2008  | C4, 1/2 - brake job.                                                                          |      |
| Equalizer (Crossfire)                                                                | 1   | 6/1/2008   | Rebuild | 6/16/2008  | C7, 7/8 - ?                                                                                   |      |
| Equalizer (Crossfire)                                                                | 1   | 6/2/2008   | Rebuild | 6/16/2008  | C4, 3/4 - brake job.                                                                          |      |
| Equalizer (Crossfire)                                                                | 1   | 8/9/2008   | Rebuild | 6/16/2008  | C3, 5/6 - brake job.                                                                          |      |
| Equalizer (Crossfire)                                                                | 1   | 8/7/2008   | Rebuild | 10/14/2008 | C6, 5/6 - showing all black although tire gauge shows 120psi.                                 |      |
| Equalizer (Crossfire)                                                                | 1   | 7/25/2008  | Repair  | 10/15/2008 | C3, 5/6 - broken fitting from brake job.                                                      |      |
| Equalizer (Crossfire)                                                                | 1   | 7/8/2008   | Rebuild | 10/15/2008 | C4, 5/6 - leaking from                                                                        |      |
| Equalizer (Crossfire)                                                                | 1   | 8/28/2008  | Rebuild | 10/15/2008 | C10, 5/6 - leaks?                                                                             |      |
| Equalizer (Crossfire)                                                                | 1   | 2/10/2009  | Rebuild | 2/10/2009  | C10, 1/2 - rebuilt and re-installed.                                                          |      |
| Equalizer (Crossfire)                                                                | 10  |            |         |            | 10                                                                                            | 2    |
| Filler Strip                                                                         | 1   | 8/1/2008   | Rebuild | 10/21/2009 | ??                                                                                            |      |
| Filler Strip                                                                         | 1   | 8/5/2008   | Rebuild | 10/21/2009 | S/M, B2, 3/4 - sagging.                                                                       |      |
| Filler Strip                                                                         | 1   | 9/28/2009  | Rebuild | 10/21/2009 | S/M, B1, 5/6                                                                                  |      |
| Filler Strip                                                                         | 1   | 9/28/2009  | Rebuild | 10/21/2009 | S/M, B3, 7/8                                                                                  |      |

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|--------------------------------------------------------------------------------------|---|------------|---------|------------|--------------------------------------------------------------------------------------------|--------------------|
| Filler Strip                                                                         | 1 | 1/22/2011  | Rebuild | 4/1/2011   | N/M, B2, 1/2 - rubber detaching from aluminum plate. Glued rubber to aluminum plate.       |                    |
| Filler Strip                                                                         | 1 | 4/26/2011  | Rebuild | 6/19/2011  | S/M, B2, 3/4 - drooping.                                                                   | cleaned reattached |
| Filler Strip                                                                         | 6 |            |         |            |                                                                                            | 6 seal             |
| FSE Package                                                                          | 1 | 7/9/2008   | Rebuild | 7/14/2008  | C5 - PM602.                                                                                |                    |
| FSE Package                                                                          | 1 | 7/9/2008   | Rebuild | 7/14/2008  | C6 - PM602.                                                                                |                    |
| FSE Package                                                                          | 1 | 7/9/2008   | Rebuild | 7/14/2008  | C7 - PM602.                                                                                |                    |
| FSE Package                                                                          | 1 | 7/14/2008  | Rebuild | 7/18/2008  | C8 - PM602.                                                                                |                    |
| FSE Package                                                                          | 1 | 7/14/2008  | Rebuild | 7/18/2008  | C9 - PM602.                                                                                |                    |
| FSE Package                                                                          | 1 | 7/14/2008  | Rebuild | 7/18/2008  | C10 - PM602.                                                                               |                    |
|                                                                                      |   |            |         |            | C6 - pulled to shoot air leakage rate problems. Probably good. Cleaned up and tested good. |                    |
| FSE Package                                                                          | 1 | 10/8/2008  | Rebuild | 11/20/2008 | C8 - test and release/ fix. Cleaned up and tested good.                                    |                    |
| FSE Package                                                                          | 1 | 11/19/2008 | Rebuild | 11/20/2008 | and tested good.                                                                           |                    |
| FSE Package                                                                          | 1 | 4/1/2009   | Rebuild | 4/13/2009  | C6.                                                                                        |                    |
| FSE Package                                                                          | 1 | 4/1/2009   | Rebuild | 4/13/2009  | C7.                                                                                        |                    |
| FSE Package                                                                          | 1 | 10/1/2009  | Rebuild | 10/26/2009 | South train prior to it's permanent departure.                                             |                    |
| FSE Package                                                                          | 1 | 10/1/2009  | Rebuild | 10/26/2009 | South train prior to it's permanent departure.                                             |                    |
| FSE Package                                                                          | 1 | 5/31/2009  | Rebuild | 2/2/2010   | C5 - FSE2 leaks. Warranty.                                                                 |                    |
| FSE Package                                                                          | 1 | 10/20/2009 | Rebuild | 2/2/2010   | C7 - FSE1 valve leaks by. Warranty.                                                        |                    |
| FSE Package                                                                          | 1 | 10/21/2009 | Rebuild | 2/2/2010   | C7 - FSE1 leaks by. Warranty.                                                              |                    |
| FSE Package                                                                          | 1 | 12/26/2009 | Rebuild | 2/2/2010   | C1 - leaking from RH QRV. Warranty.                                                        |                    |
|                                                                                      |   |            |         |            | C9 - warranty - FSE1 valve leaks. Rebuilt both FSEs and QRVs. Leak and ops chk good.       |                    |
| FSE Package                                                                          | 1 | 2/13/2010  | Rebuild | 3/4/2010   | C6 - leaks through exhaust port when powered down                                          |                    |
| FSE Package                                                                          | 1 | 3/30/2010  | Rebuild | 7/10/2010  | C4 - leaks through exhaust port                                                            |                    |
| FSE Package                                                                          | 1 | 4/7/2010   | Rebuild | 7/10/2010  | C7 - leaks. Rebuilt, requires testing.                                                     |                    |
| FSE Package                                                                          | 1 | 8/30/2010  | Rebuild | 9/24/2010  | Rebuilt, tested good.                                                                      |                    |
|                                                                                      |   |            |         |            | C7 - PM602, check for proper operation, only had fifteen day run time. Tested good.        |                    |
| FSE Package                                                                          | 1 | 9/16/2010  | Rebuild | 9/24/2010  |                                                                                            |                    |
| FSE Package                                                                          | 1 | 9/16/2010  | Rebuild | 9/29/2010  | C5 - PM602.                                                                                |                    |

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|--------------------------------------------------------------------------------------|----|------------|---------|------------|--------------------------------------------------------------------------------------------------------|
| FSE Package                                                                          | 1  | 9/16/2010  | Rebuild | 9/29/2010  | C6 - PM602.                                                                                            |
| FSE Package                                                                          | 1  | 11/11/2010 | Rebuild | 11/22/2010 | C3 - PM602. Rebuilt and tested good.                                                                   |
| FSE Package                                                                          | 1  | 11/11/2010 | Rebuild | 12/6/2010  | C1 - PM602                                                                                             |
| FSE Package                                                                          | 1  | 11/11/2010 | Rebuild | 12/6/2010  | C2 - PM602                                                                                             |
| FSE Package                                                                          | 1  | 12/1/2010  | Rebuild | 12/6/2010  | C9 - pulled for t/shooting brake and<br>proulision problems - no fix. Rebuild.                         |
| FSE Package                                                                          | 1  | 12/7/2010  | Rebuild | 1/8/2011   | C10 - PM - rebuilt QRV's #77 and #78,<br>replaced valves and test operated<br>good.                    |
| FSE Package                                                                          | 1  | 12/7/2010  | Rebuild | 1/8/2011   | C8 - PM. Rebuilt QRV's #79 and #80<br>and both FSE valves.                                             |
| FSE Package                                                                          | 1  | 1/1/2012   | Rebuild | 1/9/2012   | C7 leak out of FSE1 muffler. Rebuilt,<br>tested & placed in stock.                                     |
| FSE Package                                                                          | 1  | 2/1/2012   | Rebuild | 3/12/2012  | C3 PM 602. rebuilt tested good.                                                                        |
| FSE Package                                                                          | 1  | 2/1/2012   | Rebuild | 3/12/2012  | C4 PM 602, rebuilt tested good.                                                                        |
| FSE Package                                                                          | 1  | 3/16/2012  | Rebuild | 4/13/2012  | C5 for PM602. Rebuilt, tested good.                                                                    |
| FSE Package                                                                          | 1  | 3/16/2012  | Rebuild | 4/13/2012  | C6 for PM602. Rebuilt, tested good.                                                                    |
| FSE Package                                                                          | 1  | 3/16/2012  | Rebuild | 4/13/2012  | C7 for PM602. Rebuilt, tested good.                                                                    |
| FSE Package                                                                          | 35 |            |         |            | 35                                                                                                     |
| FSE Valve                                                                            | 2  | 7/18/2008  | Rebuild | 7/18/2008  | FSE Pkg #005                                                                                           |
| FSE Valve                                                                            | 2  | 7/18/2008  | Rebuild | 7/18/2008  | FSE Pkg #006                                                                                           |
| FSE Valve                                                                            | 2  | 7/18/2008  | Rebuild | 7/18/2008  | FSE Pkg #004                                                                                           |
| FSE Valve                                                                            | 2  | 7/14/2008  | Rebuild | 7/23/2008  | FSE Pkg #001.                                                                                          |
| FSE Valve                                                                            | 2  | 7/14/2008  | Rebuild | 7/23/2008  | FSE Pkg #009.                                                                                          |
| FSE Valve                                                                            | 2  | 7/14/2008  | Rebuild | 7/23/2008  | FSE Pkg #002.                                                                                          |
| FSE Valve                                                                            | 2  | 4/1/2009   | Rebuild | 4/13/2009  | FSE Pkg #007.                                                                                          |
| FSE Valve                                                                            | 2  | 10/1/2008  | Rebuild | 10/25/2009 | C2 - Rebuilt.                                                                                          |
| FSE Valve                                                                            | 2  | 4/1/2009   | Rebuild | 10/25/2009 | FSE Pkg #007. Awaiting parts. Rebuilt.                                                                 |
| FSE Valve                                                                            | 4  | 10/1/2009  | Rebuild | 2/1/2010   | FSE Pkg #001 and #006. Valve<br>numbers: 012-015.                                                      |
| FSE Valve                                                                            | 4  | 2/1/2010   | Rebuild | 2/1/2010   | FSE Pkg #011 and #012.                                                                                 |
| FSE Valve                                                                            | 1  | 2/2/2010   | Repair  | 5/4/2010   | Leaks by exhaust port. Lower valve<br>rubber part was not properly installed in<br>shuttle. Corrected. |
| FSE Valve                                                                            | 1  | 4/1/2010   | Rebuild | 5/4/2010   | unknown package                                                                                        |
| FSE Valve                                                                            | 1  | 4/1/2010   | Rebuild | 5/4/2010   | unknown package                                                                                        |
| FSE Valve                                                                            | 1  | 4/1/2010   | Rebuild | 5/4/2010   | unknown package                                                                                        |
| FSE Valve                                                                            | 1  | 4/1/2010   | Rebuild | 5/4/2010   | unknown package                                                                                        |

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|--------------------------------------------------------------------------------------|----|------------|---------|------------|---------------------------------------------------------------|
| FSE Valve                                                                            | 2  | 9/1/2010   | Rebuild | 10/4/2010  | #024 and #025 pulled from package #003                        |
| FSE Valve                                                                            | 2  | 9/29/2010  | Rebuild | 10/4/2010  | #026 and #027 pulled from FSE Pkg #007.                       |
| FSE Valve                                                                            | 2  | 9/29/2010  | Rebuild | 10/4/2010  | #019 and #017 pulled from FSE pkg #014                        |
| FSE Valve                                                                            | 2  | 11/16/2010 | Rebuild | 6/1/2011   | #028 and 029 - pulled from #018. Awaiting parts.              |
| FSE Valve                                                                            | 2  | 12/6/2010  | Rebuild | 6/20/2011  | #004 and 030 - pulled from #002. Awaiting parts.              |
| FSE Valve                                                                            | 2  | 12/6/2010  | Rebuild | 6/20/2011  | #002 and 031 - pulled from #001. Awaiting parts.              |
| FSE Valve                                                                            | 2  | 12/6/2010  | Rebuild | 6/20/2011  | #011 and 016 - pulled from #013. Awaiting parts.              |
| FSE Valve                                                                            | 2  | 1/6/2011   | Rebuild | 6/20/2011  | #032 and 033 - pulled from #020. Awaiting parts.              |
| FSE Valve                                                                            | 2  | 1/9/2012   | Rebuild | 1/11/2012  | Removed from FSE Package #017 rebuilt and placed in stock.    |
| FSE Valve                                                                            | 49 |            |         |            | 49                                                            |
| Guide Spindle                                                                        | 1  | 7/1/2009   | Rebuild | 7/12/2009  |                                                               |
| Guide Spindle                                                                        | 1  | 7/1/2009   | Rebuild | 7/12/2009  |                                                               |
| Guide Spindle                                                                        | 8  | 10/1/2009  | Rebuild | 10/16/2009 | Assembled for anticipated North change-out.                   |
| Guide Spindle                                                                        | 4  | 9/26/2009  | Rebuild | 10/23/2009 | C5, #2 - no paperwork. Rebuilt in preparation of North PM500. |
| Guide Spindle                                                                        | 4  | 10/21/2009 | Rebuild | 10/23/2009 | Preparation of North PM500.                                   |
| Guide Spindle                                                                        | 8  | 10/28/2009 | Rebuild | 10/30/2009 | Built up in preparation of North's PM500.                     |
| Guide Spindle                                                                        | 8  | 11/11/2009 | Rebuild | 11/15/2009 | Rebuilt for South PM500 in December.                          |
| Guide Spindle                                                                        | 8  | 11/29/2009 | Rebuild | 11/29/2009 | Rebuilt for South PM500.                                      |
| Guide Spindle                                                                        | 8  | 12/30/2009 | Rebuild | 1/1/2010   | C1 - PM500. Rebuilt and installed on C2.                      |
| Guide Spindle                                                                        | 8  | 2/24/2010  | Rebuild | 2/24/2010  | Assembled in preparation of change-out.                       |
| Guide Spindle                                                                        | 8  | 10/1/2010  | Rebuild | 10/20/2010 | Prep for North PM500                                          |
| Guide Spindle                                                                        | 8  | 10/1/2010  | Rebuild | 10/25/2010 | Prep for North PM500                                          |
| Guide Spindle                                                                        | 8  | 10/1/2010  | Rebuild | 10/25/2010 | Prep for North PM500                                          |
| Guide Spindle                                                                        | 4  | 10/1/2010  | Rebuild | 10/31/2010 | Prep for South PM500                                          |



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|--------------------------------------------------------------------------------------|-----|------------|---------|------------|---------------------------------------------------------------------------------------------------|
| Guide Spindle                                                                        | 7   | 11/4/2010  | Rebuild | 11/4/2010  | Prep for South PM500                                                                              |
| Guide Spindle                                                                        |     |            |         |            | Built up to replace guide spindle assemblies pulled for bad hubs found during ultrasound testing. |
| Guide Spindle                                                                        | 8   | 12/10/2010 | Rebuild | 12/10/2010 | Built up to replace guide spindle assemblies pulled for bad hubs found during ultrasound testing. |
| Guide Spindle                                                                        | 8   | 12/13/2010 | Rebuild | 12/13/2010 | Built up to replace guide spindle assemblies pulled for bad hubs found during ultrasound testing. |
| Guide Spindle                                                                        | 5   | 12/15/2010 | Rebuild | 12/16/2010 | Built up to complete PM501.                                                                       |
| Guide Spindle                                                                        | 4   | 12/16/2010 | Rebuild | 12/16/2010 | Built up, for spares.                                                                             |
| Guide Spindle                                                                        | 8   | 8/1/2011   | Rebuild | 8/17/2011  | Preparing for upcoming PM                                                                         |
| Guide Spindle                                                                        | 8   | 8/1/2011   | Rebuild | 8/27/2011  | Preparing for upcoming PM                                                                         |
| Guide Spindle                                                                        |     |            |         |            | Pulled from North tram for PM500.                                                                 |
| Guide Spindle                                                                        | 8   | 11/4/2011  | Rebuild | 11/4/2011  | Rebuilt.                                                                                          |
| Guide Spindle                                                                        | 8   | 11/11/2011 | Rebuild | 12/3/2011  | C8 - PM500                                                                                        |
| Guide Spindle                                                                        | 8   | 11/15/2011 | Rebuild | 12/12/2011 | C9 - PM500                                                                                        |
| Guide Spindle                                                                        | 8   | 11/9/2011  | Rebuild | 12/15/2011 | C10 - PM500. Rebuilt.                                                                             |
| Guide Spindle                                                                        | 166 |            |         |            | 166                                                                                               |
| Guide Tire                                                                           | 1   | 7/5/2008   | Rebuild | 7/17/2008  | C4, #8 - flat.                                                                                    |
| Guide Tire                                                                           | 1   | 9/13/2008  | Rebuild | 1/26/2009  | C9, #4 - chunk of center tread missing.                                                           |
| Guide Tire                                                                           | 1   | 11/7/2008  | Rebuild | 1/26/2009  | C8, #2 - worn.                                                                                    |
| Guide Tire                                                                           | 1   | 1/24/2009  | Rebuild | 1/26/2009  | C9, #1 - numerous cracks (ED)                                                                     |
| Guide Tire                                                                           | 3   | 3/7/2010   | Rebuild | 3/8/2010   | Bored.                                                                                            |
| Guide Tire                                                                           | 1   | 8/26/2010  | Repair  | 9/24/2010  | C10, #5 - undersized. Replaced worn guide tire.                                                   |
| Guide Tire                                                                           | 2   | 8/29/2010  | Repair  | 9/30/2010  | C1, #2 and #7 - below tolerance.                                                                  |
| Guide Tire                                                                           | 7   | 10/1/2010  | Rebuild | 11/1/2010  | Prep for North PM500                                                                              |
| Guide Tire                                                                           | 1   | 5/9/2011   | Rebuild | 5/26/2011  | C4, #1 - worn. Rebuilt.                                                                           |
| Guide Tire                                                                           | 1   | 5/30/2011  | Rebuild | 6/2/2011   | C2, #5 - below tolerance. Rebuilt.                                                                |
| Guide Tire                                                                           | 1   | 6/20/2011  | Rebuild | 7/8/2011   | C8, #1 - worn. Rebuilt.                                                                           |
|                                                                                      |     |            |         |            | C4, #8 - worn. Disassembled, cleaned and returned rims and hardware to stock.                     |
| Guide Tire                                                                           | 1   | 8/29/2011  | Rebuild | 9/5/2011   | C2, #4 - worn. Returned rims to inventory.                                                        |
| Guide Tire                                                                           | 1   | 9/11/2011  | Rebuild | 9/25/2011  | C1, #2 and #7 - worn. Disassembled and scrapped rubber.                                           |
| Guide Tire                                                                           | 2   | 10/15/2011 | Rebuild | 10/21/2011 | C8 #2 - removed for wear. Rebuilt.                                                                |
| Guide Tire                                                                           | 1   | 10/20/2011 | Rebuild | 10/21/2011 | C8 #2 - removed for wear. Rebuilt.                                                                |

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|--------------------------------------------------------------------------------------|----|------------|---------|------------|-----------------------------------------------------------------------------------------------------|-------|
| Guide Tire                                                                           | 1  | 10/20/2011 | Rebuild | 10/21/2011 | C8 #3 - removed for wear.                                                                           |       |
| Guide Tire                                                                           | 1  | 10/20/2011 | Rebuild | 10/21/2011 | Disassembled and scrapped rubber.                                                                   |       |
| Guide Tire                                                                           | 3  | 10/24/2011 | Rebuild | 12/29/2011 | C9 #3 - removed for wear.                                                                           |       |
| Guide Tire                                                                           | 1  | 11/13/2011 | Rebuild | 12/29/2011 | Disassembled and scrapped rubber.                                                                   |       |
| Guide Tire                                                                           | 2  | 1/1/2012   | Rebuild | 1/8/2012   | Pulled from East tram for wear.                                                                     |       |
| Guide Tire                                                                           | 33 |            |         |            | Disassembled and scrapped.                                                                          |       |
| Hub/Drum                                                                             | 1  | 5/7/2008   | Rebuild | 5/14/2008  | C4, #2 - Pulled for wear. Disassembled and scrapped.                                                |       |
| Hub/Drum                                                                             | 1  | 5/9/2008   | Rebuild | 5/14/2008  | C2 pulled for wear. Tore apart inspected rim halves and returned to stock.                          | 24.75 |
| Hub/Drum                                                                             | 1  | 6/2/2008   | Rebuild | 7/4/2008   | C8, 7/8 brake job.                                                                                  |       |
| Hub/Drum                                                                             | 1  | 6/9/2008   | Rebuild | 7/4/2008   | C4, 7/8 - brake job.                                                                                |       |
| Hub/Drum                                                                             | 1  | 7/4/2008   | Rebuild | 7/9/2008   | C4, 3/4 - brake job. Broke down and cleaned up. Awaiting drum.                                      |       |
| Hub/Drum                                                                             | 1  | 7/22/2008  | Rebuild | 7/25/2008  | C3, 5/6 - brake job. Broke down and cleaned up. Awaiting drum.                                      |       |
| Hub/Drum                                                                             | 1  | 7/25/2008  | Rebuild | 7/26/2008  | C3, 3/4 - brake job.                                                                                |       |
| Hub/Drum                                                                             | 1  | 8/8/2008   | Rebuild | 8/10/2008  | C3, 5/6 - brake job.                                                                                |       |
| Hub/Drum                                                                             | 1  | 9/10/2009  | Repair  | 9/10/2009  | C3, 1/2 - brake job. Cleaned up and replaced seal.                                                  |       |
| Hub/Drum                                                                             | 1  | 10/28/2009 | Rebuild | 10/29/2009 | C4, 7/8 - seal leak. Cleaned up, replaced seal, reused brake drum. Tagged for C-cars only.          |       |
| Hub/Drum                                                                             | 1  | 12/15/2009 | Rebuild | 12/16/2009 | C7, 3/4 - leaking hub. Pulled and replaced with warranty part. Pulled hub had bad bearing and race. |       |
| Hub/Drum                                                                             | 1  | 12/24/2009 | Rebuild | 12/25/2009 | C5, 5/6 - leaking seal. Rebuilt. Had pitted bearings.                                               |       |
| Hub/Drum                                                                             | 1  | 12/24/2009 | Rebuild | 12/25/2009 | C7, 1/2 - oil seal leaking.                                                                         |       |
| Hub/Drum                                                                             | 1  | 12/24/2009 | Rebuild | 12/25/2009 | C10, 3/4 - pulled for high iron content?                                                            |       |
| Hub/Drum                                                                             | 2  | 1/6/2010   | Rebuild | 1/7/2010   | C10, 5/6 - pulled for high iron content?                                                            |       |
| Hub/Drum                                                                             | 2  | 1/13/2010  | Rebuild | 1/14/2010  | C10, #1 axle - Axle Tech and Timken working on axle                                                 |       |
| Hub/Drum                                                                             | 2  | 1/20/2010  | Rebuild | 1/21/2010  | C9, #2 end axle.                                                                                    |       |
| Hub/Drum                                                                             | 2  | 1/20/2010  | Rebuild | 1/21/2010  | C8, #2                                                                                              |       |

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|--------------------------------------------------------------------------------------|----|------------|---------|------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Hub/Drum                                                                             | 2  | 1/27/2010  | Rebuild | 2/1/2010   | C8, #1 - axle.                                                                                                                                                       |
| Hub/Drum                                                                             | 2  | 2/3/2010   | Rebuild | 2/4/2010   | C4, #1 - pulled for oil/bearing change-out.                                                                                                                          |
| Hub/Drum                                                                             | 1  | 2/25/2010  | Rebuild | 2/26/2010  | C5, 3/4 - seal leak.                                                                                                                                                 |
| Hub/Drum                                                                             | 1  | 3/10/2010  | Rebuild | 3/17/2010  | C6, 3/4 - ongoing inspection                                                                                                                                         |
| Hub/Drum                                                                             | 1  | 3/10/2010  | Rebuild | 3/17/2010  | C6, 5/6 - ongoing inspection                                                                                                                                         |
| Hub/Drum                                                                             | 1  | 3/25/2010  | Rebuild | 3/31/2010  | C7, 7/8 - ongoing inspection                                                                                                                                         |
| Hub/Drum                                                                             | 2  | 5/5/2010   | Rebuild | 5/7/2010   | C6, #1 - bearing change-out.                                                                                                                                         |
| Hub/Drum                                                                             |    |            |         |            | C3, 3/4 - seal breaking down - requires replacement. Cleaned up hub and bearings, reused bearing. Installed new seal.                                                |
| Hub/Drum                                                                             | 1  | 10/12/2010 | Rebuild | 10/15/2010 | C5, 3/4 - pitting bearings. Cleaned and rebuilt.                                                                                                                     |
| Hub/Drum                                                                             | 1  | 3/29/2011  | Rebuild | 3/31/2011  | C9, 5/6 - leaking seal.                                                                                                                                              |
| Hub/Drum                                                                             | 1  | 8/12/2011  | Rebuild | 8/17/2011  | C9, 7/8 - leak. Rebuilt.                                                                                                                                             |
| Hub/Drum                                                                             | 1  | 9/14/2011  | Rebuild | 9/29/2011  | C7, 1/2 - leaking seal. Replaced bearings and seal.                                                                                                                  |
| Hub/Drum                                                                             | 1  | 11/9/2011  | Rebuild | 11/14/2011 | C8 5/6 for leaky seal. Old bearings were starting to pit, and oil was caked and sticky with metal flakes present.                                                    |
| Hub/Drum                                                                             | 1  | 11/16/2011 | Rebuild | 11/29/2011 | C10 pos 5/6 for leak. Rebuilt.                                                                                                                                       |
| Hub/Drum                                                                             | 1  | 1/27/2012  | Rebuild | 1/28/2012  | C9, 3/4 - leaks. Requires new brass adapter fittings. Otherwise rebuilt. MM says he "rebuilt" this one and it tested good. No other pertinent information available. |
| Hub/Drum                                                                             | 36 |            |         |            | C8, 3/4 - leaks. Rebuilt and tested good.                                                                                                                            |
| Leveling Valve                                                                       | 1  | 8/9/2008   | Rebuild | 11/21/2008 | C8, #1 - leaking. Removed preservative, rebuilt and tested good.                                                                                                     |
| Leveling Valve                                                                       | 1  | 10/18/2008 | Rebuild | 11/21/2008 | C9, 5/6 - arm sticking/releasing air. Pulled apart.                                                                                                                  |
| Leveling Valve                                                                       | 1  | 11/28/2008 | Rebuild | 12/10/2009 | C4, #1 - air leaking out side.                                                                                                                                       |
| Leveling Valve                                                                       | 1  | 12/26/2009 | Rebuild | 2/7/2010   | C5, 3/4                                                                                                                                                              |
| Leveling Valve                                                                       | 1  | 1/1/2010   | Rebuild | 2/17/2010  | C8, 5/6 - poor operation.                                                                                                                                            |
| Leveling Valve                                                                       | 1  | 4/11/2010  | Rebuild | 4/28/2010  | C8, 3/4 - slow reaction.                                                                                                                                             |
| Leveling Valve                                                                       | 1  | 5/29/2010  | Rebuild | 6/3/2010   |                                                                                                                                                                      |
| Leveling Valve                                                                       | 1  | 6/1/2010   | Rebuild | 6/3/2010   |                                                                                                                                                                      |
| Leveling Valve                                                                       | 1  | 6/22/2010  | Rebuild | 6/27/2010  |                                                                                                                                                                      |

108

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|--------------------------------------------------------------------------------------|----|------------|---------|------------|-------------------------------------------------------------------------------------------------------------------|--|
| Leveling Valve                                                                       | 1  | 6/25/2010  | Rebuild | 6/27/2010  | C7, 5/6 - not leveling.                                                                                           |  |
| Leveling Valve                                                                       | 1  | 6/26/2010  | Rebuild | 7/14/2010  | C6, 5/6 - poor performance.                                                                                       |  |
| Leveling Valve                                                                       | 1  | 9/9/2010   | Repair  | 9/29/2010  | C8, #1 - does not respond.                                                                                        |  |
| Leveling Valve                                                                       | 1  | 9/15/2010  | Repair  | 10/3/2010  | C10, 5/6 - does not respond.                                                                                      |  |
| Leveling Valve                                                                       | 1  | 10/23/2010 | Rebuild | 12/10/2010 | C6, 3/4 - not operating. Rebuilt, tested good.                                                                    |  |
| Leveling Valve                                                                       | 1  | 11/21/2010 | Rebuild | 12/10/2010 | C1, #1 - Rebuilt, tested good.                                                                                    |  |
| Leveling Valve                                                                       | 1  | 11/21/2010 | Rebuild | 12/10/2010 | C7, #1 - sticks high. Rebuilt, tested good.                                                                       |  |
| Leveling Valve                                                                       | 1  | 12/4/2010  | Rebuild | 12/12/2010 | C8, #1 - leaks (where?)                                                                                           |  |
| Leveling Valve                                                                       | 1  | 12/16/2010 | Rebuild | 12/19/2010 | C10, 3/4 - leaks.                                                                                                 |  |
| Leveling Valve                                                                       | 1  | 12/16/2010 | Repair  | 12/19/2010 | C10, 3/4 - leaks at the top of the bulkhead fitting. Cleaned out bulkhead fitting and tested good.                |  |
| Leveling Valve                                                                       | 1  | 2/13/2011  | Rebuild | 2/28/2011  | C8, #1 end - slow operation.                                                                                      |  |
| Leveling Valve                                                                       | 1  | 2/26/2011  | Rebuild | 2/28/2011  | C6, #1 end - unresponsive.                                                                                        |  |
| Leveling Valve                                                                       | 1  | 3/28/2011  | Rebuild | 3/31/2011  | C8, #1 end - poor reaction/dead spot. Rebuilt and tested good.                                                    |  |
| Leveling Valve                                                                       | 1  | 4/17/2011  | Rebuild | 4/28/2011  | C10, #1 end. Does not work. Rebuilt, tested good.                                                                 |  |
| Leveling Valve                                                                       | 1  | 5/11/2011  | Rebuild | 6/5/2011   | C8, 5/6 - poor reaction, sticking. Rebuilt.                                                                       |  |
| Leveling Valve                                                                       | 1  | 5/30/2011  | Rebuild | 6/5/2011   | C10, 3/4 - poor leveling. Rebuilt.                                                                                |  |
| Leveling Valve                                                                       | 1  | 8/30/2011  | Rebuild | 9/5/2011   | Inventory - leaks from valve mounting point. Found stripped screw & loose fittings? Rebuilt with new valve again. |  |
| Leveling Valve                                                                       | 1  | 8/30/2011  | Rebuild | 9/30/2011  | C5, 5/6 - suspect intermittent sticking. Rebuilt, leak and ops chk good.                                          |  |
| Leveling Valve                                                                       | 1  | 9/29/2011  | Rebuild | 10/12/2011 | C9 - report of air leak at exhaust. Rebuilt, tested good.                                                         |  |
| Leveling Valve                                                                       | 1  | 10/12/2011 | Rebuild | 10/16/2011 | C8, #1 end - leaking from? Rebuilt & tested ok.                                                                   |  |
| Leveling Valve                                                                       | 1  | 1/24/2012  | Rebuild | 2/2/2012   | C7 pos 3/4 for leak. Rebuilt and tested good.                                                                     |  |
| Leveling Valve                                                                       | 30 |            |         |            | 30                                                                                                                |  |
| Motor/Gearbox Drive (Stanley)                                                        | 3  | 12/18/2009 | Testing | 12/18/2009 | Tested (3) motors that were part of t/shooting efforts, but, did not fix any problems. Tested good.               |  |

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|--------------------------------------------------------------------------------------|---|------------|---------|------------|-------------------------------------------------------------------------------------------------------------------------|--|
| Motor/Gearbox Drive (Stanley)                                                        | 1 | 8/24/2010  | RMR     | 8/25/2010  | Returned from Stanley - tested good.                                                                                    |  |
|                                                                                      |   |            |         |            | Placed in stock.                                                                                                        |  |
| Motor/Gearbox Drive (Stanley)                                                        | 1 | 8/1/2010   | Repair  | 8/27/2010  | Encoder harness damaged. Installed new crimped pin onto pulled wires. Tested good.                                      |  |
| Motor/Gearbox Drive (Stanley)                                                        | 1 | 11/17/2010 | Rebuild | 11/28/2010 | S/M, B2, 3/4 - intermittent failures (suspect encoder). Tested good.                                                    |  |
|                                                                                      |   |            |         |            | E/M, B2, 7/8 - pulled for B3 error codes. Encoder cable failures intermittent malfunction open. Tested good, no faults. |  |
| Motor/Gearbox Drive (Stanley)                                                        | 1 | 11/23/2010 | Rebuild | 12/2/2010  | S/S, B2, 5/6 - due to closed door input failure (d2) and unscheduled dr closure (d3). Tested good.                      |  |
| Motor/Gearbox Drive (Stanley)                                                        | 1 | 11/26/2010 | Rebuild | 12/2/2010  | N/S, B3, 3/4 - pulled for broken pulley and intermittent malfunction on open.                                           |  |
| Motor/Gearbox Drive (Stanley)                                                        | 1 | 10/12/2010 | Repair  | 1/2/2011   | Replace pulley and test operate.                                                                                        |  |
| Motor/Gearbox Drive (Stanley)                                                        | 1 | 12/6/2010  | Repair  | 1/2/2011   | N/M, B3, 5/6 - intermittent malfunction on open. Tested good.                                                           |  |
| Motor/Gearbox Drive (Stanley)                                                        | 1 | 12/22/2010 | Repair  | 1/2/2011   | W/M, B1, 5/6 - malfunction on open. Tested good.                                                                        |  |
| Motor/Gearbox Drive (Stanley)                                                        | 1 | 1/1/2011   | Repair  | 1/2/2011   | E/S, B1, 1/2 - multiple encoder faults (B1, B3) - tested good.                                                          |  |
|                                                                                      |   |            |         |            | S/M, B2, 3/4 - malfunction full open, fault code "0d". Placed on test stand - NFF. Returned to stock.                   |  |
| Motor/Gearbox Drive (Stanley)                                                        | 1 | 1/26/2011  | Rebuild | 2/14/2011  | N/S, B1, 1/2 - intermittent freezing. Tested satisfactorily.                                                            |  |
| Motor/Gearbox Drive (Stanley)                                                        | 1 | 2/13/2011  | Rebuild | 2/15/2011  | E/S, B2, 5/6 - malfunction on open.                                                                                     |  |
| Motor/Gearbox Drive (Stanley)                                                        | 1 | 1/21/2011  | Rebuild | 2/16/2011  | E/M, B1, 1/2 - for intermittent failures. Tested good, no failures.                                                     |  |
| Motor/Gearbox Drive (Stanley)                                                        | 1 | 2/20/2011  | Repair  | 2/23/2011  | W/M, B1, 5/6 - "B3" fault code. White encoder cable is pinched. Cable indeed pinched but serviceable. Tested good.      |  |
| Motor/Gearbox Drive (Stanley)                                                        | 1 | 2/16/2011  | Rebuild | 2/24/2011  | E/M, B2, 5/6 - 1/shooting malfunction on open/close issues. Tested good.                                                |  |
| Motor/Gearbox Drive (Stanley)                                                        | 1 | 2/26/2011  | Rebuild | 3/3/2011   |                                                                                                                         |  |

| This is a sorted copy of the rebuild data base and was used for qty of items rebuilt |    |            |         |            |                                                                                                        |    |
|--------------------------------------------------------------------------------------|----|------------|---------|------------|--------------------------------------------------------------------------------------------------------|----|
| Motor/Gearbox Drive (Stanley)                                                        | 1  | 4/13/2011  | Rebuild | 4/21/2011  | E/M, B1, 1/2 - binding/intermittent malfunction. Tested good.                                          |    |
| Motor/Gearbox Drive (Stanley)                                                        | 1  | 5/4/2011   | Repair  | 5/7/2011   | W/M, B1, 1/2 - for erratic failures & malfunctions (OB, OD, B3, B1, EC). Tested good on stand.         |    |
| Motor/Gearbox Drive (Stanley)                                                        | 1  | 5/24/2011  | Rebuild | 6/6/2011   | W/S, B1, 5/6 - operates slowly. Tested good.                                                           |    |
| Motor/Gearbox Drive (Stanley)                                                        | 1  | 6/7/2011   | Rebuild | 6/13/2011  | N/S, B2, 1/2 - pulled for malfunctions and not closing right. Tested good.                             |    |
| Motor/Gearbox Drive (Stanley)                                                        | 1  | 7/25/2011  | Rebuild | 7/29/2011  | E/M, B1, 3/4 - pulled for intermittent recycling obstructions. Tested good.                            |    |
| Motor/Gearbox Drive (Stanley)                                                        | 1  | 8/1/2011   | Test    | 8/5/2011   | Received from Stanley - requires test. Tested good.                                                    |    |
| Motor/Gearbox Drive (Stanley)                                                        | 5  | 9/8/2011   | Test    | 9/11/2011  | RMR items returned and tested good #43-47.                                                             |    |
| Motor/Gearbox Drive (Stanley)                                                        | 1  | 10/13/2011 | Rebuild | 11/7/2011  | N/M, B1, 1/2 - replaced (May 28 2008).                                                                 |    |
| Motor/Gearbox Drive (Stanley)                                                        | 1  | 11/9/2011  | Test    | 11/13/2011 | E/M, B1, 3/4 - to us recycling issues. Tested good                                                     |    |
| Motor/Gearbox Drive (Stanley)                                                        | 1  | 12/14/2011 | Test    | 12/14/2011 | From S/S B3 7/8 for erratic ops. Tested good.                                                          |    |
| Motor/Gearbox Drive (Stanley)                                                        | 1  | 12/14/2011 | Test    | 12/14/2011 | Tested good on Test Stand with no fault found.                                                         |    |
| Motor/Gearbox Drive (Stanley)                                                        | 1  | 12/24/2011 | Test    | 1/1/2012   | Removed from E/M, B1, 5/6 for door closing issues. Tested on Test Stand with no fault found.           |    |
| Motor/Gearbox Drive (Stanley)                                                        | 1  | 12/31/2011 | Test    | 1/1/2012   | Removed from S/M, B2, 3/4 duto door stuck in learn cycle, CE code, stuck open w/ constant obstruction. |    |
| Motor/Gearbox Drive (Stanley)                                                        | 1  | 12/31/2011 | Test    | 1/1/2012   | Removed from N/S, B3, 7/8 for encoder errors. Tested good on Test Stand.                               |    |
| Motor/Gearbox Drive (Stanley)                                                        | 1  | 11/9/2011  | Repair  |            | Pulled from inventory with a broken pulley. Did op check and was good but need RMR for broken pulley.  |    |
| Motor/Gearbox Drive (Stanley)                                                        | 1  | 11/19/2011 | RMR     |            | NS B3 7/8 for no recycle. Broken pulley, requires RMR.                                                 |    |
| Motor/Gearbox Drive (Stanley)                                                        | 38 |            |         |            | 24 tested, 7 from rmr 2 out rmr                                                                        | 38 |

| This is a sorted copy of the rebuild data base and was used for qty of items rebuilt |   |            |         |            |                                                                                                                                                                  |   |
|--------------------------------------------------------------------------------------|---|------------|---------|------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------|---|
| Power Supply (Horton)                                                                | 1 | 7/11/2008  | Repair  | 9/29/2008  | N/S, B2, 3/4 - blown fuse replacement caused a broken fuse holder. Replaced broken fuse holder.                                                                  |   |
| Power Supply (Stanley)                                                               | 1 | 4/12/2012  | Test    |            | E/M B2 1/2 for flakey operation.                                                                                                                                 | 2 |
| Power Supply (Stanley)                                                               | 2 |            |         |            |                                                                                                                                                                  |   |
| Processor Control (Horton)                                                           | 1 | 7/9/2008   | Rebuild | 7/10/2008  | N/S, B2, 7/8 - broken R8, door slamming on close (no close cushion?).                                                                                            |   |
| Processor Control (Horton)                                                           | 1 | 7/11/2008  | Rebuild | 7/23/2008  | N/S, B2, 3/4 - malfunctioning door open cushion.                                                                                                                 |   |
|                                                                                      |   |            |         |            | Removed from S/M, B2, 3/4 due to CE code and no recycle when obstructed. Tested good on Test Stand with no fault found.                                          |   |
| Processor Control (Stanley)                                                          | 1 | 12/31/2011 | Test    | 10/12/2000 | S/M, B3, 3/4 - troubleshoot malfunctions. Tested good.                                                                                                           |   |
| Processor Control (Stanley)                                                          | 1 | 6/27/2010  | Repair  | 7/9/2010   | S/M, B1, 7/8 - troubleshoot mail on open & inop edge contact. Tested good.                                                                                       |   |
| Processor Control (Stanley)                                                          | 1 | 7/3/2010   | Repair  | 7/9/2010   | N/M, B2, 7/8 - during door recycle troubleshooting. No mechanical issues, tested good.                                                                           |   |
| Processor Control (Stanley)                                                          | 1 | 7/12/2010  | Repair  | 7/16/2010  | New - tested good.                                                                                                                                               |   |
| Processor Control (Stanley)                                                          | 1 | 8/1/2010   | Repair  | 8/12/2010  | S/M, B2, 3/4 - to troubleshoot unlock fails. Tested good.                                                                                                        |   |
| Processor Control (Stanley)                                                          | 1 | 10/7/2010  | Rebuild | 11/18/2010 | W/M, B1, 5/6 - removed for troubleshooting unlock failures. Tested good.                                                                                         |   |
| Processor Control (Stanley)                                                          | 1 | 8/20/2010  | Repair  | 11/28/2010 | S/S, B2, 5/6 - suspected malfunction - coded D2, D3 (closed door input failure and unscheduled dr closure. Tested good.                                          |   |
| Processor Control (Stanley)                                                          | 1 | 11/26/2010 | Rebuild | 12/2/2010  | N/S, B1, 5/6 - Door controller displays a constant "P" error code. The controller cannot be reset utilizing the FIS procedure. Updated firmware to clear P code. |   |
| Processor Control (Stanley)                                                          | 1 | 1/3/2011   | Modify  | 1/4/2011   |                                                                                                                                                                  |   |

03656

| This is a sorted copy of the rebuild data base and was used for qty of items rebuilt |   |            |         |            |                                                                                                                                                                                                                                                       |  |  |  |  |
|--------------------------------------------------------------------------------------|---|------------|---------|------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|--|
| Processor Control (Stanley)                                                          | 1 | 12/10/2010 | Modify  | 1/5/2011   | W/M, B1, 5/6 - doors shudder/stutter during close until 6" from close. When tested on the test stand this unit would not cycle test, nor would reset utilizing the FIS procedure. Loaded Test Stand profile to clear error.                           |  |  |  |  |
| Processor Control (Stanley)                                                          | 1 | 1/20/2011  | Rebuild | 2/9/2011   | E/S, B2, 5/6 - malfunction on open. Overwrote firmware to clear continuous slow operation, (Learn Cycle)                                                                                                                                              |  |  |  |  |
| Processor Control (Stanley)                                                          | 1 | 2/2/2011   | Rebuild | 2/9/2011   | S/S, B2, 5/6 - doors recycle normally with physical obs. Optical obs causes doors to remain open. Only way to clear is to key off door and manually close - see tag for more information. K2 still chatters but no contr. /up with optic obstruction. |  |  |  |  |
| Processor Control (Stanley)                                                          | 1 | 2/14/2011  | Rebuild | 2/24/2011  | E/M, B1, 1/2 - door would not open. Upon further investigation, found autolock solenoid not picking. TB1, pin 8 was not energizing. NFF, tested good.                                                                                                 |  |  |  |  |
| Processor Control (Stanley)                                                          | 1 | 2/26/2011  | Rebuild | 3/3/2011   | E/M, B2, 5/6 - receiving "b3" code, malfunction on open/close. T/shooting issues. Performed FIS, tested good.                                                                                                                                         |  |  |  |  |
| Processor Control (Stanley)                                                          | 1 | 7/28/2011  | Repair  | 7/29/2011  | E/M, B1, 3/4 - recycling on close. Tested good, loaded test stand profile.                                                                                                                                                                            |  |  |  |  |
| Processor Control (Stanley)                                                          | 1 | 7/20/2011  | Rebuild | 8/5/2011   | S/S, B3, 1/2 - malfunction when obstructed, no recycle when beam is broken. Recycles fine on obstruction/beam. Tested good.                                                                                                                           |  |  |  |  |
| 03657<br>Processor Control (Stanley)                                                 | 1 | 11/9/2011  | Test    | 12/14/2011 | E/M, B1, 3/4 - to 1/s recycling issues. Failed on test stand, had malf and would not operate. Installed new firmware, profile and then adj. Tested good returned to stock.                                                                            |  |  |  |  |



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|--------------------------------------------------------------------------------------|----|------------|---------|--|--|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----|------------------|------|
| Processor Control (Stanley)                                                          | 1  | 11/18/2011 | Test    |  |  | NS B3 7/8 due to malf on open. Tested bad has intermittent malf w/o obs and also with obs. Code was D2 when with obs. Retested and could not duplicate problem. Placed back in stock                                 |    |                  |      |
| Processor Control (Stanley)                                                          | 1  | 12/14/2011 | Test    |  |  | Unknown where when or why. Was slow made adj and was able to increase speed.                                                                                                                                         |    |                  |      |
| Processor Control (Stanley)                                                          | 1  | 12/14/2011 | Test    |  |  | From S/S B3 7/8 for troubleshooting. Updated firmware, installed profile and made adj.                                                                                                                               |    |                  |      |
| Processor Control (Stanley)                                                          | 1  | 11/19/2011 | Test    |  |  | NS B3 7/8 for no recycle when obstructed and stuck in learn cycle. Adjusted profile and tested. Is slow but not in L/C. Performed a FIS and installed the Test Stand profile. Unit tested good with no issues noted. |    |                  |      |
| Processor Control (Stanley)                                                          | 1  | 12/24/2011 | Test    |  |  | Removed from N/S due to D2 codes and malfunction on open. Tested unit on Test Stand with no fault found.                                                                                                             |    |                  |      |
| Processor Control (Stanley)                                                          | 1  | 12/24/2011 | Test    |  |  | Removed from E/M, B1, 5/6 for close issues and stuck in learn cycle mode. Performed an FIS and installed Test Stand profile. Unit tested good.                                                                       |    |                  |      |
| Processor Control (Stanley)                                                          | 1  | 1/21/2012  | Test    |  |  | SS B3 7/8 malf on open/close. Tested good.                                                                                                                                                                           |    |                  |      |
| Processor Control (Stanley)                                                          | 1  | 11/2/2011  | Test    |  |  | W/S, B2, 1/2 - Pulled for no comm w/palm pilot. Needs RMR                                                                                                                                                            |    |                  |      |
| Processor Control (Stanley)                                                          | 27 |            |         |  |  |                                                                                                                                                                                                                      | 27 | bad other varied | 13.5 |
| Propulsion Rectifier Contactor                                                       | 1  | 9/22/2008  | Rebuild |  |  | C4 - reconditioned.                                                                                                                                                                                                  |    |                  |      |
| Propulsion Rectifier Contactor                                                       | 1  | 11/11/2010 | Repair  |  |  | C2? - pulled for t/shooting. Cleaned up, tightened screws and returned to stock.                                                                                                                                     |    |                  |      |
| Propulsion Rectifier Contactor                                                       | 2  |            |         |  |  |                                                                                                                                                                                                                      | 2  |                  | 2    |
| QRV                                                                                  | 2  | 7/18/2008  | Rebuild |  |  | FSE Pkg #005                                                                                                                                                                                                         |    |                  |      |
| QRV                                                                                  | 2  | 7/18/2008  | Rebuild |  |  | FSE Pkg #006                                                                                                                                                                                                         |    |                  |      |
| QRV                                                                                  | 2  | 7/18/2008  | Rebuild |  |  | FSE Pkg #004                                                                                                                                                                                                         |    |                  |      |

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|--------------------------------------------------------------------------------------|----|------------|---------|-----------|----------------------------------------------------------------------------------|------|
| QRV                                                                                  | 2  | 7/14/2008  | Rebuild | 7/23/2008 | FSE Pkg #001.                                                                    |      |
| QRV                                                                                  | 2  | 7/14/2008  | Rebuild | 7/23/2008 | FSE Pkg #009.                                                                    |      |
| QRV                                                                                  | 2  | 7/14/2008  | Rebuild | 7/23/2008 | FSE Pkg #002.                                                                    |      |
| QRV                                                                                  | 2  | 10/1/2008  | Rebuild | 2/7/2010  | C2 - rebuild and place in inventory.                                             |      |
| QRV                                                                                  | 4  | 2/1/2010   | Rebuild | 2/7/2010  | FSE pkg #011 and #012.                                                           |      |
| QRV                                                                                  | 4  | 2/1/2010   | Rebuild | 2/7/2010  | FSE pkg #013 and #014.                                                           |      |
| QRV                                                                                  | 4  | 10/25/2009 | Rebuild | 4/13/2010 | FSE Pkg #001 and #006. Awaiting parts.                                           |      |
| QRV                                                                                  | 2  | 9/1/2010   | Rebuild | 10/4/2010 | #69 and #70 - pulled from FSE pkg #003.                                          |      |
| QRV                                                                                  | 2  | 9/29/2010  | Rebuild | 10/4/2010 | #23 and #20 - pulled from FSE pkg #007.                                          |      |
| QRV                                                                                  | 2  | 9/29/2010  | Rebuild | 10/4/2010 | #18 and #24 - pulled from FSE pkg #014.                                          |      |
| QRV                                                                                  | 2  | 11/16/2010 | Rebuild | 10/8/2010 | #071 and 072 - pulled from FSE pkg #018.                                         |      |
| QRV                                                                                  | 2  | 12/6/2010  | Rebuild | 12/8/2010 | #25 and #50 - pulled from #001                                                   |      |
| QRV                                                                                  | 2  | 12/6/2010  | Rebuild | 12/8/2010 | #73 and #74 - pulled from #013                                                   |      |
| QRV                                                                                  | 2  | 12/6/2010  | Rebuild | 12/8/2010 | #75 and #76 - pulled from #002                                                   |      |
| QRV                                                                                  | 2  | 1/7/2011   | Rebuild | 1/8/2011  | #77 and #78 - from FSE pkg #019.                                                 |      |
| QRV                                                                                  | 2  | 1/7/2011   | Rebuild | 1/8/2011  | #79 and #80 - from FSE pkg #020.                                                 |      |
| QRV                                                                                  | 2  | 1/9/2012   | Rebuild | 1/11/2012 | Removed from FSE package #017. Rebuilt and placed in stock.                      |      |
| QRV                                                                                  | 46 |            |         |           |                                                                                  | 15.3 |
| Relay, 1206 Hengstler                                                                | 1  | 3/3/2010   | Rebuild | 4/20/2010 | C2, ZSR - PM504. Tested good.                                                    |      |
| Relay, 1206 Hengstler                                                                | 1  | 3/3/2010   | Rebuild | 4/20/2010 | C1, LS1 - PM504. Tested good.                                                    |      |
| Relay, 1206 Hengstler                                                                | 1  | 3/3/2010   | Rebuild | 4/20/2010 | C2, LS1 - installed in C2, causing reverser fail. Requires testing. Tested good. |      |
| Relay, 1206 Hengstler                                                                | 1  | 3/3/2010   | Rebuild | 4/20/2010 | C2, LS2 - PM504. Tested good.                                                    |      |
| Relay, 1206 Hengstler                                                                | 1  | 3/3/2010   | Rebuild | 4/20/2010 | C1, LS2 - PM504 pins slightly bent. Corrected bent pins. Tested good.            |      |
| Relay, 1206 Hengstler                                                                | 1  | 6/2/2009   | Rebuild | 4/20/2010 | C4, ZSR - visible discoloration. Tested good, even with visible discoloration.   |      |
| Relay, 1206 Hengstler                                                                | 1  | 1/1/2010   | Rebuild | 4/20/2010 | LS1. Unknown location, unknown condition. Tested good.                           |      |
| Relay, 1206 Hengstler                                                                | 1  | 4/22/2010  | Rebuild | 4/25/2010 | C4, LS2 - Reverser failure v/shooting. Tested good.                              |      |

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|--------------------------------------------------------------------------------------|---|-----------|---------|-----------|----------------------------------------------------------------------------------------------------------------------------------------|
| Relay, 1206 Hengstler                                                                | 1 | 4/22/2010 | Rebuild | 4/25/2010 | C5, ZSR - Reverser issues. Tested good.                                                                                                |
| Relay, 1206 Hengstler                                                                | 1 | 3/3/2010  | Rebuild | 6/6/2010  | C1, ZSR - PM504. Burned 8/9 contacts - cleaned and tested good. Flaky contact 6/11 burned in.                                          |
| Relay, 1206 Hengstler                                                                | 1 | 3/3/2010  | Rebuild | 6/6/2010  | C2, LS1 - PM504. Cleaned and tested good.                                                                                              |
| Relay, 1206 Hengstler                                                                | 1 | 1/1/2010  | Rebuild | 6/6/2010  | Unknown location, unknown condition. Test. Noted burned 8/9 contacts - cleaned and tested good. Flaky contact 4/13 burned in.          |
| Relay, 1206 Hengstler                                                                | 1 | 1/1/2010  | Rebuild | 6/6/2010  | LS2. Unknown location, unknown reason. Burned 8/9 contact - cleaned and tested good. Flaky contacts 3/14, 4/13 and 5/12 burned in.     |
| Relay, 1206 Hengstler                                                                | 1 | 1/1/2010  | Rebuild | 6/6/2010  | ZSR. Unknown location, unknown condition. Burned 8/9 contacts - cleaned and tested good. Flaky contacts 1/16, 5/12 and 6/11 burned in. |
| Relay, 1206 Hengstler                                                                | 1 | 6/1/2010  | Rebuild | 6/6/2010  | Previously cleaned - failed preliminary tests. Cleaned and tested good.                                                                |
| Relay, 1206 Hengstler                                                                | 1 | 6/5/2010  | Rebuild | 6/6/2010  | C5, ZSR - PM504.                                                                                                                       |
| Relay, 1206 Hengstler                                                                | 1 | 6/5/2010  | Rebuild | 6/8/2010  | C5, ZSR - PM504.                                                                                                                       |
| Relay, 1206 Hengstler                                                                | 1 | 6/5/2010  | Rebuild | 6/8/2010  | C5, LS2 - PM504.                                                                                                                       |
| Relay, 1206 Hengstler                                                                | 1 | 6/5/2010  | Rebuild | 6/8/2010  | C5, LS1 - PM504.                                                                                                                       |
| Relay, 1206 Hengstler                                                                | 1 | 6/5/2010  | Rebuild | 6/8/2010  | C6, ZSR - PM504.                                                                                                                       |
| Relay, 1206 Hengstler                                                                | 1 | 6/5/2010  | Rebuild | 6/8/2010  | C6, LS2 - PM504.                                                                                                                       |
| Relay, 1206 Hengstler                                                                | 1 | 6/5/2010  | Rebuild | 6/8/2010  | C6, LS1 - PM504.                                                                                                                       |
| Relay, 1206 Hengstler                                                                | 1 | 6/5/2010  | Rebuild | 6/8/2010  | C7, ZSR - PM504.                                                                                                                       |
| Relay, 1206 Hengstler                                                                | 1 | 6/5/2010  | Rebuild | 6/8/2010  | C7, LS2 - PM504.                                                                                                                       |
| Relay, 1206 Hengstler                                                                | 1 | 7/21/2010 | Rebuild | 7/25/2010 | C9, unknown use (probably either LS1/2) - PM504.                                                                                       |
| Relay, 1206 Hengstler                                                                | 1 | 7/21/2010 | Rebuild | 7/25/2010 | C9, unknown use (probably either LS1/2) - PM504.                                                                                       |
| Relay, 1206 Hengstler                                                                | 1 | 7/22/2010 | Rebuild | 8/5/2010  | C8, LS2 - PM504. Cleaned and tested good.                                                                                              |

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|--------------------------------------------------------------------------------------|---|------------|---------|------------|-----------------------------------------------------------------------------------------------------------------|
| Relay, 1206 Hengstler                                                                | 1 | 7/26/2010  | Rebuild | 8/5/2010   | C3, LS1 - t/shoot reversal problems. Cleaned and tested good.                                                   |
| Relay, 1206 Hengstler                                                                | 1 | 7/26/2010  | Rebuild | 8/5/2010   | C3, LS2 - t/shoot reversal problems. Cleaned and tested good.                                                   |
| Relay, 1206 Hengstler                                                                | 1 | 7/26/2010  | Rebuild | 8/5/2010   | C3, ZSR - t/shoot reversal problems. Cleaned and tested good.                                                   |
| Relay, 1206 Hengstler                                                                | 1 | 7/22/2010  | Rebuild | 8/7/2010   | C8, LS1 - PM504. Cleaned and tested good.                                                                       |
| Relay, 1206 Hengstler                                                                | 1 | 7/22/2010  | Rebuild | 8/7/2010   | C8, ZSR - PM504. Cleaned and tested good.                                                                       |
| Relay, 1206 Hengstler                                                                | 1 | 7/21/2010  | Rebuild | 8/7/2010   | C9, ZSR - PM504. Cleaned and tested good.                                                                       |
| Relay, 1206 Hengstler                                                                | 1 | 8/11/2010  | Rebuild | 8/26/2010  | C10, ZSR - PM. Cleaned contacts, tested good.                                                                   |
| Relay, 1206 Hengstler                                                                | 1 | 8/13/2010  | Rebuild | 8/26/2010  | C4, LS2 - PM. Cleaned contacts, tested good.                                                                    |
| Relay, 1206 Hengstler                                                                | 1 | 11/1/2010  | Rebuild | 11/23/2010 | Unknown location. Unknown position.                                                                             |
| Relay, 1206 Hengstler                                                                | 1 | 11/1/2010  | Rebuild | 11/23/2010 | Unknown reason. Unknown location.                                                                               |
| Relay, 1206 Hengstler                                                                | 1 | 11/1/2010  | Rebuild | 11/23/2010 | Unknown reason. Unknown location.                                                                               |
| Relay, 1206 Hengstler                                                                | 1 | 11/24/2010 | Rebuild | 1/3/2011   | C1, ZSR - removed for burnt contact. Used contact cleaner - tested good. Returned to inventory.                 |
| Relay, 1206 Hengstler                                                                | 1 | 2/3/2011   | Rebuild | 2/25/2011  | C4, LS1 or LS2 - burned contacts? Contacts indeed burned - scrapped.                                            |
| Relay, 1206 Hengstler                                                                | 1 | 2/3/2011   | Rebuild | 2/25/2011  | C4, LS1 or LS2 - burned contacts? Contacts indeed burned - scrapped.                                            |
| Relay, 1206 Hengstler                                                                | 1 | 3/6/2011   | Rebuild | 3/13/2011  | C2, LS1 - PM504.                                                                                                |
| Relay, 1206 Hengstler                                                                | 1 | 3/6/2011   | Rebuild | 3/13/2011  | C2, LS2 - PM504.                                                                                                |
| Relay, 1206 Hengstler                                                                | 1 | 3/7/2011   | Rebuild | 3/13/2011  | C1, ZSR - PM504.                                                                                                |
| Relay, 1206 Hengstler                                                                | 1 | 3/7/2011   | Rebuild | 3/13/2011  | C2, ZSR - PM504.                                                                                                |
| Relay, 1206 Hengstler                                                                | 1 | 4/11/2011  | Rebuild | 4/13/2011  | C3, ZSR - PM504.                                                                                                |
| Relay, 1206 Hengstler                                                                | 1 | 4/11/2011  | Rebuild | 4/13/2011  | C4, ZSR - PM504.                                                                                                |
| Relay, 1206 Hengstler                                                                | 1 | 9/17/2011  | Test    | 9/25/2011  | C9, LS2 - t/shooting reverse and propulsion problems. Requires testing. Tested good.                            |
| Relay, 1206 Hengstler                                                                | 1 | 9/17/2011  | Test    | 9/26/2011  | C10, LS1 - t/shooting reverse and propulsion problem. Requires testing. Cleaned, inspected and tested (passed). |

03661

| This is a sorted copy of the rebuild data base and was used for qty of items rebuilt |    |            |         |  |            |                                                                                                                     |
|--------------------------------------------------------------------------------------|----|------------|---------|--|------------|---------------------------------------------------------------------------------------------------------------------|
| Relay, 1206 Hengstler                                                                | 1  | 9/17/2011  | Test    |  | 9/26/2011  | C10, LS2 - t/shooting reverse and propulsion problem. Requires testing. Cleaned, inspected and tested (passed).     |
| Relay, 1206 Hengstler                                                                | 1  | 10/9/2011  | Rebuild |  | 11/17/2011 | C5, ZSR - t/shoot loss of vital zero speed. Burned D contact, scrapped.                                             |
| Relay, 1206 Hengstler                                                                | 1  | 11/11/2011 | Test    |  | 11/17/2011 | C8, LS2 - pulled for flakey resistance. Tested and determined use for LS1/LS2 only.                                 |
| Relay, 1206 Hengstler                                                                | 1  | 11/11/2011 | Test    |  | 11/17/2011 | C9, LS2 - pulled for flakey resistance. Tested and determined use for LS1/LS2 only.                                 |
| Relay, 1206 Hengstler                                                                | 1  | 11/11/2011 | Test    |  | 11/17/2011 | Pulled from inventory with high resistance. Tested good.                                                            |
| Relay, 1206 Hengstler                                                                | 1  | 11/15/2011 | Test    |  | 11/17/2011 | C9, LS1 due to flakey contacts. Tested good.                                                                        |
| Relay, 1206 Hengstler                                                                | 1  | 11/15/2011 | Test    |  | 11/17/2011 | C9, LS2 due to flakey contacts. Tested good.                                                                        |
| Relay, 1206 Hengstler                                                                | 1  | 11/15/2011 | Test    |  | 11/17/2011 | C8, LS1 for t/s. Tested good.                                                                                       |
| Relay, 1206 Hengstler                                                                | 1  | 4/17/2012  | Rebuild |  | 5/13/2012  | PM 504, Tested Good                                                                                                 |
| Relay, 1206 Hengstler                                                                | 1  | 4/16/2012  | Rebuild |  | 5/13/2012  | Pulled for PM 504, Tested Good                                                                                      |
| Relay, 1206 Hengstler                                                                | 1  | 4/17/2012  | Rebuild |  | 5/13/2012  | Pulled for PM 504, Tested Good                                                                                      |
| Relay, 1206 Hengstler                                                                | 1  | 4/17/2012  | Rebuild |  | 5/13/2012  | Pulled for PM 504, Tested Good                                                                                      |
| Relay, 1214 Hengstler                                                                | 1  | 4/16/2012  | Rebuild |  | 5/13/2012  | Pulled for PM 504, Tested Good                                                                                      |
| Relay, 1214 Hengstler                                                                | 1  | 4/16/2012  | Rebuild |  | 5/13/2012  | Pulled for PM 504, Tested Good                                                                                      |
| Relay, 1214 Hengstler                                                                | 63 |            |         |  |            | 63                                                                                                                  |
| Relay, BIR                                                                           | 1  | 4/22/2010  | Rebuild |  | 4/25/2010  | C4 - Reverser failure t/shooting. Burned in a couple of high resistance reading to bring within specs. Tested good. |
| Relay, BIR                                                                           | 1  |            |         |  |            | 1                                                                                                                   |
| Relay, CE/1M1/2M1                                                                    | 1  | 4/11/2008  | Rebuild |  | 8/25/2008  | CE - pulled from D-R001. Tested bad. Cleaned up and tested good.                                                    |
| Relay, CE/1M1/2M2                                                                    | 1  |            |         |  |            | 1                                                                                                                   |
| Relay, LSR                                                                           | 1  | 3/6/2011   | Rebuild |  | 3/21/2011  | C1 - PM504. Cleaned, inspected, and tested good.                                                                    |
| Relay, LSR                                                                           | 1  | 3/6/2011   | Rebuild |  | 3/21/2011  | C2 - PM504. Cleaned, inspected, and tested good.                                                                    |

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|--------------------------------------------------------------------------------------|----|------------|---------|------------|------------------------------------------------------------------------------------------|---|
| Relay, LSR                                                                           | 1  | 4/11/2011  | Rebuild | 4/26/2011  | C4 - PM504. Cleaned, inspected, and tested (good).                                       |   |
| Relay, LSR                                                                           | 1  | 4/11/2011  | Rebuild | 4/27/2011  | C3 - PM504. Cleaned, inspected, and tested (good).                                       |   |
| Relay, LSR                                                                           | 1  | 6/1/2011   | Rebuild | 6/23/2011  | C5 - PM504. Tested bad, scrapped.                                                        |   |
| Relay, LSR                                                                           | 1  | 5/12/2011  | Rebuild | 6/24/2011  | C1 - PM 600. Cleaned and tested good.                                                    |   |
| Relay, LSR                                                                           | 1  | 7/14/2011  | Rebuild | 7/22/2011  | C9 - PM504. Cleaned and tested good.                                                     |   |
| Relay, LSR                                                                           | 1  | 4/16/2012  | Rebuild | 5/13/2012  | Pulled for PM 504, Tested Good                                                           |   |
| Relay, LSR                                                                           | 1  | 4/17/2012  | Rebuild | 5/13/2012  | Pulled for PM 504, Tested Good                                                           |   |
| Relay, LSR                                                                           | 9  |            |         |            |                                                                                          | 9 |
| Relay, MCR                                                                           | 1  | 5/2/2008   | Rebuild | 5/19/2008  | C8, #8 - burnt contact.                                                                  |   |
| Relay, MCR                                                                           | 1  | 5/1/2008   | Rebuild | 5/19/2008  | C9, #7 - burns on contact arm.                                                           |   |
| Relay, MCR                                                                           | 1  | 5/2/2008   | Rebuild | 5/19/2008  | C10, #7 - burns on contact arm.                                                          |   |
| Relay, MCR                                                                           | 1  | 5/2/2008   | Rebuild | 5/19/2008  | C10, #7 - burns on contact arm.                                                          |   |
| Relay, MCR                                                                           | 1  | 4/17/2008  | Rebuild | 5/21/2008  | C6, #6                                                                                   |   |
| Relay, MCR                                                                           | 1  | 4/20/2008  | Rebuild | 5/21/2008  | Found without red tag in tool room. Requires testing.                                    |   |
| Relay, MCR                                                                           | 1  | 9/23/2008  | Rebuild | 12/28/2008 | C7, #1 - intermittent door operation on closing? Good - green tagged.                    |   |
| Relay, MCR                                                                           | 1  | 7/1/2009   | Rebuild | 7/16/2009  | C10, #8 - no fault found.                                                                |   |
| Relay, MCR                                                                           | 1  | 7/1/2009   | Rebuild | 7/17/2009  | C8, #7 - cleaned and checked good.                                                       |   |
| Relay, MCR                                                                           | 1  | 10/1/2009  | Rebuild | 1/27/2010  | No tag.                                                                                  |   |
| Relay, MCR                                                                           | 1  | 7/31/2009  | Rebuild | 1/27/2010  | C3, #7 - intermittent door leaf failure to close. Probably good - requires testing.      |   |
| Relay, MCR                                                                           | 1  | 2/16/2010  | Rebuild | 3/11/2010  | Needs tested - Joel Cleaned and tested good.                                             |   |
| Relay, MCR                                                                           | 1  | 7/27/2010  | Rebuild | 11/29/2010 | C5, #3 - suspect in door freezing half-way open.                                         |   |
| Relay, MCR                                                                           | 1  | 9/11/2010  | Rebuild | 11/29/2010 | C2, #4 - troubleshooting door inoperation.                                               |   |
| Relay, MCR                                                                           | 1  | 7/9/2011   | Rebuild | 7/22/2011  | C8, leaf #8 - t/shooting door operation. Requires full testing. Cleaned and tested good. |   |
| Relay, MCR                                                                           | 1  | 10/24/2011 | Test    | 11/17/2011 | C3, leaf 8 -Pulled to t/s door fail to close. Tested good.                               |   |
|                                                                                      | 16 |            |         |            |                                                                                          |   |

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|--------------------------------------------------------------------------------------|---|------------|---------|------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------|----|
|                                                                                      |   |            |         |            |                                                                                                                                                                 |    |
| Relay, MorsSmitt                                                                     | 1 | 11/1/2010  | Rebuild | 11/29/2010 | ? - Red tag did not indicate which car this relay came from. I suspect that it was removed from C-2 during the the last propulsion failure issue with the East. |    |
| Relay, MorsSmitt                                                                     | 1 | 10/10/2011 | Rebuild | 11/17/2011 | C5, PRCC - pulled to t/shoot intermittant issues. Tested bad, scrapped.                                                                                         |    |
| Relay, MorsSmitt V400                                                                | 1 | 8/12/2010  | Rebuild | 11/29/2010 | C8, PRCC - PM                                                                                                                                                   |    |
| Relay, MorsSmitt V400                                                                | 1 | 8/12/2010  | Rebuild | 12/5/2010  | C10, PRCC - PM                                                                                                                                                  |    |
| Relay, MorsSmitt VK400                                                               | 1 | 7/20/2010  | Rebuild | 7/23/2010  | C8, LSR - PM504. Cleaned contacts w/crocoous cloth and contact cleaner. Tested good.                                                                            |    |
| Relay, LSR MorsSmitt                                                                 | 1 | 4/12/2010  | Rebuild | 5/31/2010  | C4 - PM504.                                                                                                                                                     |    |
| Relay, MorsSmitt VK400                                                               | 1 | 7/19/2010  | Rebuild | 7/23/2010  | C9, LSR? - PM504. Cleaned contacts w/crocoous cloth and contact cleaner. Tested good.                                                                           |    |
| Relay, MorsSmitt VK400                                                               | 1 | 7/20/2010  | Rebuild | 7/23/2010  | C10, LSR - PM504. Cleaned contacts w/crocoous cloth and contact cleaner. Tested good.                                                                           |    |
| Relay, MorsSmitt V400                                                                | 1 | 11/11/2010 | Rebuild | 11/29/2010 | C2? PRCC? - pulled to t/shoot East propulsion problems.                                                                                                         | 25 |
| Relay, MorsSmitt V401                                                                | 9 |            |         |            | unknown location. Sat in e-lab for a while. Cleaned up and tested good.                                                                                         | 25 |
| Relay, PBR                                                                           | 1 | 12/6/2009  | Rebuild | 12/6/2009  | C2 - reverser failure. "D" contacts had hiest reading. Several contacts burnt. Cleaned up nicely. See info sheet for more details.                              |    |
| Relay, PBR                                                                           | 1 | 12/19/2009 | Rebuild | 12/20/2009 | C2 - pulled to t/shoot reverser problem. Cleanded up and tested good.                                                                                           |    |
| Relay, PBR                                                                           | 1 | 12/20/2009 | Rebuild | 12/20/2009 | C1 - PM504 Cleaned and tested good.                                                                                                                             |    |
| Relay, PBR                                                                           | 1 | 3/1/2010   | Rebuild | 3/11/2010  | C2 - PM504 Cleaned and tested good. C3 - PM504. Remediated. Burned in a couple of contacts.                                                                     |    |
| Relay, PBR                                                                           | 1 | 3/1/2010   | Rebuild | 3/11/2010  |                                                                                                                                                                 |    |
| Relay, PBR                                                                           | 1 | 4/13/2010  | Rebuild | 4/25/2010  |                                                                                                                                                                 |    |

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|--------------------------------------------------------------------------------------|----|------------|---------|-----------|------------------------------------------------------------------------------|
| Relay, PBR                                                                           | 1  | 4/14/2010  | Rebuild | 4/25/2010 | C4 - PM504. Remediated. Tested good. Returned to stock.                      |
| Relay, PBR                                                                           | 1  | 4/22/2010  | Rebuild | 4/25/2010 | C4 - Reverser failure t/shooting. Tested good, returned to stock.            |
| Relay, PBR                                                                           | 1  | 6/5/2010   | Rebuild | 6/16/2010 | C5 - PM504.                                                                  |
| Relay, PBR                                                                           | 1  | 6/5/2010   | Rebuild | 6/16/2010 | C6, PM504.                                                                   |
| Relay, PBR                                                                           | 1  | 6/5/2010   | Rebuild | 6/16/2010 | C7 - PM504.                                                                  |
| Relay, PBR                                                                           | 1  | 7/20/2010  | Rebuild | 7/23/2010 | C8 - PM504. Cleaned up and tested good.                                      |
| Relay, PBR                                                                           | 1  | 7/20/2010  | Rebuild | 7/23/2010 | C9 - PM504. Cleaned and tested good.                                         |
| Relay, PBR                                                                           | 1  | 7/20/2010  | Rebuild | 7/23/2010 | C10 - PM504. Cleaned and tested good.                                        |
| Relay, PBR                                                                           | 1  | 3/7/2011   | Rebuild | 3/15/2011 | C2 - PM504. Cleaned, inspected, and tested good.                             |
| Relay, PBR                                                                           | 1  | 3/7/2011   | Rebuild | 3/21/2011 | C1 - PM504. Cleaned, inspected, and tested good.                             |
| Relay, PBR                                                                           | 1  | 3/8/2011   | Rebuild | 3/21/2011 | C1 - generating propulsion fail alarms. Cleaned, inspected, and tested good. |
| Relay, PBR                                                                           | 1  | 4/12/2011  | Rebuild | 4/20/2011 | C4 - PM504. Cleaned, inspected, and tested (good).                           |
| Relay, PBR                                                                           | 1  | 4/12/2011  | Rebuild | 4/26/2011 | C3 - PM504. Cleaned, inspected, and tested (good).                           |
| Relay, PBR                                                                           | 1  | 4/16/2012  | Rebuild | 5/13/2012 | Pulled for PM 504, Tested Good                                               |
| Relay, PBR                                                                           | 1  | 4/17/2012  | Rebuild | 5/13/2012 | Pulled for PM 504, Tested Good                                               |
| Relay, PBR                                                                           | 1  | 11/15/2011 | Test    |           | C10 - for flakey F contact. Tested bad, scrapped.                            |
| Relay, PBR                                                                           | 22 |            |         |           | 22                                                                           |
| Relay, PRCC                                                                          | 1  | 2/16/2010  | Rebuild | 3/11/2010 | C2 - PM600. Cleaned and tested good.                                         |
| Relay, PRCC                                                                          | 1  | 2/16/2010  | Rebuild | 3/11/2010 | C1 - PM600. Cleaned and tested good.                                         |
| Relay, PRCC                                                                          | 1  | 4/7/2010   | Rebuild | 6/2/2010  | C3 - PM600                                                                   |
| Relay, PRCC                                                                          | 1  | 4/7/2010   | Rebuild | 6/2/2010  | C4 - PM600                                                                   |
| Relay, PRCC                                                                          | 1  | 6/5/2010   | Rebuild | 6/16/2010 | C5 - PM504.                                                                  |
| Relay, PRCC                                                                          | 1  | 7/5/2011   | Rebuild | 7/22/2011 | C3 (vapor) - PM600 Cleaned and tested good.                                  |



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|--------------------------------------------------------------------------------------|----|------------|---------|------------|--------------------------------------------------------------------------------------------------------------------------------------------------------|----|
| Relay, PRCC                                                                          | 1  | 7/4/2011   | Rebuild | 7/22/2011  | C4 (vapor) - PM600 Cleaned and tested good.                                                                                                            |    |
| Relay, PRCC                                                                          | 1  | 9/1/2011   | Rebuild | 9/26/2011  | C5 - PM600. cleaned, tested, passed.                                                                                                                   |    |
| Relay, PRCC                                                                          | 1  | 9/1/2011   | Rebuild | 9/26/2011  | C7 - PM600. cleaned, tested & passed.                                                                                                                  |    |
| Relay, PRCC                                                                          | 1  | 9/1/2011   | Rebuild | 10/1/2011  | C6 - PM600.                                                                                                                                            |    |
| Relay, PRCC                                                                          | 1  | 11/15/2011 | Test    | 11/16/2011 | C8 - pulled for bad C4 contacts. Visual and voltage drop tests good.                                                                                   |    |
| Relay, PRCC                                                                          | 1  | 11/7/2011  | Test    | 11/17/2011 | C10 - PM600. Tested good.                                                                                                                              |    |
| Relay, PRCC MorsSmitt                                                                | 1  | 6/1/2010   | Rebuild | 6/2/2010   | C7 - PM600.                                                                                                                                            |    |
| Relay, PRCC?                                                                         | 1  | 5/12/2011  | Rebuild | 6/24/2011  | C2 - PM600. Cleaned and tested good.                                                                                                                   |    |
| Relay, PRCC?                                                                         | 14 |            |         |            |                                                                                                                                                        | 14 |
| Relay, PRCCA                                                                         | 5  | 11/11/2010 | Repair  | 11/14/2010 | C2? - (3) pulled for t/shooting. (2) from inventory. All tested good.                                                                                  |    |
| Relay, PRCCA                                                                         | 2  | 2/2/2011   | Rebuild | 2/25/2011  | C3 - erratic propulsion, causing PRC lamp to flicker. Both tested good, returned to stock.                                                             |    |
| Relay, PRCCA                                                                         | 1  | 7/5/2011   | Rebuild | 9/16/2011  | C3 - PM600, tested good, returned to stock                                                                                                             |    |
| Relay, PRCCA                                                                         | 1  | 7/4/2011   | Rebuild | 9/16/2011  | C4 - PM600. Tested good, Returned to stock                                                                                                             |    |
| Relay, PRCCA                                                                         | 1  | 9/17/2011  | Test    | 9/28/2011  | C10 - t/shooting reverse and propulsion problem. Requires testing. Placed on C2 with NFF and left on.                                                  |    |
| Relay, PRCCA                                                                         | 10 |            |         |            |                                                                                                                                                        | 10 |
| Reverser Cylinder Assy                                                               | 1  | 4/1/2010   | Rebuild | 5/31/2010  | south train. Does not have "snap" required to operate. Replaced felts and cups. Installed and tested on a reverser. Tested good and remains installed. |    |
| Reverser Cylinder Assy                                                               | 1  |            |         |            |                                                                                                                                                        | 1  |
| Reverser Finger Support                                                              | 6  | 3/22/2010  | Rebuild | 3/22/2010  | Reconfigured assemblies as per most recent revised drawing.                                                                                            |    |
| Reverser Finger Support                                                              | 6  |            |         |            |                                                                                                                                                        | 6  |
| Service Brake Chamber                                                                | 2  | 5/13/2008  | Rebuild | 5/14/2008  | C4, 1/2 - brake job.                                                                                                                                   |    |
| Service Brake Chamber                                                                | 2  | 6/2/2008   | Rebuild | 6/11/2008  | C4, 3/4 - brake job.                                                                                                                                   |    |
| Service Brake Chamber                                                                | 2  | 6/9/2008   | Rebuild | 6/11/2008  | C3, 5/6 - brake job.                                                                                                                                   |    |

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|--------------------------------------------------------------------------------------|----|------------|---------|------------|--------------------------------------------------------------------------------------------------------------------------------------|-----|
| Service Brake Chamber                                                                | 2  | 7/4/2008   | Rebuild | 7/18/2008  | C3, 3/4 - brake job.                                                                                                                 |     |
| Service Brake Chamber                                                                | 1  | 7/5/2008   | Rebuild | 7/18/2008  | C4                                                                                                                                   |     |
| Service Brake Chamber                                                                | 2  | 7/22/2008  | Rebuild | 7/28/2008  | C3, 5/6 - brake job.                                                                                                                 |     |
| Service Brake Chamber                                                                | 2  | 7/25/2008  | Rebuild | 7/28/2008  | C3, 1/2 - brake job.                                                                                                                 |     |
|                                                                                      |    |            |         |            | C6, #6 - pulled for good measure. Requires cleaning and readied for skill demo.                                                      |     |
| Service Brake Chamber                                                                | 1  | 10/8/2008  | Rebuild | 11/26/2008 | C9 - glued diaphragms. Removed stuck diaphragms, cleaned up boots, installed new guides.                                             |     |
| Service Brake Chamber                                                                | 2  | 3/6/2010   | Rebuild | 3/10/2010  | C10, 7/8 - ruptured diaphragm. Falling apart. Needs parts and instructions for glueing boot in place, Glued boot, installed plunger. |     |
| Service Brake Chamber                                                                | 1  | 8/21/2011  | Rebuild | 1/6/2012   | C9 pos 1/2 leak. Reinstalled plunger.                                                                                                | 18  |
| Service Brake Chamber                                                                | 1  | 12/14/2011 | Rebuild | 1/6/2012   |                                                                                                                                      |     |
| Service Brake Chamber                                                                | 18 |            |         |            |                                                                                                                                      |     |
| Shop Air Hose                                                                        | 2  | 1/7/2010   | Repair  | 1/7/2010   | Hoses damaged. Replaced hoses and installed new quick disconnect fittings.                                                           | 2   |
| Shop Air Hose                                                                        | 2  |            |         |            | No regulation. Replaced adjusting knob on first. Replaced guts on second. Tested both - good.                                        | 0.5 |
| Shop Air Regulator                                                                   | 2  | 6/1/2010   | Repair  | 6/21/2010  | W/B2 - does not track. Rebuilt.                                                                                                      |     |
| Shop Air Regulator                                                                   | 1  | 5/29/2011  | Repair  | 5/29/2011  | N/B3 - does not track. Incorrect diaphragm (destroyed) and valve. Rebuilt.                                                           |     |
| Shop Air Regulator                                                                   | 1  | 5/29/2011  | Repair  | 5/29/2011  | Used body - installed xferred parts from #006.                                                                                       |     |
| Shop Air Regulator                                                                   | 1  | 5/29/2011  | Repair  | 5/29/2011  | S/M, B3 - top cap stripped. Scrapped, use for parts.                                                                                 |     |
| Shop Air Regulator                                                                   | 1  | 7/9/2011   | Rebuild | 9/15/2011  |                                                                                                                                      | 6   |
| Shop Air Regulator                                                                   | 6  |            |         |            | Cable damaged near male plug end. Removed damaged end and attached new plug on end.                                                  |     |
| Shop Extension Cord                                                                  | 1  | 6/1/2008   | Repair  | 6/10/2008  | PM1302 - cut in insulation near middle of 100ft length. Ordered plug and connector to install.                                       |     |
| Shop Extension Cord                                                                  | 1  | 1/1/2010   | Repair  | 1/25/2010  |                                                                                                                                      | 2   |
| Shop Extension Cord                                                                  | 2  |            |         |            |                                                                                                                                      | 1   |

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|--------------------------------------------------------------------------------------|----|------------|--------|------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----|
| Shop Fan                                                                             | 1  | 1/1/2010   | Repair | 1/18/2010  | PM1302 - cord separating from switch housing, power cord run in back incorrectly, power cord too short. Replaced power cord, moved switch over to new cord and installed a grommet into motor housing. |    |
| Shop Fan                                                                             | 1  | 12/1/2010  | Repair | 12/28/2010 | does not turn, bad power cord. Replaced cord. Lubricated bearings. Works for now - will need replacement.                                                                                              | 2  |
| Shop Fan                                                                             | 2  |            |        |            |                                                                                                                                                                                                        |    |
| Shop Light                                                                           | 1  | 4/1/2008   | Repair | 5/23/2008  | Does not light - need lamp to continue repair/troubleshooting.                                                                                                                                         |    |
| Shop Light                                                                           | 1  | 4/27/2008  | Repair | 5/23/2008  | Found on south maintenance platform - broken and wiring exposed.                                                                                                                                       |    |
| Shop Light                                                                           | 1  | 5/1/2008   | Repair | 5/23/2008  | Found broken.                                                                                                                                                                                          |    |
| Shop Light                                                                           | 1  | 5/1/2008   | Repair | 5/23/2008  | Found broken - missing lamp.                                                                                                                                                                           |    |
| Shop Light                                                                           | 2  | 1/28/2009  | Repair | 1/28/2009  | Replace lamps.                                                                                                                                                                                         |    |
| Shop Light                                                                           | 1  | 1/1/2010   | Repair | 1/18/2010  | Cord popped out of strain relief. Re-worked strain relief.                                                                                                                                             |    |
| Shop Light                                                                           | 1  | 1/1/2010   | Repair | 1/18/2010  | Reel will not retract. Re-wound spring.                                                                                                                                                                |    |
| Shop Light                                                                           | 1  | 8/1/2010   | Repair | 8/15/2010  | Unknown problem. Broken lamp - replaced and tested good. Returned to East guideway.                                                                                                                    |    |
| Shop Light                                                                           | 1  | 10/25/2010 | Repair | 12/20/2010 | Unknown problem. Replaced switch housing (bent).                                                                                                                                                       |    |
| Shop Light                                                                           | 1  | 4/18/2011  | Repair | 4/18/2011  | Will not stay lit. Repaired poor connection and replaced broken switch. Noted clutch mechanism does not always work.                                                                                   |    |
| Shop Light                                                                           | 11 |            |        |            |                                                                                                                                                                                                        | 11 |
| Shop Vacuum Cleaner                                                                  | 1  | 6/1/2008   | Repair | 6/10/2008  | Cable damaged - exposing wiring. Replaced cable.                                                                                                                                                       |    |
| Shop Vacuum Cleaner                                                                  | 1  | 6/1/2008   | Repair | 6/10/2008  | Cable too short. Replaced cable with longer one.                                                                                                                                                       |    |
| Shop Vacuum Cleaner                                                                  | 1  | 8/1/2009   | Repair | 8/10/2009  | Missing canister filter and power plug ground pin. Installed new filter and replaced power plug.                                                                                                       |    |

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| Shop Vacuum Cleaner                                                                  | 1  | 8/1/2009   | Repair  | 8/1/2009   | Missing power plug ground pin.<br>Replaced power plug.                                  |   |
| Shop Vacuum Cleaner                                                                  | 4  |            |         |            |                                                                                         | 4 |
| Spring Brake Chamber                                                                 | 1  | 5/8/2008   | Rebuild | 5/21/2008  | C8, #5.                                                                                 |   |
| Spring Brake Chamber                                                                 | 1  | 5/14/2008  | Rebuild | 6/27/2008  | C3, #2 - leaks.                                                                         |   |
| Spring Brake Chamber                                                                 | 1  | 10/8/2008  | Rebuild | 4/9/2009   | C6, #6 - leaks.                                                                         |   |
| Spring Brake Chamber                                                                 | 1  | 2/15/2009  | Rebuild | 4/9/2009   | C9, 7/8??                                                                               |   |
|                                                                                      |    |            |         |            | C10, 7/8 - caging bolt did not engage.<br>Rebuild. Rebuilt tested and placed in stock.  |   |
| Spring Brake Chamber                                                                 | 1  | 8/21/2011  | Rebuild | 9/5/2011   | C9 pos 3 & 4 for leak. Rebuilt, leak check good.                                        |   |
| Spring Brake Chamber                                                                 | 2  | 1/4/2012   | Rebuild | 1/6/2012   | check good.                                                                             |   |
| Spring Brake Chamber                                                                 | 1  | 12/13/2011 | Rebuild | 1/11/2012  | C9 #1 leak. Rebuilt, leak check good.                                                   |   |
| Spring Brake Chamber                                                                 | 8  |            |         |            |                                                                                         | 8 |
| Switch, Door Operator Emerg                                                          | 1  | 9/1/2009   | Rebuild | 9/16/2009  | unknown location. Cleaned contacts and tested okay.                                     |   |
| Switch, Door Operator Emerg                                                          | 1  |            |         |            |                                                                                         | 1 |
| Switch, Lever                                                                        | 20 | 6/1/2008   | Rebuild | 6/19/2008  | Door PM cleaned and tested good.                                                        |   |
| Switch, Lever                                                                        | 16 | 8/1/2008   | Rebuild | 9/7/2008   | 16/20 tested good.                                                                      |   |
|                                                                                      |    |            |         |            | 16 tested good, 9 rehabilitated, 21 were tossed (rebuilt many times, bad contacts, etc. |   |
| Switch, Lever                                                                        | 46 | 9/1/2009   | Rebuild | 9/16/2009  | contacts, etc.                                                                          |   |
| Switch, Lever                                                                        | 18 | 1/13/2010  | Rebuild | 1/13/2010  | South                                                                                   |   |
| Switch, Lever                                                                        | 10 | 1/13/2010  | Rebuild | 1/15/2010  | South                                                                                   |   |
| Switch, Lever                                                                        | 10 | 1/1/2010   | Rebuild | 1/22/2010  | South door PM.                                                                          |   |
| Switch, Lever                                                                        | 10 | 4/1/2010   | Rebuild | 4/23/2010  | South train door PM                                                                     |   |
| Switch, Lever                                                                        | 1  | 9/15/2010  | Rebuild | 10/4/2010  | C4, #6 - flakey operation.                                                              |   |
| Switch, Lever                                                                        | 8  | 9/6/2010   | Rebuild | 10/4/2010  | C2 - PM506.                                                                             |   |
|                                                                                      |    |            |         |            | Unknown locations. Tested good.                                                         |   |
| Switch, Lever                                                                        | 14 | 9/7/2010   | Rebuild | 10/4/2010  | Returned to stock.                                                                      |   |
|                                                                                      |    |            |         |            | West PM506. Cleaned and tested good.                                                    |   |
| Switch, Lever                                                                        | 14 | 10/6/2010  | Rebuild | 11/11/2010 | good.                                                                                   |   |
|                                                                                      |    |            |         |            | South door PM's. Cleaned and tested all, scrapped two.                                  |   |
| Switch, Lever                                                                        | 12 | 1/1/2010   | Rebuild | 12/24/2010 | Various cars for PM60. Cleaned and tested good.                                         |   |
| Switch, Lever                                                                        | 10 | 10/1/2010  | Rebuild | 12/24/2010 |                                                                                         |   |
| Switch, Lever                                                                        | 2  | 12/6/2010  | Rebuild | 2/7/2011   | C8 - PM506. High resistance. Reconditioned.                                             |   |

| This is a sorted copy of the rebuild data base and was used for qty of items rebuilt |     |            |         |            |                                                                                                                                          |       |
|--------------------------------------------------------------------------------------|-----|------------|---------|------------|------------------------------------------------------------------------------------------------------------------------------------------|-------|
| Switch, Lever                                                                        | 3   | 12/29/2010 | Rebuild | 2/7/2011   | C5 - PM506. Leaf 4, 7 & 8 LS6's. Reconditioned two and tossed one for severely pitted contacts.                                          |       |
| Switch, Lever                                                                        | 1   | 1/9/2011   | Rebuild | 2/7/2011   | C2, leaf 1 - LS6. Reconditioned and replaced broken lever.                                                                               |       |
| Switch, Lever                                                                        | 7   | 2/3/2011   | Rebuild | 2/7/2011   | C8 - PM506. Flakey resistance. Reconditioned three and tossed four for pitted contacts.                                                  |       |
| Switch, Lever                                                                        | 7   | 2/8/2011   | Rebuild | 2/13/2011  | C8 - PM506. Two of seven did not pass and were disposed of.                                                                              |       |
| Switch, Lever                                                                        | 6   | 3/23/2011  | Rebuild | 3/23/2011  | Cleaned and inspected six switches. Five switches tested good, and were returned to inventory. One switch tested bad and was thrown out. |       |
| Switch, Lever                                                                        | 1   | 5/23/2011  | Rebuild | 6/29/2011  | C9, Leaf 3 - LS2 switch, sticks closed. Passed testing after clean and inspection.                                                       |       |
| Switch, Lever                                                                        | 3   | 5/23/2011  | Rebuild | 6/29/2011  | Unknown location, unknown reason. 2 of 3 passed after clean and inspection. Third switch discarded.                                      |       |
| Switch, Lever                                                                        | 1   | 6/12/2011  | Rebuild | 6/29/2011  | C4, leaf 2 - LS1 poor meter readings over 1 ohm. Failed after clean and inspection. Discarded                                            |       |
| Switch, Lever                                                                        | 1   | 6/28/2011  | Rebuild | 6/29/2011  | C5, leaf 2, LS6 - flakey readings on NO side. Failed after clean and inspection. Discarded                                               |       |
| Switch, Lever                                                                        | 1   | 8/24/2011  | Rebuild | 9/15/2011  | C2, leaf 3 - flakey, high resistance. Contacts burned, scrapped.                                                                         |       |
| Switch, Lever                                                                        | 5   | 8/1/2011   | Rebuild | 9/15/2011  | North train - PM60. Cleaned up and tested good                                                                                           |       |
| Switch, Lever                                                                        | 3   | 9/11/2011  | Rebuild | 9/15/2011  | Unknown location - PM506. Cleaned up and tested good.                                                                                    |       |
| Switch, Lever                                                                        | 2   | 10/6/2011  | Rebuild | 11/27/2011 | C9, 7/8 - PM60 flakey resistance.                                                                                                        |       |
| Switch, Lever                                                                        | 1   | 10/6/2011  | Rebuild | 11/27/2011 | C8, leaf 8 - PM60 flakey resistance.                                                                                                     |       |
| Switch, Lever                                                                        | 2   | 10/5/2011  | Rebuild | 1/8/2012   | C7 - PM60 LS6                                                                                                                            |       |
| Switch, Lever                                                                        | 20  | 10/13/2011 | Rebuild | 1/15/2012  | C3 - PM506 high resistance. 14 bad 6 returned to stock.                                                                                  |       |
| Switch, Lever                                                                        | 255 |            |         |            | 255 53 scrapped                                                                                                                          | 63.75 |

| This is a sorted copy of the rebuild data base and was used for qty of items rebuilt |    |            |         |           |                                                                                                                                                                  |              |
|--------------------------------------------------------------------------------------|----|------------|---------|-----------|------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|
| Switch, PRC Aux Contact                                                              | 3  | 12/3/2010  | Repair  | 1/3/2011  | C1, upper right-hand corner - PRC lamp staying lit during dynamic braking.                                                                                       |              |
| Switch, PRC Aux Contact                                                              | 3  |            |         |           | NFF.                                                                                                                                                             | 1            |
| Transducer                                                                           | 1  | 1/2/2010   | Rebuild | 2/3/2010  | C2, #1 - pulled to t/shoot loss of service brake pressure - no fix. Cleaned and tested good.                                                                     |              |
| Transducer                                                                           | 1  |            |         |           |                                                                                                                                                                  | 1            |
| Valve, Holdback                                                                      | 1  | 7/18/2008  | Rebuild | 7/28/2008 | C3 - leaks? Diaphragm cracked and poppet hard and brittle. Rebuilt with new parts.                                                                               |              |
| Valve, Holdback                                                                      | 1  | 12/31/2008 | Rebuild | 3/2/2009  | C6 - leaks from the body.                                                                                                                                        |              |
| Valve, Holdback                                                                      | 11 | 9/1/2010   | Other   | 9/2/2010  | Set new valves before installing on vehicles.                                                                                                                    |              |
| Valve, Holdback                                                                      | 13 |            |         |           |                                                                                                                                                                  | 13           |
| Valve, Relief 155#                                                                   | 12 | 10/1/2009  | Rebuild | 10/7/2009 | Verify and adjust as necessary, air dryer relief valves from inventory.                                                                                          |              |
| Valve, Relief 155#                                                                   | 1  | 12/13/2009 | Rebuild | 2/3/2010  | C3 - lifts throughout cycle. Pulled apart and cleaned - located a metal shard between the ball and valve seat.                                                   |              |
| Valve, Relief 155#                                                                   | 2  | 1/1/2010   | Rebuild | 2/3/2010  | Requires testing and adjustment.                                                                                                                                 |              |
| Valve, Relief 155#                                                                   | 15 |            |         |           | No tag, no torqueseal - test and make necessary adjustments. One passed the second failed (discarded).                                                           |              |
| Valve, Relief 70# Intercooler                                                        | 6  | 1/1/2010   | Rebuild | 2/3/2010  | Gathered from several locations. Tested/adjusted five - good. One not salvagable and tossed.                                                                     |              |
| Valve, Relief 70# Intercooler                                                        | 2  | 11/1/2010  | Rebuild | 1/19/2011 | One for unknown location/reason. Second from C10 - suspect in failure to lift when HP head failed. Both a little outside range, but, were adjusted within specs. |              |
| Valve, Relief 70# Intercooler                                                        | 8  |            |         |           |                                                                                                                                                                  | 23/2 trashed |
| Valve, Sentronics                                                                    | 1  | 12/1/2010  | Rebuild | 1/27/2010 | C9, #2 end - pulled to t/shoot missing modulation of brake pressure - no fix. Clean and test. Tested good.                                                       | 11.5         |

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|--------------------------------------------------------------------------------------|---|-----------|---------|----------|---------------------------------------------------------------------------------------------------------------|--------|
| Valve, Sentronics                                                                    | 1 | 1/2/2010  | Rebuild | 2/3/2010 | C2, #1 - pulled to troubleshoot loss of service brake pressure - no fix. Clean up and test.                   |        |
| Valve, Sentronics                                                                    | 1 | 1/2/2010  | Rebuild | 2/3/2010 | No tag - clean and test.                                                                                      |        |
| Valve, Sentronics                                                                    | 1 | 7/27/2009 | Rebuild | 2/3/2010 | C10, #1 - pulled to t/shoot brake pressure problem. No fix. Probably good, needs to be cleaned up and tested. |        |
| Valve, Sentronics                                                                    | 4 |           |         |          | 4                                                                                                             | 4      |
|                                                                                      |   |           |         |          |                                                                                                               | 2027.9 |

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| This is a copy imported into excel of the rebuild database from access |     |            |            |         |            |                                                                                                                                                                                                       |
|------------------------------------------------------------------------|-----|------------|------------|---------|------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Item                                                                   | Qty | SN         | Date Enter | Reason  | Date Comp  | Notes                                                                                                                                                                                                 |
| Air Compressor                                                         | 1   |            | 1/2/2009   | Rebuild | 1/26/2009  | C8, makes a lot of noise in the crankcase area when pumping up. LP head valve fell apart and destroyed the cylinder, piston and connecting rod. Rebuilt and placed on test stand and test compressor. |
| Air Compressor                                                         | 1   | 452 X 8496 | 9/23/2009  | Rebuild | 10/14/2009 | C4 - pulled for unusual noises coming from crankcase. Checks good. Noises attributed to folded over head gasket. Ran on test stand for a number of hours.                                             |
| Air Compressor                                                         | 1   |            | 11/26/2011 | Rebuild | 12/6/2011  | C8 compressor has oil leak. Replaced bellow and then it tested good.                                                                                                                                  |
| Air Compressor HP Head                                                 | 1   | 14         | 5/7/2008   | Rebuild | 6/25/2008  | C4 - t/shoot intercooler pop-off.                                                                                                                                                                     |
| Air Compressor HP Head                                                 | 1   | 12         | 10/7/2008  | Rebuild | 10/14/2008 | C5 - compressor constantly running, popping off on intercooler relief valve.                                                                                                                          |
| Air Compressor HP Head                                                 | 1   | 28         | 9/25/2008  | Rebuild | 11/24/2008 | C5 - popoff on relief valve. Rebuilt, needs testing. Failed second test. Located bad discharge valve - repaired and retested good.                                                                    |
| Air Compressor HP Head                                                 | 1   |            | 10/13/2008 | Rebuild | 11/25/2008 | C4 - rebuild and re-test.                                                                                                                                                                             |
| Air Compressor HP Head                                                 | 1   | 32         | 11/19/2008 | Rebuild | 2/3/2009   | C1 - intercooler pop-off. No "warranty parts" available - ON HOLD. Rebuilt.                                                                                                                           |
| Air Compressor HP Head                                                 | 1   | 12         | 4/3/2009   | Rebuild | 7/11/2009  | C1 - troubleshoot compressor problem. Most likely, there is nothing wrong. Yep, tested good.                                                                                                          |
| Air Compressor HP Head                                                 | 1   | 16         | 12/30/2008 | Rebuild | 8/24/2009  | C6 - loss of air pressure. Rebuilt with new valves. Tested good.                                                                                                                                      |
| Air Compressor HP Head                                                 | 1   | 28         | 8/4/2009   | Rebuild | 8/25/2009  | C1 - pop-off at end of cycle. Loaded with oil. Rebuilt with new valves. Tested good.                                                                                                                  |
| Air Compressor HP Head                                                 | 1   | 34         | 8/1/2009   | Rebuild | 8/26/2009  | ? Rebuilt using new valves. Tested good.                                                                                                                                                              |
| Air Compressor HP Head                                                 | 1   | 14         | 8/3/2009   | Rebuild | 10/11/2009 | Pulled for C1 intercooler pop-off. Loaded with oil. Suction and discharge valve seats worn - replaced. Tested good.                                                                                   |
| Air Compressor HP Head                                                 | 1   | 28         | 10/1/2009  | Rebuild | 10/28/2009 | Not tagged. Requires testing to find fault.                                                                                                                                                           |
| Air Compressor HP Head                                                 | 1   | 42         | 9/16/2009  | Rebuild | 10/29/2009 | C4 - pop-off towards end of cycle. Torn down - rebuild.                                                                                                                                               |
| Air Compressor HP Head                                                 | 1   | 32         | 10/30/2009 | Rebuild | 11/9/2009  | C3 - DE says BAD rebuild. He was wrong. It was a failed used valve! Replaced valves and tested good.                                                                                                  |
| Air Compressor HP Head                                                 | 1   | 64         | 10/17/2009 | Rebuild | 11/10/2009 | stock to put on C2 - Still has loud knocking sound - probably nothing wrong - requires further testing. (Ex 05/06)                                                                                    |

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|------------------------------------------------------------------------|------|------------|---------|------------|-----------------------------------------------------------------------------------------------------------------------------------|
| Air Compressor HP Head                                                 | 1 48 | 10/17/2009 | Rebuild | 11/11/2009 | C2 - loud knocking sounds - fails to pump up to proper pressure. Probably nothing wrong - requires further testing.               |
| Air Compressor HP Head                                                 | 1 20 | 12/17/2009 | Rebuild | 12/29/2009 | C4 - loud knocking - initial investigation revealed broken discharge valve.                                                       |
| Air Compressor HP Head                                                 | 1 54 | 1/3/2010   | Rebuild | 1/19/2010  | C6 - intercooler popping off. Rebuilt suction and reused discharge valve. Tested good.                                            |
| Air Compressor HP Head                                                 | 1 56 | 2/16/2010  | RMR     | 2/18/2010  | New head from RMR. Requires testing. Pulled apart and corrected several deficiencies. Passed.                                     |
| Air Compressor HP Head                                                 | 1    | 4/16/2010  | Rebuild | 4/26/2010  | C7 - knocking sounds.                                                                                                             |
| Air Compressor HP Head                                                 | 1 60 | 6/22/2010  | Rebuild | 7/20/2010  | C8 - intercooler pop-off.                                                                                                         |
| Air Compressor HP Head                                                 | 1 66 | 1/10/2011  | Rebuild | 1/21/2011  | C10 - jack hammer sounds. Recovered three suction valve roll pins. Rebuilt, tested good.                                          |
| Air Compressor HP Head                                                 | 1 06 | 12/14/2010 | Rebuild | 1/23/2011  | C5 - t/shooting knocking sound.                                                                                                   |
| Air Compressor HP Head                                                 | 1 58 | 3/1/2011   | Rebuild | 3/15/2011  | C8 - broken discharge spring. Installed used suction and new discharge valves.                                                    |
| Air Compressor HP Head                                                 | 1 16 | 3/6/2011   | Rebuild | 3/16/2011  | C2 - intermittent popping off at end of cycle. Discharge valve spring weak and seat not so good. Both valves installed were used. |
| Air Compressor HP Head                                                 | 1 64 | 3/6/2011   | Rebuild | 3/20/2011  | C7 - no pump up. (Ex 05/06). Used suction and new discharge valves installed.                                                     |
| Air Compressor HP Head                                                 | 1 42 | 3/20/2011  | Rebuild | 5/15/2011  | C10 - popping off. Both valves bad - awaiting parts. New valves installed.                                                        |
| Air Compressor HP Head                                                 | 1 58 | 5/4/2011   | Repair  | 6/22/2011  | C10 - popping off. Rebuilt incorrectly - valves swapped, dirty. Re-built correctly. Tested by another. Passed for now.            |
| Air Compressor HP Head                                                 | 1 48 | 5/11/2011  | Rebuild | 7/21/2011  | C6 - removed for knocking at start-up. Cleaned up and tested good.                                                                |
| Air Compressor HP Head                                                 | 1 56 | 7/17/2011  | Rebuild | 9/5/2011   | C8 - intercooler pop-off. Slightly disassembled.                                                                                  |
| Air Compressor HP Head                                                 | 1 60 | 8/1/2011   | Test    | 9/15/2011  | Rebuilt. Tagged with "Needs Tested" - test unit. Tested good.                                                                     |
| Air Compressor HP Head                                                 | 1 56 | 7/17/2011  | Rebuild | 9/22/2011  | C8 - Removed for popping off. Rebuilt w/ new valves, tested good.                                                                 |
| Air Compressor HP Head                                                 | 1 22 | 9/23/2011  | Rebuild | 9/23/2011  | C2 - pulled for loss of main air. Head was knocking. Replaced discharge valve, tested good.                                       |
| Air Compressor HP Head                                                 | 1 16 | 7/12/2011  | Rebuild | 2/1/2012   | C6 - t/shoot rattling noise. Disassembled and cleaned. Rebuilt and passed testing.                                                |
| Air Compressor HP Head                                                 | 1 28 | 2/16/2012  | Rebuild | 3/6/2012   | Removed from C4 for low main air. Rebuild with new valves..                                                                       |

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|------------------------------------------------------------------------|-----|------------|---------|------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Air Compressor HP Head                                                 | 164 | 3/4/2012   | Rebuild | 3/13/2012  | removed to t/s low main air c10. insp assem, tested good.                                                                                                    |
| Air Compressor HP Head                                                 | 106 | 2/18/2012  | Rebuild | 3/14/2012  | Removed from C10 for low main air. Rebuild with new valves tested good.                                                                                      |
| Air Compressor HP Head                                                 | 134 | 3/26/2012  | Rebuild | 4/11/2012  | C4 due to failure. Cleaned up, rebuilt, tested good.                                                                                                         |
| Air Compressor HP Head                                                 | 1   | 4/7/2012   | Test    | 4/12/2012  | C5 due to pop-off, did not fix problem. Cleaned up, tested good.                                                                                             |
| Air Compressor HP Head                                                 | 1   | 3/19/2012  | Rebuild | 4/13/2012  | C7 knocking. Low discharge spring destroyed, replaced valve, cleaned up, tested good.                                                                        |
| Air Compressor HP Head                                                 | 132 | 4/15/2012  | Rebuild | 4/19/2012  | C8 popping off. Replaced discharge valve, tested good.                                                                                                       |
| Air Compressor LP Head                                                 | 111 | 5/7/2008   | Rebuild | 6/25/2008  | C4 - troubleshoot intercooler pop-off.                                                                                                                       |
| Air Compressor LP Head                                                 | 127 | 9/25/2008  | Rebuild | 10/14/2008 | C5 - popoff on relief valve. Rebuilt, needs testing.                                                                                                         |
| Air Compressor LP Head                                                 | 105 | 10/7/2008  | Rebuild | 10/29/2008 | C5 - compressor constantly running, intercooler relief valve constantly popping off. Broken discharge spring sent through intercooler and lodged in HP head. |
| Air Compressor LP Head                                                 | 1   | 10/13/2008 | Rebuild | 11/25/2008 | C4 - rebuild and re-test.                                                                                                                                    |
| Air Compressor LP Head                                                 | 131 | 12/31/2008 | Rebuild | 2/3/2009   | C6 - loss of air pressure, broken spring sent to HP head. Rebuilt.                                                                                           |
| Air Compressor LP Head                                                 | 133 | 12/12/2008 | Rebuild | 4/7/2009   | C8, suspect noisemaker. Tested good on test stand.                                                                                                           |
| Air Compressor LP Head                                                 | 137 | 4/3/2009   | Rebuild | 7/11/2009  | C1 - Located a broken spring lodged in the suction valve. Replaced broken suction valve. Tested good.                                                        |
| Air Compressor LP Head                                                 | 127 | 8/4/2009   | Rebuild | 8/24/2009  | C1 - pop-off at end of cycle. Rebuilt with what looked like new valves. Tested good.                                                                         |
| Air Compressor LP Head                                                 | 143 | 9/16/2009  | Rebuild | 10/1/2009  | C4 - pop-off towards end of cycle.                                                                                                                           |
| Air Compressor LP Head                                                 | 147 | 10/17/2009 | Rebuild | 11/9/2009  | C2 - loud knocking noise and failure to pump up properly. Probably nothing wrong - requires further testing. Rebuilt using different valves. Tested good.    |
| Air Compressor LP Head                                                 | 151 | 10/30/2009 | Rebuild | 11/11/2009 | C3 - replaced due to intercooler pop-off.                                                                                                                    |
| Air Compressor LP Head                                                 | 127 | 12/17/2009 | Rebuild | 12/29/2009 | C4 - loud knocking. Reworked valves.                                                                                                                         |
| Air Compressor LP Head                                                 | 153 | 1/3/2010   | Rebuild | 1/19/2010  | C6 - pulled for intercooler popping off. NFF. Tested good.                                                                                                   |
| Air Compressor LP Head                                                 | 1   | 4/16/2010  | Rebuild | 4/26/2010  | C7 - knocking sounds                                                                                                                                         |
| Air Compressor LP Head                                                 | 131 | 12/14/2010 | Rebuild | 1/21/2011  | C5 - t/shooting knocking sound. Rebuilt, tested good.                                                                                                        |
| Air Compressor LP Head                                                 | 157 | 1/10/2011  | Rebuild | 1/23/2011  | C10 - jack hammer sounds. Pulled for precaution - original equipment.                                                                                        |
| Air Compressor LP Head                                                 | 127 | 3/6/2011   | Rebuild | 3/15/2011  | C2 - intermittent lifting and popping off at end of cycle. Installed new valves.                                                                             |

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| Air Compressor LP Head                                                 | 105 | 3/6/2011   | Rebuild | 3/16/2011 | C7 - discharge spring failure. Suction valve spring missing parts. Installed used suction and new discharge valves.            |
| Air Compressor LP Head                                                 | 153 | 3/1/2011   | Rebuild | 3/20/2011 | C8 - broken discharge spring. Installed used suction and new discharge valves.                                                 |
| Air Compressor LP Head                                                 | 109 | 3/20/2011  | Rebuild | 3/29/2011 | C10 - popping off. Rebuilt, reused valves. NFF.                                                                                |
| Air Compressor LP Head                                                 | 131 | 5/4/2011   | Repair  | 6/22/2011 | C10 - popping off. Rebuilt incorrectly - valves swapped, dirty. Re-rebuilt correctly. Tested by another. Passed for now.       |
| Air Compressor LP Head                                                 | 151 | 5/11/2011  | Rebuild | 7/21/2011 | C6 - removed for knocking at start-up. Cleaned up and tested good.                                                             |
| Air Compressor LP Head                                                 | 131 | 8/1/2011   | Test    | 9/15/2011 | Rebuilt. Tagged with "Needs Tested" - test unit. Tested good.                                                                  |
| Air Compressor LP Head                                                 | 127 | 7/12/2011  | Rebuild | 2/1/2012  | C6 - t/shoot rattling noise. Disassembled and cleaned. Rebuilt and passed testing.                                             |
| Air Compressor LP Head                                                 | 153 | 2/18/2012  | Rebuild | 3/6/2012  | Removed from C10 for low main air. Rebuilt with new valves.                                                                    |
| Air Compressor LP Head                                                 | 151 | 3/14/2012  | Rebuild | 3/13/2012 | removed to t/s low main air c10. insp assem, tested good.                                                                      |
| Air Compressor LP Head                                                 | 143 | 3/26/2012  | Rebuild | 4/11/2012 | C4 due to failure. Low discharge spring destroyed, replaced valve, cleaned up, tested good.                                    |
| Air Compressor LP Head                                                 | 1   | 4/7/2012   | Test    | 4/12/2012 | C5 due to pop-off, did not fix problem. Cleaned up, tested good.                                                               |
| Air Compressor LP Head                                                 | 1   | 3/19/2012  | Rebuild | 4/13/2012 | C7 knocking. Cleaned up, rebuilt, tested good.                                                                                 |
| Air Compressor LP Head                                                 | 155 | 4/15/2012  | Rebuild | 4/19/2012 | C8 popping off. Cleaned up, tested good.                                                                                       |
| Air Dryer, AD9                                                         | 101 | 1/30/2009  | Rebuild | 2/3/2009  | C8 - PM502. Rebuilt - requires cleaning and testing.                                                                           |
| Air Dryer, AD9                                                         | 102 | 1/31/2009  | Rebuild | 2/3/2009  | C9 - PM502.                                                                                                                    |
| Air Dryer, AD9                                                         | 108 | 2/9/2009   | Rebuild | 2/22/2009 | Bleeding through purge valve - replaced entire purge valve.                                                                    |
| Air Dryer, AD9                                                         | 102 | 2/16/2009  | Rebuild | 2/22/2009 | C9, popping off relief valve. Adjusted relief valve. Replaced guts with previously rebuilt unit (damaged purge valve cylinder) |
| Air Dryer, AD9                                                         | 103 | 1/31/2009  | Rebuild | 3/2/2009  | C10 - PM502. Rebuilt, requires testing.                                                                                        |
| Air Dryer, AD9                                                         | 106 | 2/28/2009  | Rebuild | 8/1/2009  | C9? - rebuild purge valve ONLY - per DA.                                                                                       |
| Air Dryer, AD9                                                         | 114 | 9/1/2009   | Rebuild | 9/19/2009 | C8 - suspect in bad air bleed-down rates. NFF other than oil contamination.                                                    |
| Air Dryer, AD9                                                         | 115 | 9/23/2009  | Rebuild | 10/1/2009 | C4 - pulled for good measure and, oil contamination!!                                                                          |
| Air Dryer, AD9                                                         | 118 | 10/11/2009 | Rebuild | 1/18/2010 | C3 - PM502.                                                                                                                    |
| Air Dryer, AD9                                                         | 117 | 9/29/2009  | Rebuild | 1/19/2010 | C2 - pulled for PM506.                                                                                                         |
| Air Dryer, AD9                                                         | 116 | 9/29/2009  | Rebuild | 1/20/2010 | C1 - PM506.                                                                                                                    |
| Air Dryer, AD9                                                         | 119 | 2/23/2010  | Rebuild | 3/5/2010  | C5 - PM502. Rebuilt, requires testing.                                                                                         |
| Air Dryer, AD9                                                         | 120 | 2/23/2010  | Rebuild | 3/6/2010  | C6 - PM502. Rebuilt, requires testing.                                                                                         |

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| Air Dryer, AD9                                                         | 1 21    | 2/23/2010  | Rebuild | 3/7/2010   | C7 - PM502. Rebuilt. Tested good.                                                                                                                         |
| Air Dryer, AD9                                                         | 1 08    | 3/23/2010  | Rebuild | 3/27/2010  | C8 - PM502. Rebuilt and tested good.                                                                                                                      |
| Air Dryer, AD9                                                         | 1 23    | 3/23/2010  | Rebuild | 3/28/2010  | C10 - PM502. Rebuilt and tested good.                                                                                                                     |
| Air Dryer, AD9                                                         | 1 22    | 3/23/2010  | Rebuild | 3/29/2010  | C9 - PM502. Rebuilt and tested good. Left on test stand.                                                                                                  |
| Air Dryer, AD9                                                         | 1 06    | 1/11/2011  | Rebuild | 1/13/2011  | C4 - Leaks during pump-up. Rebuilt, tested good.                                                                                                          |
|                                                                        |         |            |         |            | C5 - low main air alarm t/shooting. Recently rebuilt, put on test stand.                                                                                  |
| Air Dryer, AD9                                                         | 1 23    | 1/11/2011  | Rebuild | 1/13/2011  | Tested good.                                                                                                                                              |
| Air Dryer, AD9                                                         | 1 12    | 11/18/2010 | Rebuild | 1/23/2011  | C5 - Leaks (where?) - rebuilt. Tested good.                                                                                                               |
| Air Dryer, AD9                                                         | 1 020   | 2/16/2011  | Rebuild | 2/19/2011  | C8 - over purging / leaking through. Rebuilt, tested good.                                                                                                |
| Air Dryer, AD9                                                         | 1 06    | 5/31/2011  | Rebuild | 6/4/2011   | C8 - leaking and popping off. Purge valve sticking, lubed up. Tested good.                                                                                |
| Air Dryer, AD9                                                         | 1 11    | 3/6/2011   | Rebuild | 9/24/2011  | C7 - leaks, blowing through. Awaiting testing. Tested good.                                                                                               |
| Air Dryer, AD9                                                         | 1 012   | 12/3/2011  | Rebuild | 12/16/2011 | C7 due to leaking. Rebuilt.                                                                                                                               |
| Air Dryer, AD9                                                         | 1 15    | 12/23/2011 | Rebuild | 3/26/2012  | C4 pulled for leak. Rebuilt and tested on stand for leaks. Leak tested good.                                                                              |
| Air Dryer, AD9                                                         | 1 06    | 3/25/2012  | Rebuild | 3/26/2012  | Removed from c7 for leak. Tightened end cap bolt and no more leak.                                                                                        |
| Air Regulator                                                          | 1       | 4/22/2008  | Repair  | 5/15/2008  | S/M, B1 shop air regulator does not operate properly - needs rebuild kit. Rebuilt and tested good.                                                        |
| Air Regulator                                                          | 1       | 4/22/2008  | Repair  | 6/15/2008  | N/M, B3 air regulator does not operate correctly - requires a rebuild kit. Incorrect valve assembly supplied by Grainger - modified to get valve to work. |
| Air Regulator                                                          | 1       | 11/5/2008  | Repair  | 11/5/2008  | South maintenance platform B3.                                                                                                                            |
| Air Relay (AR2)                                                        | 1 40    | 4/1/2008   | Rebuild | 5/23/2008  | C2 - tested bad. Requires rebuild.                                                                                                                        |
| Air Relay (AR2)                                                        | 1 36    | 4/1/2008   | Rebuild | 5/23/2008  | C2 - tested bad. Requires rebuild.                                                                                                                        |
| Air Relay (AR2)                                                        | 1 32    | 7/9/2008   | Rebuild | 10/13/2008 | C6, #1 - air leaks out of exhaust at full brake.                                                                                                          |
| Air Relay (AR2)                                                        | 1 33    | 8/7/2008   | Rebuild | 10/13/2008 | C6, #2 - various leaking points.                                                                                                                          |
| Air Relay (AR2)                                                        | 1 21    | 9/16/2008  | Rebuild | 4/15/2009  | C7, #2 - crack in housing.                                                                                                                                |
| Air Relay (AR2)                                                        | 1 32    | 7/9/2008   | Rebuild | 4/15/2009  | C6, #1 - leaks.                                                                                                                                           |
| Air Relay (AR2)                                                        | 1 57    | 4/1/2009   | Rebuild | 4/15/2009  | Unknown problems - tested good.                                                                                                                           |
| Air Relay (AR2)                                                        | 1 34    | 7/1/2009   | Rebuild | 9/7/2009   | D-car. Requires fittings replaced, testing and rebuild if necessary.                                                                                      |
| Air Relay (AR2)                                                        | 1 Bench | 7/1/2009   | Rebuild | 9/7/2009   | test bench - has been in service for several years without a rebuild. Rebuilt and test. Tested good.                                                      |

**IN THE SUPREME COURT OF THE STATE OF NEVADA**

**BOMBARDIER TRANSPORTATION  
(HOLDINGS) USA INC.,**

**Appellant,**

**v.**

**NEVADA LABOR COMMISSIONER;  
THE INTERNATIONAL UNION OF  
ELEVATOR CONSTRUCTORS; and  
CLARK COUNTY,**

**Respondents.**

**Case No. 71101** Electronically Filed  
Nov 06 2017 03:51 p.m.  
Elizabeth A. Brown  
Clerk of Supreme Court

**APPELLANT BOMBARDIER TRANSPORTATION  
(HOLDINGS) USA INC.'S APPENDIX**

**VOLUME 15**

**ER3490-ER3738**

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*Attorneys for Appellant*

| <b>DOCUMENT NAME</b>                                    | <b>DATE</b>      | <b>PAGE NO.</b> |
|---------------------------------------------------------|------------------|-----------------|
| Amended Scheduling Order                                | January 14, 2013 | 0091–0093       |
| Bombardier Transportation (Holdings) USA,<br>Exhibit 1  |                  | 1929–1974       |
| Bombardier Transportation (Holdings) USA,<br>Exhibit 2  |                  | 1975–1981       |
| Bombardier Transportation (Holdings) USA,<br>Exhibit 3  |                  | 1982–1988       |
| Bombardier Transportation (Holdings) USA,<br>Exhibit 4  |                  | 1989–1990       |
| Bombardier Transportation (Holdings) USA,<br>Exhibit 5  |                  | 1991–1992       |
| Bombardier Transportation (Holdings) USA,<br>Exhibit 7  |                  | 1993–2055       |
| Bombardier Transportation (Holdings) USA,<br>Exhibit 8  |                  | 2056–2109       |
| Bombardier Transportation (Holdings) USA,<br>Exhibit 9  |                  | 2110–2166       |
| Bombardier Transportation (Holdings) USA,<br>Exhibit 10 |                  | 2167–2226       |
| Bombardier Transportation (Holdings) USA,<br>Exhibit 11 |                  | 2227–2230       |
| Bombardier Transportation (Holdings) USA,<br>Exhibit 12 |                  | 2231–2240       |
| Bombardier Transportation (Holdings) USA,<br>Exhibit 13 |                  | 2241–2246       |
| Bombardier Transportation (Holdings) USA,<br>Exhibit 14 |                  | 2247–2249       |

|                                                         |  |           |
|---------------------------------------------------------|--|-----------|
| Bombardier Transportation (Holdings) USA,<br>Exhibit 15 |  | 2250–2253 |
| Bombardier Transportation (Holdings) USA,<br>Exhibit 16 |  | 2254–2461 |
| Bombardier Transportation (Holdings) USA,<br>Exhibit 17 |  | 2462–2467 |
| Bombardier Transportation (Holdings) USA,<br>Exhibit 18 |  | 2468–2516 |
| Bombardier Transportation (Holdings) USA,<br>Exhibit 21 |  | 2517–2561 |
| Bombardier Transportation (Holdings) USA,<br>Exhibit 22 |  | 2562–2570 |
| Bombardier Transportation (Holdings) USA,<br>Exhibit 23 |  | 2571–2580 |
| Bombardier Transportation (Holdings) USA,<br>Exhibit 24 |  | 2581–2583 |
| Bombardier Transportation (Holdings) USA,<br>Exhibit 25 |  | 2584      |
| Bombardier Transportation (Holdings) USA,<br>Exhibit 26 |  | 2585–2598 |
| Bombardier Transportation (Holdings) USA,<br>Exhibit 27 |  | 2599–2602 |
| Bombardier Transportation (Holdings) USA,<br>Exhibit 28 |  | 2603–2606 |
| Bombardier Transportation (Holdings) USA,<br>Exhibit 29 |  | 2607–2620 |
| Bombardier Transportation (Holdings) USA,<br>Exhibit 30 |  | 2621–2625 |

|                                                                                                          |                   |           |
|----------------------------------------------------------------------------------------------------------|-------------------|-----------|
| Bombardier Transportation (Holdings) USA, Exhibit 31                                                     |                   | 2626–2808 |
| Bombardier Transportation (Holdings) USA, Exhibit 32                                                     |                   | 2809      |
| Bombardier Transportation (Holdings) USA, Inc.’s Motion for Summary Judgment                             | April 8, 2013     | 0094–0418 |
| Bombardier Transportation (Holdings) USA, Inc. Post-Hearing Brief                                        | December 13, 2013 | 1406–1467 |
| Bombardier Transportation (Holdings) USA, Inc. Pre-Hearing Brief, List of Witnesses and List of Exhibits | June 3, 2013      | 0841–1294 |
| Bombardier Transportation (Holdings) USA, Inc. Reply in Support of Motion for Summary Judgment           | April 24, 2013    | 0675–0765 |
| Bombardier Transportation (Holdings) USA, Inc. Supplement to Unopposed Motion to Seal                    | June 17, 2013     | 1311–1319 |
| Bombardier Transportation (Holdings) USA, Inc. Unopposed Motion to Seal                                  | June 17, 2013     | 1295–1310 |
| Clark County Department of Aviation Exhibit 1                                                            |                   | 2810      |
| Clark County Department of Aviation Exhibit 2                                                            |                   | 2811      |
| Clark County Department of Aviation Exhibit 3                                                            |                   | 2812–2814 |
| Clark County Department of Aviation Exhibit 4                                                            |                   | 2815–2817 |
| Clark County Department of Aviation Exhibit 5                                                            |                   | 2818–2822 |



|                                                    |  |           |
|----------------------------------------------------|--|-----------|
| Clark County Department of Aviation Exhibit<br>13  |  | 2823–299  |
| Clark County Department of Aviation Exhibit<br>14  |  | 3000–3026 |
| Clark County Department of Aviation Exhibit<br>16  |  | 3027–3030 |
| Clark County Department of Aviation Exhibit<br>17  |  | 3031      |
| Clark County Department of Aviation Exhibit<br>18  |  | 3032–3034 |
| Clark County Department of Aviation Exhibit<br>19  |  | 3035–3041 |
| Clark County Department of Aviation Exhibit<br>20  |  | 3042–3044 |
| Clark County Department of Aviation Exhibit<br>20A |  | 3045–3046 |
| Clark County Department of Aviation Exhibit<br>20B |  | 3047–3050 |
| Clark County Department of Aviation Exhibit<br>22  |  | 3051–3115 |
| Clark County Department of Aviation Exhibit<br>23  |  | 3116–3134 |
| Clark County Department of Aviation Exhibit<br>25  |  | 3135–3208 |
| Clark County Department of Aviation Exhibit<br>26  |  | 3209–3286 |
| Clark County Department of Aviation Exhibit<br>27  |  | 3287–3343 |

|                                                   |  |           |
|---------------------------------------------------|--|-----------|
| Clark County Department of Aviation Exhibit<br>30 |  | 3344–3391 |
| Clark County Department of Aviation Exhibit<br>32 |  | 3392–3453 |
| Clark County Department of Aviation Exhibit<br>33 |  | 3454–3456 |
| Clark County Department of Aviation Exhibit<br>34 |  | 3457–3459 |
| Clark County Department of Aviation Exhibit<br>35 |  | 3460–3463 |
| Clark County Department of Aviation Exhibit<br>36 |  | 3464–3466 |
| Clark County Department of Aviation Exhibit<br>37 |  | 3467–3469 |
| Clark County Department of Aviation Exhibit<br>38 |  | 3470–3472 |
| Clark County Department of Aviation Exhibit<br>39 |  | 3473–3507 |
| Clark County Department of Aviation Exhibit<br>40 |  | 3508–3511 |
| Clark County Department of Aviation Exhibit<br>41 |  | 3512–3524 |
| Clark County Department of Aviation Exhibit<br>42 |  | 3525–3526 |
| Clark County Department of Aviation Exhibit<br>43 |  | 3527–3532 |
| Clark County Department of Aviation Exhibit<br>44 |  | 3533–3534 |

|                                                                             |                    |           |
|-----------------------------------------------------------------------------|--------------------|-----------|
| Clark County Department of Aviation Exhibit 141                             |                    | 3535–3539 |
| Clark County Department of Aviation List of Documents                       |                    | 0837–0840 |
| Clark County Department of Aviation Pre-Hearing Brief                       |                    | 0800–0832 |
| Clark County Department of Aviation Post-Hearing Brief                      |                    | 1320–1365 |
| Clark County Department of Aviation Response to Motion for Summary Judgment |                    | 0419–0549 |
| Clark County Department of Aviation Revised Determination                   |                    | 0018–0036 |
| Clark County Department of Aviation Witness List                            |                    | 0833–0836 |
| Determination of Clark County Department of Aviation                        |                    | 0003–0005 |
| Final Order                                                                 | March 6, 2014      | 3939–3952 |
| Hearing Transcript (Volume 1)                                               | June 25, 2013      | 1468–1555 |
| Hearing Transcript (Volume 2)                                               | June 26, 2013      | 1556–1660 |
| Hearing Transcript (Volume 3)                                               | June 27, 2013      | 1661–1774 |
| Hearing Transcript (Volume 4)                                               | June 28, 2013      | 1775–1810 |
| Hearing Transcript (Volume 5)                                               | September 9, 2013  | 1811–1884 |
| Hearing Transcript (Volume 6)                                               | September 10, 2013 | 1885–1928 |
| Interim Order                                                               | June 7, 2011       | 0009–0017 |
| International Union of Elevator Constructors Exhibit 1                      |                    | 3540–3722 |

|                                                            |  |           |
|------------------------------------------------------------|--|-----------|
| International Union of Elevator Constructors<br>Exhibit 2  |  | 3723–3725 |
| International Union of Elevator Constructors<br>Exhibit 3  |  | 3726–3727 |
| International Union of Elevator Constructors<br>Exhibit 4  |  | 3728–3751 |
| International Union of Elevator Constructors<br>Exhibit 5  |  | 3752–3753 |
| International Union of Elevator Constructors<br>Exhibit 7  |  | 3754–3760 |
| International Union of Elevator Constructors<br>Exhibit 8  |  | 3761–3770 |
| International Union of Elevator Constructors<br>Exhibit 9  |  | 3771–3802 |
| International Union of Elevator Constructors<br>Exhibit 10 |  | 3803–3810 |
| International Union of Elevator Constructors<br>Exhibit 13 |  | 3811–3823 |
| International Union of Elevator Constructors<br>Exhibit 17 |  | 3824      |
| International Union of Elevator Constructors<br>Exhibit 18 |  | 3825–3829 |
| International Union of Elevator Constructors<br>Exhibit 19 |  | 3830–3838 |
| International Union of Elevator Constructors<br>Exhibit 21 |  | 3839–3840 |
| International Union of Elevator Constructors<br>Exhibit 22 |  | 3841–3843 |

|                                                                                           |                   |           |
|-------------------------------------------------------------------------------------------|-------------------|-----------|
| International Union of Elevator Constructors<br>Exhibit 23                                |                   | 3844      |
| International Union of Elevator Constructors<br>Exhibit 24                                |                   | 3845–3846 |
| International Union of Elevator Constructors<br>Exhibit 25                                |                   | 3847–3860 |
| International Union of Elevator Constructors<br>Exhibit 27                                |                   | 3861–3870 |
| International Union of Elevator Constructors<br>Exhibit 28                                |                   | 3871–3938 |
| International Union of Elevator Constructors<br>Objection to Revised Determination        |                   | 0040–0044 |
| International Union of Elevator Constructors<br>Opposition to Motion for Summary Judgment | April 16, 2013    | 0550–0674 |
| International Union of Elevator Constructors<br>Post-Hearing Brief                        | December 11, 2013 | 1366–1405 |
| International Union of Elevator Constructors<br>Pre-Hearing Conference Memorandum         | June 18, 2012     | 0068–0075 |
| International Union of Elevator Constructors<br>Pre-Trial Brief                           | April 19, 2013    | 0766–0794 |
| International Union of Elevator Constructors<br>Prevailing Wage Complaint                 | October 9, 2009   | 0001–0002 |
| Notice of Entry of Order                                                                  | August 10, 2011   | 0045–0054 |
| Notice of Pre-Hearing Conference                                                          | May 17, 2012      | 0037–0039 |
| Order Denying Motion for Summary<br>Judgment                                              | June 3, 2013      | 0795–0799 |
| Order on International Union of Elevator<br>Constructors’ Petition for Reconsideration    | May 18, 2012      | 0055–0067 |

|                                                                  |                  |           |
|------------------------------------------------------------------|------------------|-----------|
| Revised Determination of the Clark County Department of Aviation | March 30, 2010   | 0006–0008 |
| Scheduling Order                                                 | June 27, 2012    | 0076–0080 |
| Stipulated Protective Order, signed by the Labor Commissioner    | November 7, 2012 | 0081–0090 |
| Summary of Legislation History of 1981                           |                  | 3953–4005 |

# "D" STATION DOORS (SAT. NORTH)

| DATE:    | PM NO. | FAILURE                                | INITIALS       | DESCRIPTION                                                       |
|----------|--------|----------------------------------------|----------------|-------------------------------------------------------------------|
| 7/31/11  | B2 7/8 | C+L                                    | RK             | Replaced Auto-lock due to Being old Style.                        |
| 8/27/11  | B2 7/8 | C/L                                    | AU             | Replaced Auto lock due to C/L failure                             |
| 9-5-11   | B2 3/4 |                                        | CR             | Replace Auto Lock Due to DI codes                                 |
| 10-1-11  | B2 5/6 |                                        | MS DB AU       | Replaced worn Roller wheel Assy and Relevelled doors              |
| 10/22/11 | B1, #8 |                                        | DB, AU MS      | Replaced roller assy / door guides due to wear                    |
| 11/10/11 | B2 1/2 | C/L                                    | AU, MS         | Replaced Autolock                                                 |
| 11/13/11 | B3 1/8 | <del>Malfunction</del><br>MILF on open | AU             | Replaced Control Board                                            |
| 11/19/11 | B3 7/8 | MALF ON OPEN                           |                | REPLACED MOTOR AND AUTOLOCK ASSYS.                                |
| 12/30/11 | B3 7/8 | MALF                                   | AU, MS         | REPLACED CONTROLLER AND AUTOLOCK ASSYS.                           |
| 12-31-11 | B3 7/8 | MALF                                   | AU, MS         | Replaced Drive motor P.I.S                                        |
| 1-28-12  | B3 3/4 | NO C/L                                 | MS, AU         | Replaced Autolock stripped close monitor plugger not loose switch |
| 5/24/12  | B2 7/8 | NO C/L                                 | AF, AC, AU     | R/R autolock.                                                     |
| 6/5/12   | B2 3/4 | MALF                                   | AF, AU         | R/R AUTOLOCK Assy                                                 |
| 7/8/12   | B2 5/6 | Door won't close                       | AF, DE, AU, AC | R/R'd door guides                                                 |

5

03490

# "D" STATION DOORS (MAIN SOUTH)

| DATE:    | PM NO.  | FAILURE         | INITIALS | DESCRIPTION                                                                          |
|----------|---------|-----------------|----------|--------------------------------------------------------------------------------------|
| 5/10/09  | B1 5/6  | MALE            | PM       | REPLACED AUTOLOCK ASSY                                                               |
| 5/25/09  | B1 7/8  |                 | PM       | REPLACED CLOSE AND LOCK LED.                                                         |
| 5/25/09  | B2 5/6  |                 | PM       | REPLACED CLOSE AND LOCK LED.                                                         |
| 8-9-09   | B0 1/2  | NO C/L          | D        | adj settings<br>close force up 2<br>close speed up 1                                 |
| 8/9/09   | B2 3/4  | MALE            | PM       | REPLACED DOOR MOTOR DUE TO ERRATIC MOVEMENT ON OPEN/CLOSE AND FAILURE TO OPEN/CLOSE. |
| 8-23-09  | B 1-5/8 | NO C/L          | EC       | RELEASE BLOCK BROKEN<br>REPLACE AUTOLOCK.                                            |
| 10/13/09 | B2 3/4  | MALE ON OPEN    | PM-TH    | REPLACED DOOR CONTROLLER DUE TO FREEZING ON OPEN W/ MALE.                            |
| 10/30/09 | B2 3/4  | MALE ON OPEN    | AU       | Replaced Door controller & Dr motor for failure to open/close.                       |
| 11/28/09 | B2 3/4  | door set freeze | DA       | <del>replaced</del> replaced motor due to harness plugged on the encoder             |
| 12/03/09 | B2 3/4  | MALE on open    | AU       | Replaced K2 Relay, Relay flakey.                                                     |
| 12/28/09 | B2 3/4  |                 | PM       | REPLACED DOOR MOTOR FOR BROKEN/ LOOSE HOUSING NEAR ENCODER CABLE.                    |
| 2/16/10  | B1 1/2  | CTL             | DL       | Replaced Auto-lock Assy. Due to Bent E-HANDLE Link.                                  |
| 3/25/10  | B2 3/4  | CTL             | AU       | Replaced Auto lock due not dropping                                                  |
| 4/28/10  | B3 3/4  | CTL             | AU       | Replaced Auto lock due to not dropping                                               |

03491

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## "D" STATION DOORS (MAIN SOUTH)

| DATE:             | PM NO.            | FAILURE                  | INITIALS           | DESCRIPTION                                                        |
|-------------------|-------------------|--------------------------|--------------------|--------------------------------------------------------------------|
| 6/9/10            | S/L               | NONE                     | PM                 | UPDATED FIRMWARE ON ALL DOORSETS TO VERSION 6.79                   |
| 6/13/10           | S/L               | NONE                     | PM                 | CREATED NEW DOOR PROFILES AND LOADED THEM INTO THE NEW PALM PILOT. |
| 7/1/10            | S/L               | malFunct on open         | AV                 | Replaced Auto lock.                                                |
| 10/7/10           | B2 3/4            | MALF ON OPEN             | PM                 | REPLACED AUTOLOCK AND DCU TO TROUBLESHOOT UNLOCK FAILS.            |
| 10/10/10          | B1 3/4            | MALF open                | MS RV              | Replaced Auto Lock leveled both leaves tightened Belt              |
| 11/17/10          | B2 3/4            | MALF ON OPEN             | RV, RK MS          | REPLACED AUTO LOCK AND DOOR MOTOR.                                 |
| 12/24/10          | B1 1/2            | MalF on open             | AV, MS,            | Replaced Auto lock.                                                |
| <del>1/7/11</del> | <del>B2 3/4</del> | <del>malF on close</del> | <del>AV, MS,</del> | <del>Replaced Auto lock</del>                                      |
| 1/7/11            | B1 7/8            | C/L                      | PM                 | REPLACED AUTOLOCK                                                  |
| 1/24/11           | B2 3/3            | MalF open                | EK/AV              | Replaced Motor                                                     |
| 2-20-11           | B2 3/4            | C/L                      | AV                 | Replaced Auto Lock                                                 |
| 4-4-11            | B3 5/6            | MalF on open             | EK                 | Replaced Auto lock (broken spring)                                 |
| 4/6/11            | B3 3/4            | BROKE Spring             | RK                 | Replaced lock Assy.                                                |
| 4/6/11            | B3 1/2            | BROKE Spring             | RK                 | Replaced lock Assy.                                                |

## "D" STATION DOORS (MAIN SOUTH)

| DATE:    | PM NO.  | FAILURE                  | INITIALS | DESCRIPTION                                            |
|----------|---------|--------------------------|----------|--------------------------------------------------------|
| 4/6/11   | B-2 5/6 | BROKE SPRING             | RDK      | Replaced lock Assy.                                    |
| 4/6/11   | B-1 5/6 | BROKE SPRING             | RDK      | Replaced lock Assy.                                    |
| 4/9/11   | B2 5/6  | Mech Fract in open       | AV       | Replaced Auto lock                                     |
| 4/24/11  | BE 7/8  | FAULTY <del>CH</del> C/L | EN, R    | Replaced auto lock, repaired Nylon close switch Block  |
| 4/26/11  | B2 3/4  | SAGGING                  | RK       | Replaced THRESHOLD FILLER STRIP                        |
| 6-30-11  | B2 7/8  | old style                | MJ       | Replaced old style with new PM1200                     |
| 6/30/11  | B1 1/2  | old style                | AV       | replaced autolock due to old style                     |
| 6/30/11  | B2 3/4  | old style                | AV       | replaced autolock due to old style                     |
| 7-2-11   | B2 1/2  | MISSING EARN SPRING      | MJ       | Replaced AUTOLOCK For MISSING EARN SPRING              |
| 7-18-11  | B3 3/4  | MALE OPEN LOSS OF C/L    | AV<br>OK | REPLACED AUTOLOCK & BROKEN STRIKER BLOCK               |
| 10-4-11  | B3 3/4  | MALE OPEN                | MJ<br>AV | Replaced Auto Locks                                    |
| 10/28/11 | B1 5/6  | MALE OPEN                | PM       | REPLACED AUTOLOCK ASSY.                                |
| 11/3/11  | B3 3/4  | n/a                      | DE       | replaced door guides on both 3/4 due to wear / upgrade |
| 11/8/11  | B2 1/2  | MALE                     | RDK      | Replaced Auto-lock                                     |

## "D" STATION DOORS (MAIN SOUTH)

| DATE:   | PM NO.                         | FAILURE           | INITIALS     | DESCRIPTION                                                                           |
|---------|--------------------------------|-------------------|--------------|---------------------------------------------------------------------------------------|
| 1-1-12  | B2 <sup>3</sup> / <sub>4</sub> | MAIP              | MJ<br>AU     | Replaced controller                                                                   |
| 1-1-12  | B2 <sup>3</sup> / <sub>4</sub> | MAIP              | MJ<br>AU     | replaced drive motor                                                                  |
| 1/1/12  | B2 <sup>3</sup> / <sub>4</sub> | MAIP              | RDL          | Replaced Auto-lock Assy.<br>for DZ codes.                                             |
| 1/5/12  | B3 <sup>3</sup> / <sub>4</sub> | MAIP ON<br>OPEN   | PT, AU       | REPLACED AUTOLOCK AND DOOR<br>CONTROLLER ASSYS.                                       |
| 1-6-12  | B3 <sup>3</sup> / <sub>4</sub> | MAIP ON<br>OPEN   | MJ, AU       | Replaced DR. MOTOR                                                                    |
| 1/8/12  | B3 <sup>3</sup> / <sub>4</sub> | NO OPERATE        | RDL          | Replaced Auto-lock Assy. +<br>TIGHTENED BELT,                                         |
| 1/15/12 | B3 <sup>3</sup> / <sub>4</sub> | upgrade           | DE/AU,<br>MJ | replaced all rollers due to wear,<br>replaced door set                                |
| 2-3-12  | B3 <sup>5</sup> / <sub>6</sub> | MAIP              | MJ, PT       | Replaced auto lock                                                                    |
| 2/6/12  | B3 <sup>5</sup> / <sub>6</sub> | UNLOCK<br>FAIL    | RV, CR       | REPLACED AUTOLOCK, REPLACED<br>THE BACK WHEELS ON LEAF 5.<br>LEVELED BOTH DOOR LEAFS. |
| 2/19/12 | B1 <sup>1</sup> / <sub>2</sub> | POOR<br>OPERATION | RV           | REPLACED AUTOLOCK DUE TO<br>"DZ" CODES.                                               |
| 2/19/12 | B3 <sup>3</sup> / <sub>4</sub> | MAIP ON<br>OPEN   | RV           | LEVELED LEAF 4 AND LOOSEED<br>BELT TENSION,                                           |
| 2/21/12 | B3 <sup>3</sup> / <sub>4</sub> | MAIP<br>CLOSED    | RV           | REPLACED AUTOLOCK "DZ" CODES                                                          |
| 2/25/12 | B3 <sup>3</sup> / <sub>4</sub> | MAIP<br>OPEN      | AU           | replaced auto lock / motor, adjusted<br>sensors, F.I.S. and returned to<br>service    |
| 3/22/12 | B3 <sup>5</sup> / <sub>6</sub> | C/L               | AU           | REPLACED AUTOLOCK.                                                                    |

# **"D" STATION DOORS (MAIN SOUTH)**

| DATE     | PM NO.    | FAILURE                         | INITIALS      | DESCRIPTION                                                          |
|----------|-----------|---------------------------------|---------------|----------------------------------------------------------------------|
| 03/25/12 | B2<br>5/6 | C/L                             | AU            | Replaced Auto lock                                                   |
| 03/23/12 | B3<br>5/6 | C/L<br>CE CODE                  | AU            | Replaced DC motor                                                    |
| 4/17/12  | B3<br>5/6 | OBSTRUCTION<br>ON<br>OPEN       | RV            | REPLACED DOOR GUIDES ON LEAF 6<br>DUE TO WEAR.<br>REPLACED AUTO LOCK |
| 4/17/12  | B2<br>3/4 | NO<br>RECYCLE                   | RV            | REPLACED AUTO LOCK.                                                  |
| 8-14-12  | B3<br>9/6 | N/A                             | Multi: PTDAS  | Replaced Auto lock                                                   |
| 12/22/12 | B3<br>7/6 | Door2 malif                     | WJ            | REPLACE AUTO LOCK                                                    |
| 12/29/12 | B1<br>1/2 | Doors<br>won't open<br>or close | VM, WM,<br>AZ | R/Ed Keyswitch assy. Must wiggle<br>key to get door to operate.      |
| 1/25/13  | B1<br>3/4 | C/L                             | WL, AF        | REPLACE AUTO LOCK, Door2 WILL NOT<br>OPEN OR CLOSE & DC CODES        |
| 2-13-13  | B1<br>1/2 | C/L                             | NG, BLR       | Replaced Auto-lock, adjusted<br>belt tension                         |
| 3-30-13  | B2<br>3/4 | Doors<br>malif                  | CM, KD        | replaced Auto-lock, door motorif controller                          |
|          |           |                                 |               |                                                                      |
|          |           |                                 |               |                                                                      |
|          |           |                                 |               |                                                                      |
|          |           |                                 |               |                                                                      |

# "D" STATION DOORS (SAT. SOUTH)

| DATE:              | PM NO. | FAILURE                   | INITIALS       | DESCRIPTION                                                                                 |
|--------------------|--------|---------------------------|----------------|---------------------------------------------------------------------------------------------|
| 10/25/06           | —      | no power                  | DE, MW, TA     | replaced power supply due to no power to doorset                                            |
| 11/18/07           |        | high resistance           | DE, RF         | replaced auto locks B1 3/4, B2 1/2, B3 1/4 due to high resistance                           |
| <del>1-22-07</del> |        | <del>lock chamber</del>   | <del>RV</del>  | <del>REPLACED AUTO LOCK</del>                                                               |
| 4-3-07             |        | UF unlock failure         | TA, RDN        | Replaced Auto Lock @ Bench 2 1/2                                                            |
| 4/4/07             |        | door malfunction          | DE             | replaced auto lock due to door mal. bench 1 1/2                                             |
| 4/11/07            |        | Open item                 | DK, DA         | Replaced Belt                                                                               |
| 5/30/07            | B2-5/6 | No Recycle on obstruction | RDK, PT, DMK   | REPLACED SAFETY BEAM TRANSMITTER SIDE FOR FAILURE.                                          |
| 7/3/07             | B2 5/6 | Malfunction               | TA, PT, DR, RV | REPLACED AUTO LOCK ASSY. FOUND BROKEN RESISTOR                                              |
| 7/21/07            | B2 7/8 | Auto lock sticking        | MW             | Replaced Sticky Auto lock                                                                   |
| 8/29/07            | B1 5/6 | UNLOCK FAIL               | MW/MW          | REPLACED AUTO LOCK DUE TO UNLOCK FAILS.                                                     |
| 6/9/08             | B1 7/8 | C+L                       | RDK            | REPLACED 3 C+L SWITCHES DUE TO FLAKY RESISTANCE                                             |
| 6/8/08             | B1 5/6 | C+L                       | RV, PT, TA     | REPLACED 3 C+L SWITCHES DUE TO FLAKY RESISTANCE                                             |
| 7/14/08            | 1202   | Flaky switches            | DR             | Replaced switches B1 5/6 (Right Top Left) B2 7/8 (Left), B2 5/6 (Right) for faulty readings |
| 7/14/08            | 1202   | C+L                       | RDK            | REPLACED B-2 5/6 C+L SWITCHES ALL 3 now left and right                                      |

03496

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## "D" STATION DOORS (SAT. SOUTH)

| DATE:    | PM NO.                 | FAILURE                    | INITIALS      | DESCRIPTION                                                                   |
|----------|------------------------|----------------------------|---------------|-------------------------------------------------------------------------------|
| 7/14/08  | 1202                   | C+L                        | RDK           | REPLACED C+L SWITCH AT B-3 1/2 (Right).                                       |
| 7/14/08  | 1202                   | AUTO LOCK<br>(UNLOCK FAIL) | RV            | REPLACED AUTOLOCK AT BERTH-3 DOORS S/O.                                       |
| 10/28/08 | B2 1/2                 | UNLOCK<br>FAIL             | PM            | REPLACED AUTOLOCK AT B2 1/2 FOR UNLOCK FAILS.                                 |
| 12/2/08  | B1 5/6                 | C+L                        | PM            | REPLACED AUTOLOCK B1 5/6.                                                     |
| 5/25/09  | B1 5/6                 |                            | PM            | REPLACED CLOSE AND LOCK LED.                                                  |
| 5/25/09  | B1 7/8                 |                            | PM            | REPLACED CLOSE AND LOCK LED.                                                  |
| 6/6/09   | B1, 3/4                |                            | DE            | replaced auto lock due to coil failure mal.                                   |
| 6/6/09   | B1, 7/8                |                            | DE            | replaced amber light due to burnt bulb                                        |
| 8/11/09  | B2 3/4 (leaky)         | WEAR                       | RDK           | REPLACED Door Guides due to WEAR.                                             |
| 8/24/09  | B2 3/4                 |                            | PM            | REPLACED DOOR CONTROLLER DUE TO DOORS FREEZING WHEN SAFETY EYEBEAM IS BROKEN. |
| 10/14/09 | B3 1/2                 | C+L                        | PM            | REPLACED AUTOLOCK DUE TO NO CLOSE AND LOCK                                    |
| 10/29/09 | B3 1/2                 | C/L                        | DE, AU        | replaced auto lock and adjusted belt tension due to no C/L and doors freezing |
| 11/16/09 | B3 1/2                 | C/L                        | PM            | REPLACED AUTOLOCK AT B3 1/2 DUE TO NO C/L. MISSING RELEASE BLOCK SPRING.      |
| 12/12/10 | B2 1/4, 3/4,<br>B1 5/6 | MISSING /<br>TOW MALF.     | AU, CV,<br>RV | Replaced motor.                                                               |

## "D" STATION DOORS (SAT. SOUTH)

| DATE:    | PM NO.  | FAILURE          | INITIALS         | DESCRIPTION                                                        |
|----------|---------|------------------|------------------|--------------------------------------------------------------------|
| 6/21/10  | S/A     | NONE             | PM               | UPDATED FIRMWARE ON ALL DOORSETS TO VERSION 6.77.                  |
| 6/22/10  | S/A     | NONE             | PM               | CREATED NEW DOOR PROFILES AND LOADED THEM ONTO THE NEW PALM PILOT. |
| 6/27/10  | B3 3/4  | MALFN OPEN       | PM               | REPLACED DOOR CONTROLLER TO TROUBLESHOOT                           |
| 8/06/10  | B2 1/2  | C/L              | PM               | Replaced Autolock                                                  |
| 8/10/10  | B3 3/4  | MALFN wide open  | RV<br>UM         | Adjusted Drive Belt Tension<br>Released Door Leaf.                 |
| 9/19/10  | B1 1/2  | C/L              | AC               | Replaced Auto lock                                                 |
| 10/10/10 | B3 1/8  | C/L              | MT<br>RV         | Replaced Auto Lock                                                 |
| 10/29/10 | B2 1/2  | C/L              | PM               | REPLACED AUTOLOCK.                                                 |
| 11/13/10 | B1 3/4  | C/L              | PM               | REPLACED AUTOLOCK ASSY.                                            |
| 11/21/10 | B3 1/2  | C/L              | RV<br>RL         | Replaced lock Assy. for<br>BROKEN SPRING.                          |
| 11/26/10 | B2, 5/6 | lock fail        | AV, MT<br>DE     | 1 y/mal auto/scr, controller, board<br>motor c/w to lock in f/s    |
| 12/21/10 | B1 3/4  | WORN DOOR GUIDES | RV, RK           | REPLACED DOOR GUIDES.                                              |
| 12/25/10 | B3 1/8  | MALFN ON OPEN    |                  | Replaced Auto-lock.                                                |
| 12/27/10 | B1 5/6  | WORN Guides      | RK<br>RV, EK, CK | Replaced Door Guides Due TO WEAR                                   |

# "D" STATION DOORS (SAT. SOUTH)

| DATE:    | PM NO.             | FAILURE                       | INITIALS          | DESCRIPTION                                         |
|----------|--------------------|-------------------------------|-------------------|-----------------------------------------------------|
| 12/27/10 | B-2<br>5/6         | WORN<br>GUIDES                | RK, EK,<br>RV, CR | REPLACED DOOR GUIDES due<br>TO WEAR.                |
| 01/15/11 | B2<br>3/4          | C/L<br>Issues                 | AU,<br>MJ         | Replaced Autolock                                   |
| 01/13/11 | B3<br>3/4          | WORN<br>DR GUIDES             | AU, MJ,<br>RDR    | Replaced all four dr guides<br>due to wear          |
| 2/2/11   | B2<br>5/6          | MAIP<br>+ Recycling           | EK, RV<br>RK, RV  | REPLACED CONTROL BOARD +<br>CLEANED OPTICAL LENSES. |
| 2-11-11  | B1 3/4             | MAIP<br>close                 | MJ<br>AU          | Replaced Autolock FIS.                              |
| 3/1/11   | B1<br>5/6          | MAIP<br>NO RECYCLE            | EK<br>RK          | Replaced Auto-lock                                  |
| 3/30/11  | B1 5/6             | MAIP on<br>OPEN<br>NO RECYCLE | EK                | REPLACED AUTO-LOCK due TO<br>BROKEN PLUNGER SWITCH. |
| 6/10/11  | B3 5/6             | broken<br>spring              | MB, DV,<br>AU     | Replaced due to broken spring/<br>old style lock    |
| 6-18-11  | B1 1/2             | Broken<br>spring<br>NO C/L    | MJ, AU            | REPLACED AUTO LOCK<br>broken E spring               |
| 7-19-11  | B-1 7/8<br>PM 1200 | old style                     | CR<br>RV,         | Replaced Auto-lock                                  |
| 7-19-11  | B-2 1/2            |                               | RK                |                                                     |
| 7-19-11  | B-2 7/8            |                               |                   |                                                     |
| 7-20-11  | B3 1/2             | MAIP<br>on close              | MJ, AU<br>RK      | Replaced controller<br>F.I.S.                       |
| 7-21-11  | B3 1/2             | MAIP                          | AK, MJ, AU        | Replaced motor<br>F.I.S.                            |

4

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# **"D" STATION DOORS (SAT. SOUTH)**

| DATE     | PM NO. | FAILURE         | INITIALS             | DESCRIPTION                                        |
|----------|--------|-----------------|----------------------|----------------------------------------------------|
| 8-4-11   | B3 7/8 | MAIP<br>ON OPEN | AV, PT               | Replaced Autolock for MAIP ON OPEN                 |
| 11/29/11 | B2 1/2 | MALF.           | RV, AF               | REPLACED AUTOLOCK                                  |
| 12/14/11 | B3 7/8 | INOP.           | RK                   | Replaced Auto-lock Controller + Drive Motor.       |
| 1-19-12  | B3 7/8 | MAIP<br>ON OPEN | MS<br>AV             | REPLACED Auto Lock                                 |
| 1-20-12  | B3 7/8 |                 | MS<br>AV             | Replaced door guides due to wear and door rollers  |
| 1/21/12  | B3 7/8 | MALF            | PR                   | REPLACED AUTOLOCK.                                 |
| 1/21/12  | B3 7/8 | MALF            | AV                   | Replaced Dr motor, and controller                  |
| 1/22/12  | B3 7/8 | INOP            | RDK                  | Replaced Auto-lock w/ no fix.                      |
| 3/8/12   | B2 3/4 | MALF<br>DZ code | AV/<br>DE            | Replaced Auto-lock                                 |
| 4/17/12  | B3 7/8 | NO<br>RECYCLE   | RV                   | REPLACED AUTO LOCK -                               |
| 6/4/12   | B2 5/6 | MALF            | CM                   | Replaced Auto Lock                                 |
| 7/5/12   | B2 1/2 | INOP            | DE, AF<br>CM, CH     | R/R autoblock due to DZ codes                      |
| 7/5/12   | B2 1/2 | INOP            | DE, AF<br>CM, CH     | R/R station door controller, not holding parameter |
| 7/6/12   | B2 1/2 | INOP            | DE, AF<br>CM, CH, AV | Repeat door closure problems                       |

5

03500

ER3500

# "C" STATION DOORS (MAIN-WEST)

| DATE:    | PM NO.      | FAILURE                                                | INITIALS | DESCRIPTION                                                                                                 |
|----------|-------------|--------------------------------------------------------|----------|-------------------------------------------------------------------------------------------------------------|
| 12/17/07 | 1200<br>511 | CAP                                                    | RK<br>RV | REPLACED RIGHT HAND DOOR<br>CAP DUE TO BEING SPLIT.                                                         |
| 7/14/08  | POS. 1/8    | MAIS.                                                  | RDR      | REPLACED HANGER BEARINGS<br>DUE TO BEING SEIZED.                                                            |
| 07/29/09 | B-2<br>7/8  | C+L                                                    |          | REPLACED AUTO-LOCK DUE TO IT<br>NOT DROPPING ALL THE WAY.                                                   |
| 08/26/09 | B2<br>3/4   | C+L                                                    | AU, PT   | Found Broken Bracket, plunger switch<br>Bracket. Replaced.                                                  |
| 10/07/09 | B2<br>7/8   | Cracked<br>plunger<br>switch<br>Bracket                | PCR      | Found Broken plunger switch Bracket.<br>Replaced.                                                           |
| 11/27/09 | B2<br>7/8   | Encoder failure<br>Constant<br>pressure,<br>stuck open | AU       | Replaced motor due to<br>encoder failures.                                                                  |
| 1/6/10   | B2 3/8      | C+L                                                    | Pm       | REPLACED BROKEN PLUNGER<br>SWITCH BRACKET.                                                                  |
| 1/19/10  | B2 3/4      | MALF                                                   | Pm       | REPLACED AUTOLOCK DUE TO DZ<br>MALF CODE. ALSO REPLACED CRACKED<br>PLUNGER SWITCH BRACKET ASSY.             |
| 3/24/10  | B2 3/4      | C+L                                                    | Pm       | REPLACED BROKEN PLUNGER SWITCH<br>BRACKET. ALSO, BOLT WAS STRIPPED SO ADDED<br>A NUT ON THE BACK TO SECURE. |
| 3/24/10  | B2 3/4      | C+L                                                    | Pm       | ADJUSTED PLUNGER SWITCH BRACKET TO<br>GET CLOSE AND LOCK.                                                   |
| 4/7/10   | B-1 1/2     | C+L                                                    | RDL      | REPLACED RETURN SPRING ON LOCK<br>ASSY. DUE TO FAILURE / BROKEN.                                            |
| 5/11/10  | B2 3/4      | C+L                                                    | Pm       | REPLACED AUTOLOCK, POWER SUPPLY CABLE<br>AND BROKEN C+L PLUNGER SWITCH BRACKET.                             |
| 5/20/10  | B2 5/6      | C+L                                                    | AU       | Replaced C+L Bracket and Auto lock                                                                          |
| 5/21/10  | B2 7/8      | C+L                                                    | AU       | Replaced Auto lock due to not Dropping<br>all the way.                                                      |

03501

ER3501

# "C" STATION DOORS (MAIN- WEST)

| DATE:    | PM NO.   | FAILURE              | INITIALS   | DESCRIPTION                                                                |
|----------|----------|----------------------|------------|----------------------------------------------------------------------------|
| 6/2/10   | B2 5/6   | C/L                  | PM         | REPLACED PLUNGER SWITCH BRACKET (BENT)                                     |
| 6/3/10   | B2 5/6   | C/L                  | AU, CR     | Replaced Auto lock due to Heavy Burs in cam.                               |
| 6/4/10   | B2 5/6   | C/L                  | AL         | Replaced Auto lock due to C/L lock flake out from Plunger Switch and       |
| 6/5/10   | B2 5/6   | C/L                  | AU         | Replaced motor due to previous C/L issues. Dr set not closing hard enough. |
| 6/9/10   | W/L      | NONE                 | PM         | UPDATED FIRMWARE ON ALL DOORSETS TO VERSION 6.79.                          |
| 6/10/10  | W/L      | NONE                 | PM         | CREATED NEW DOOR PROFILES AND SAVED THEM ONTO THE NEW PALM PILOT.          |
| 6/29/10  | B2 5/6   | C/L                  | PM         | REPLACED BENT CLOSE MONITOR BRACKET. ADJUSTED/CLEANED AUTOLOCK ASSY        |
| 6/30/10  | B2 5/6   | MALE ON CLOSE        | RV, RK     | REPLACED AUTOLOCK AND LEVELED DOOR.                                        |
| 8/17/10  | B2 3/4   | C/L                  | PM         | REPLACED BENT C/L BRACKET.                                                 |
| 8/14/10  | B1 5/6   | C/L                  | AL         | Replaced Autolock.                                                         |
| 8/20/10  | B1 5/6   | C/L                  | AU, DE     | Replaced Dr controller.                                                    |
| 11/1/10  | RETROFIT | DOOR POSITION SWITCH | RV, RK, MJ | RETROFITTED ALL DOORS W/ NEW STYLE BRACKET FOR DOOR POSITION. Since        |
| 12/14/10 | B1 1/2   | Fault Indication     | EL         | Replaced Door Motor for multiple Faults                                    |
| 12/22/10 | B1 5/6   | Close C/L Switch     | EL, CR     | Replaced Autolock                                                          |

# **"C" STATION DOORS (MAIN WEST)**

| DATE     | PM NO.        | FAILURE                        | INITIALS | DESCRIPTION                                                      |
|----------|---------------|--------------------------------|----------|------------------------------------------------------------------|
| 12/22/10 | B1 5/6        | Half open                      | EK, CR   | Replaced Motor                                                   |
| 12/22/10 | B1 5/6        | Doors Studder during Close     | EK, CR   | Replaced Door Controller                                         |
| 1-8-11   | B1 3/4<br>W-M | <del>Half open</del><br>C/L NO | 19<br>AV | Replaced Auto Lock<br>H                                          |
| 2/16/11  | B1 5/6        | Half open.<br>Random Recycling | EK       | Replaced Motor                                                   |
| 4-4-11   | B2 3/4        | Broke Spring                   | RK       | Replaced lock Assy.                                              |
| 4-4-11   | B1 1/2        | Broke Spring                   | EK       | Replaced lock Assy.                                              |
| 5/6/11   | B1 1/2<br>W-M | Half open                      | AV/AN    | Replaced Auto lock and Dr motor                                  |
| 6/29/11  | B2 5/6        | C+L                            | RK       | Replaced Auto-lock due to Broke Spring                           |
| 7-1-11   | B2 5/6        | NO C/L                         | MJ<br>PT | Replaced Auto lock<br>NO C/L                                     |
| 7/19/11  | B2 3/4        | Recycle                        | RK       | Replaced Motor due to Knocking at gearbox, oily + smelted wires. |
| 7/25/11  | B2 1/2        | C+L                            | CR       | Replaced Auto-lock for Broke Spring                              |
| 7/25/11  | B1 7/8        | C+L                            | RK       | Replaced Auto-lock for Broke Spring                              |
| 7/25/11  | B2 7/8        | C+L                            | RK       | Replaced Auto-lock Assy<br>Broke Spring                          |
| 8/11/11  | B2 7/8        | UNLOCK FAILS                   | PT       | REPLACED AUTOLock ASSY.                                          |

# **"C" STATION DOORS (MAIN WEST)**

| DATE     | PM NO.      | FAILURE                         | INITIALS       | DESCRIPTION                                                                 |
|----------|-------------|---------------------------------|----------------|-----------------------------------------------------------------------------|
| 08/20/11 | B2 7/8 w/m  | C/L Flaky                       | ACJ            | Replaced Auto lock                                                          |
| 8/30/11  | B2 7/8 w/m  | MAIF. w/ D2 code                | RK             | Replaced Auto lock.                                                         |
| 11/8/11  | B2 3/4      | maif.                           | RK             | Replaced Auto-lock.                                                         |
| 12-2-11  | B1 7/8      | Broken cam no/L                 | MS             | Replaced Autolock                                                           |
| 12/13/11 | B1 7/8      | Disk & spring fell off Autolock | RV/AF          | Replaced AUTO lock.                                                         |
| 1/4/12   | B2 5/6      | D2 MALF                         | PM             | REPLACED AUTOLOCK.                                                          |
| 3/11/12  | B1 3/4      | ED MALF                         | RV/UR/AF       | RTR AUTOLOCK.                                                               |
| 6-26-12  | B2 door 1/2 | LH speaker "pushing"            | MDM            | Replaced speaker                                                            |
| 7-17-12  | B1 5/6      | D2 malf                         | CM             | Replaced autolock                                                           |
| 7-22-12  | B1, 3/4     | fail to close                   | DE, AC, AF     | replaced door guide due to wear                                             |
| 7/25/12  | B1 5/6      | D1 MALF (fail to open)          | AF, AC, BM, CM | RTR autolock due to multiple D1 codes AND solenoid not picking up interlock |
| 9-6-12   | B2 7/8      | fail to close                   | CM, BM         | RTR Autolock due to cam binding                                             |
| 10/18/12 | B2 3/4      | C/L Flaky                       | AF, PC         | RTR autolock due to Flaky C+L issues.                                       |
| 10/19/12 | B2 3/4      | Doors stuck open                | AF AC          | Replaced both B2 3/4 station door guides w/ Main                            |

4

03504

ER3504

# "C" STATION DOORS (SAT. WEST)

| DATE:     | PM NO.      | FAILURE                                     | INITIALS         | DESCRIPTION                                                                                 |
|-----------|-------------|---------------------------------------------|------------------|---------------------------------------------------------------------------------------------|
| 04 Feb 04 | None        | Main (220V) breaker tripped<br>firing sound | RL/TS            | Repositioned and resoldered secondary wiring of power supply to full wave bridge rectifier. |
| 7-24-04   | NONE        | Door MALS                                   | BZ 5/6 S         | Replaced C/L switch for causing door MALS. Switch was flaky.                                |
| 12-02-04  | None        | —                                           | PI 3/4           | adjusted washers to door roll to compensate warped mounting bracket from door to fender     |
| 6-9-05    | 1200        | Bad Rollers                                 | CE/RL            | Replaced Rollers at                                                                         |
| 7/9/07    | Power Loss  | Power Supply                                | PDR AR<br>DNK AJ | Pos 1 7/8 Failed to operate. changed Power Supply 002 in + R009 out.                        |
| 1/27/08   | Pos. 1 5/6  | Loss of T-Sig                               | PDR              | Replaced LATCH Bolt. due to it being missing.                                               |
| 4/28/08   | Pos 1 1/2   | Malfunction                                 | PDR<br>AR        | Replaced C/L Switch due to Flaky Resistance Readings                                        |
| 8/27/09   | BERTH 1 5/6 | MALF                                        | Pm               | REPLACED STATION DOOR MOTOR DUE TO DOORS FAILING TO CLOSE OR FREEZING ON OPEN/CLOSE         |
| 10/21/09  | BERTH 2 3/4 | slumming open                               | AV               | Bumped down open speed & open torque.                                                       |
| 3/30/10   | B1 5/6      | C+L                                         | Pm               | REPLACED BROKEN PLUNGER SWITCH BRACKET.                                                     |
| 4/12/10   | B2 3/4      | MALF. on open                               | PDR<br>RV        | Replaced Motor + Lock Assy RETURN SPRING. loose wire GREY w/ ORANGE STRIP TBS. SECURED.     |
| 4/12/10   | B1 7/8      | FLAKY C+L                                   | RV               | Replaced Lock Assy.                                                                         |
| 4/12/10   | B1 3/4      | FLAKY C+L                                   | RV -<br>RK       | Replaced Lock Assy + plunger Switch Bracket.                                                |

03505

ER3505

## "C" STATION DOORS (SAT. WEST)

| DATE:    | PM NO.  | FAILURE                                       | INITIALS | DESCRIPTION                                                                                                                   |
|----------|---------|-----------------------------------------------|----------|-------------------------------------------------------------------------------------------------------------------------------|
| 04/30/10 | B2 3/4  | Dr obstruction<br>on close                    | AV, CR   | Replaced Dr controller, Dr motor, wire terminals.                                                                             |
| 5/11/10  | B1 7/8  | C+L                                           | Pmr      | REPLACED C+L PLUNGER SWITCH BRACKET.                                                                                          |
| 5/12/10  | B2 5/6  | C+L                                           | Pmr      | ADJUSTED C+L PLUNGER SWITCH                                                                                                   |
| 5/15/10  | B2 1/2  | BE-Code failure<br>Dr obstruction<br>on close | RV       | Replaced Dr motor                                                                                                             |
| 5/30/10  | B2 7/8  | Door OBS.<br>on close                         | RV       | REPLACED MOTOR                                                                                                                |
| 6/1/10   | B2 7/8  | MALF<br>CLOSE                                 | Pmr      | REPLACED DOOR CONTROLLER                                                                                                      |
| 6/13/10  | W/A     | N/A                                           | Pmr      | UPDATED FIRMWARE TO VERSION 6.79 ON ALL DOORSETS.                                                                             |
| 6/15/10  | B2 7/8  | MALF.<br>CLOSE                                | Pmr      | LOCK HAD FAULTY CLOSE MONITOR SWITCH. REPLACED AUTOLOCK.                                                                      |
| 6/14/10  | W/A     | NONE                                          | Pmr      | CREATED NEW DOOR PROFILES AND LOADED THEM ONTO THE NEW PALMPILOT.                                                             |
| 06/27/10 | B1 3/4  | C/L                                           | AV       | replaced Auto lock                                                                                                            |
| 10/5/10  | B2 5/6  | C/L                                           | RV       | REPLACED BROKEN EMERGENCY BLOCK SPRING. ALSO HAD TO PUT LONGER BOLTS WITH NUTS ON THE END TO HOLD THE PLUNGER SWITCH BRACKET. |
| 10/29/10 | PM 1200 | —                                             | RV, UM   | INSTALL NEW PLUNGER SWITCH STRIKE                                                                                             |
|          |         |                                               |          | PLATE ASSY. ON LEFT. RETROFITTED ALL DOORS AT SATELLITE.                                                                      |
| 11/27/10 | B2 1/2  | Broken<br>spring                              | ek, ca   | Change out out-of-lock out of stretch spring brake.                                                                           |

## "C" STATION DOORS (SAT. WEST)

| DATE:    | PM NO.  | FAILURE                                      | INITIALS   | DESCRIPTION                                                    |
|----------|---------|----------------------------------------------|------------|----------------------------------------------------------------|
| 1-28-11  | B4 5/6  | MALF ON<br>CLOSE                             | M/AU       | REPLACED AUTO LOCKS AND<br>F.I.S                               |
| 4/8/11   | B1, 1/2 | <del>emergency</del><br>emergency<br>release | DE         | installed 5-shaped emergency release<br>rod due to one missing |
| 4/13/11  | B17/8   | PM-1200                                      | PM         | REPLACED AUTOLOCK                                              |
| 4/13/11  | B25/6   | PM-1200                                      | PM         | REPLACED AUTOLOCK                                              |
| 4/19/11  | B1 1/2  | Failed<br>C+L                                | RDX        | REPLACED AUTOLOCK FOR<br>BROKE RETURN SPRING                   |
| 5/24/11  | B1 5/6  | slow<br>mode                                 | EN         | Replaced Door Motor                                            |
| 6-18-11  | B2 5/6  | NO C/L                                       | MJ AU      | REPLACED AUTO LOCK                                             |
| 10/19/11 | B1 5/6  | 4/C FAILS                                    | PM         | REPLACED AUTOLOCK ASSY.                                        |
| 11/2/11  | B2 1/2  |                                              | PM         | REPLACED CONTROLLER; COULDN'T<br>COMMUNICATE WITH PALM.        |
| 11/28/11 | B1 5/6  | MALF<br>+ Close Monitor<br>FAIL              | RDX        | REPLACED AUTO-LOCK ASSY.                                       |
| 1/2/12   | B1 5/6  | MALF OPEN<br>"B3"; "E5"                      | PV         | REPLACED DOOR MOTORS.                                          |
| 3/10/12  | B2 1/2  | ES MALF                                      | PM, AU     | REPLACED DOOR MOTOR.                                           |
| 3/11/12  | B1 1/2  | ED MALF                                      | RV, CR, AF | R&R AUTO LOCK                                                  |
| 3/22/12  | B2 3/4  | ES MALF                                      | PM, AU     | REPLACED DOOR MOTOR.                                           |



14-00000-107 MICHAEL MORAN - Fwd: Fw: Work Breakdown 2008/2009

ATTORNEY WORK PRODUCT

Exhibit No: CGx40

Pe

Witness M. Moran

Date 6/26/13

cc yd

KWD CCR# 711

From: Steven Jay  
To: Moran, Michael  
Date: 1/27/2010 3:52 PM  
Subject: Fwd: Fw: Work Breakdown 2008/2009

Per your request from Bombardier...

>>> <[stephen.stowe@us.transport.bombardier.com](mailto:stephen.stowe@us.transport.bombardier.com)> 1/27/2010 3:51 PM >>>

Steve, per your request:

Employees put their times in the SIMS. The activities against which an employee may record his / her time are listed in the SIMS. The summary sheet of hours was prepared from the SIMS recorded by the staff.

**Repair Hrs.**

Repair Activities Vehicle - Doors

Repair Activities Vehicle - ATO

Repair Activities Station - Doors

Above are some of the examples of minor repair work performed occasionally.

**Enhancements**

General Enhancements / Special Projects Tasks

Used by the staff deployed on project work

**General Recovery**

General Recovery / Standby Activities

Recovery Technician Tasks

Above is used to record the time technicians spent awaiting call from Central Control to attend to any operational incident.

**Maintenance Hrs.**

Maintenance Activities Vehicle (Daily, Weekly, Monthly etc.)

Maintenance Activities Wayside (Monthly, Semi-Annual etc.)

Maintenance Activities Station (Weekly, Monthly, Semi-Annual etc.)

Above are some of examples used to record time spent on Preventive Maintenance activities

**Manpower Hrs.**

Manpower Requirements

Rarely used activity

**Storeroom Tasks**

General Stores / Spares / Vendors Tasks

Used by the staff to record time spent in the stores for spare parts activities.

To

"Steven Jay"

Stephen

<[StevenJ@mccarran.com](mailto:StevenJ@mccarran.com)>

Stowe/US/Transport/Bombardier@Transpo

01/28/2010 02:45 PM

rt

cc

ATTORNEY WORK PRODUCT 03508

ER3508

**PROPRIETARY INFORMATION TO BOMBARDIER TRANSPORTATION OPERATIONS**

| Week ending | Repair Hrs | Enhancements | General Recovery | Other Non Productive | Main Hrs | Manpower Hrs | Meetings | Gen Admin Tasks | Storeroom Tasks | Training | Sub-Contracting | Misc  | Total Hrs |
|-------------|------------|--------------|------------------|----------------------|----------|--------------|----------|-----------------|-----------------|----------|-----------------|-------|-----------|
| 12/31/2008  | 10         | 11.75        | 194              | 140                  | 82       | 2            | 0        | 7               | 0               | 2        | 0               | 0     | 458.75    |
| 1/2/2009    | 25         | 37.25        | 261              | 168.75               | 130      | 2            | 0        | 18.25           | 0               | 1        | 0               | 0     | 644.25    |
| 1/2/2009    | 24         | 81.25        | 260.75           | 56                   | 158.75   | 2            | 18.5     | 0               | 0               | 1        | 0               | 0     | 671.25    |
| 1/2/2009    | 45         | 63.5         | 359.5            | 20                   | 122      | 2.5          | 0        | 51              | 0               | 4        | 0               | 0     | 667.5     |
| 1/2/2009    | 40         | 54.25        | 296              | 96                   | 111      | 0            | 0        | 48              | 2               | 16       | 0               | 0     | 665.25    |
| 1/2/2009    | 57.5       | 46.25        | 282.5            | 114.25               | 79.5     | 2            | 0        | 32.75           | 0               | 0        | 0               | 0     | 614.75    |
| 1/2/2009    | 46         | 116.25       | 273.5            | 48                   | 122.5    | 0            | 22.25    | 48              | 0               | 3        | 0               | 0     | 679.51    |
| 1/2/2009    | 48         | 149.75       | 305.25           | 80                   | 121      | 0            | 0        | 40              | 0               | 1        | 0               | 0     | 743       |
| 1/2/2009    | 56         | 96           | 271              | 85                   | 116      | 2            | 2        | 52              | 1               | 0        | 0               | 2     | 685       |
| 10/31/2008  | 37         | 101.25       | 296              | 40                   | 129      | 2            | 0        | 49              | 2               | 0        | 0               | 3.5   | 659.75    |
| 10/24/2008  | 28         | 90.5         | 286.5            | 50                   | 136.5    | 2            | 0        | 60.5            | 2               | 0        | 0               | 0     | 676       |
| 10/17/2008  | 54.5       | 84.5         | 315              | 60                   | 117      | 4            | 9.5      | 15              | 0               | 1        | 0               | 0     | 680.5     |
| 10/10/2008  | 44         | 7            | 276              | 60                   | 131      | 4            | 10       | 10              | 2               | 10       | 0               | 0     | 554       |
| 10/3/2008   | 46         | 101.25       | 247              | 101                  | 112      | 0            | 0        | 49              | 0               | 6.5      | 0               | 0     | 662.75    |
| 9/26/2008   | 51         | 112.25       | 249.5            | 88                   | 128.5    | 2.5          | 0        | 64              | 5               | 0        | 0               | 0     | 699.75    |
| 9/19/2008   | 50         | 149.5        | 319              | 61                   | 113.5    | 2            | 17.5     | 56              | 7               | 5        | 0               | 0     | 780.5     |
| 9/12/2008   | 30         | 140.5        | 299.5            | 90                   | 139      | 2            | 0        | 54              | 4               | 33       | 0               | 0     | 752       |
| 9/5/2008    | 4          | 88.25        | 270.9            | 118                  | 154      | 2            | 0        | 39              | 9               | 18.5     | 0               | 0     | 703.65    |
| 8/29/2008   | 9.5        | 136.25       | 266.5            | 40                   | 157      | 0            | 0        | 49              | 0               | 11       | 0               | 0     | 689.25    |
| 8/22/2008   | 45         | 147.25       | 288              | 100                  | 129      | 2            | 13.75    | 52              | 3               | 10.85    | 0               | 0.5   | 791.35    |
| 8/15/2008   | 38         | 115.25       | 261.5            | 120                  | 117.5    | 4            | 0        | 55              | 0               | 14       | 0               | 0     | 725.25    |
| 8/8/2008    | 38         | 117.5        | 282.55           | 45                   | 150.5    | 0            | 0        | 52              | 0.9             | 28.75    | 0               | 0     | 715.3     |
| 8/1/2008    | 31         | 109.25       | 300.5            | 90                   | 166.5    | 0            | 0        | 50              | 0               | 2        | 0               | 0     | 751.25    |
| 7/25/2008   | 44         | 88.5         | 265.5            | 113.5                | 124      | 0            | 0        | 60              | 0               | 6        | 0               | 10    | 711.5     |
| 7/18/2008   | 31         | 113          | 299.5            | 43                   | 185.5    | 2            | 14.75    | 50              | 0               | 11.25    | 0               | 0     | 750       |
| 7/11/2008   | 48         | 102.25       | 309.5            | 70                   | 144.5    | 0            | 0        | 54              | 0               | 1        | 0               | 0     | 729.25    |
| 7/4/2008    | 6          | 44.5         | 359              | 70                   | 115.5    | 2            | 0        | 42              | 3               | 114      | 0               | 2     | 757       |
| 6/27/2008   | 5          | 62           | 303.5            | 28                   | 114.5    | 0            | 0        | 47              | 3               | 132      | 0               | 0     | 687       |
| 6/20/2008   | 4          | 66           | 271.5            | 25.5                 | 113      | 0            | 0        | 45.5            | 8               | 149.5    | 0               | 0     | 684       |
| 6/13/2008   | 53         | 48.25        | 284.5            | 30                   | 161.5    | 2            | 28.5     | 58.5            | 7               | 0        | 0               | 4     | 675.25    |
| 6/6/2008    | 63.5       | 52.5         | 300              | 61.5                 | 114      | 6            | 0        | 48              | 0               | 48.5     | 0               | 0.25  | 698.25    |
| 5/30/2008   | 31         | 48.5         | 271.5            | 100                  | 158      | 6            | 0        | 35              | 0               | 46       | 0               | 0     | 665       |
| 5/23/2008   | 26         | 90.5         | 316              | 40                   | 162      | 4            | 1.5      | 45              | 1               | 79       | 0               | 0     | 725       |
| 5/16/2008   | 62.5       | 54           | 353.5            | 30                   | 139      | 2            | 0        | 46              | 2               | 2        | 0               | 0     | 691       |
| 5/9/2008    | 28         | 57           | 300.75           | 42                   | 194.5    | 6            | 11       | 56              | 0               | 3        | 0               | 4     | 702.25    |
| 5/2/2008    | 18.5       | 35           | 224              | 40                   | 134.5    | 2            | 0        | 54.5            | 0               | 4.5      | 0               | 1     | 514       |
| 4/25/2008   | 30         | 53           | 242.5            | 38                   | 180.5    | 0            | 0        | 43              | 0               | 9        | 0               | 0     | 609       |
| 4/18/2008   | 47.5       | 50           | 254.5            | 60                   | 151      | 0            | 17       | 49              | 0               | 10       | 0               | 0     | 639       |
| 4/11/2008   | 78.25      | 53.5         | 248.25           | 60                   | 148.5    | 0            | 0        | 46              | 1               | 0        | 0               | 3     | 636.5     |
| 4/4/2008    | 57.5       | 34           | 245              | 48                   | 149.5    | 0            | 0        | 58              | 0               | 13       | 0               | 0     | 604       |
| 3/28/2008   | 35         | 50           | 271.25           | 35                   | 158.5    | 0            | 0        | 52.5            | 0               | 8.5      | 0               | 1     | 617.75    |
| 3/21/2008   | 39.5       | 37           | 219              | 74                   | 200.5    | 5            | 22       | 46              | 0               | 1        | 1               | 3     | 650       |
| 3/14/2008   | 34         | 52.5         | 231.5            | 56                   | 201.5    | 2            | 1.25     | 33              | 0               | 0        | 0               | 0     | 611.75    |
| 3/7/2008    | 35.5       | 57           | 258.5            | 20                   | 178      | 0            | 0        | 55              | 0               | 2        | 0               | 0     | 606       |
| 2/29/2008   | 18         | 18           | 260.5            | 54                   | 181.5    | 0            | 0        | 48              | 0               | 10       | 0               | 2     | 627       |
| 2/22/2008   | 32         | 10           | 280.95           | 28                   | 220.5    | 0            | 15       | 15              | 3               | 51.5     | 0               | 3     | 650.95    |
| 2/15/2008   | 68.25      | 6            | 308.5            | 57                   | 184.5    | 0            | 0        | 54              | 0               | 0        | 0               | 6     | 679.25    |
| 2/8/2008    | 47         | 11           | 254              | 63                   | 250      | 0            | 0        | 50              | 0               | 1        | 0               | 8     | 684       |
| 1/31/2008   | 32         | 8            | 237              | 60                   | 202      | 2            | 0        | 43              | 1               | 5        | 0               | 7     | 596       |
| 1/25/2008   | 54         | 19.5         | 259              | 60                   | 225      | 0            | 0        | 46              | 0               | 13       | 0               | 4     | 679.5     |
| 1/18/2008   | 43         | 18           | 260              | 60                   | 257      | 1            | 19       | 47              | 0               | 6        | 0               | 0     | 711       |
| 1/11/2008   | 22         | 22           | 253.5            | 93                   | 192.5    | 0            | 0        | 52              | 0               | 1        | 0               | 8     | 663       |
| 1/4/2008    | 16         | 4            | 178              | 35                   | 171      | 0            | 0        | 28              | 0               | 0        | 0               | 2     | 434       |
| Total Hours | 2018.50    | 3470.25      | 14618.75         | 3445.50              | 8083.25  | 63.00        | 227.51   | 2404.50         | 68.90           | 894.35   | 1.00            | 85.25 | 35388.78  |
| Off Hours   | 38.06      | 65.48        | 275.83           | 85.01                | 152.14   | 1.57         | 4.29     | 45.37           | 1.32            | 18.91    | 0.02            | 1.81  | 987.71    |
| Percentages | 5.70%      | 9.81%        | 41.31%           | 9.74%                | 22.76%   | 0.23%        | 0.64%    | 6.79%           | 0.20%           | 2.53%    | 0.00%           | 0.34% | 100.00%   |
| 10          |            |              |                  |                      |          |              |          |                 |                 |          |                 |       |           |

PROPRIETARY INFORMATION TO BOMBARDIER TRANSPORTATION OPERATIONS

[illegible]

CC 41

**McCarran International Airport  
Automated Transit Systems  
C-Gates, D-Gates, Terminal 3  
Vehicle Equipment Manual**

Rev. 0  
May 2008

*Rev 1 incorporates revisions made in June 2009*

Bombardier Transportation (Holdings) USA Inc.  
1501 Lebanon Church Road  
Pittsburgh, PA 15236

Exhibit No. CC 41  
Witness J. Middleton  
Date 6/26/13  
**03512**  
KWD.CCR# 711

ER3512

## TABLE OF CONTENTS

|            |                                    |       |
|------------|------------------------------------|-------|
| Chapter 1  | Introduction .....                 | Tab 1 |
| Chapter 2  | System Description .....           | Tab 2 |
| Chapter 3  | Vehicle Operating Procedures ..... | Tab 3 |
| Chapter 4  | Preventive Maintenance .....       | Tab 4 |
| Chapter 5  | Troubleshooting .....              | Tab 5 |
| Chapter 6  | Corrective Maintenance .....       | Tab 6 |
| Appendix A | Vehicle Wiring Diagram .....       | Tab 7 |
| Appendix B | Abbreviations .....                | Tab 8 |

## **1 INTRODUCTION**

|            |                                                                        |             |
|------------|------------------------------------------------------------------------|-------------|
| <b>1.1</b> | <b>MANUAL DESCRIPTION .....</b>                                        | <b>1-1</b>  |
| <b>1.2</b> | <b>VEHICLE DESCRIPTION .....</b>                                       | <b>1-1</b>  |
| 1.2.1      | VEHICLE DIMENSIONS, MATERIAL,<br>AND PERFORMANCE CHARACTERISTICS ..... | 1-1         |
| 1.2.2      | VEHICLE EXTERIOR .....                                                 | 1-2         |
| 1.2.3      | VEHICLE INTERIOR .....                                                 | 1-3         |
| 1.2.4      | VEHICLE UNDERFRAME .....                                               | 1-6         |
| 1.2.4.1    | Electrical System .....                                                | 1-6         |
| 1.2.4.2    | Pneumatic System .....                                                 | 1-9         |
| 1.2.4.3    | Propulsion and Dynamic Braking System .....                            | 1-9         |
| 1.2.4.4    | Drive, Friction Brake, Suspension, and Guidance Systems (Bogies) ....  | 1-9         |
| 1.2.4.5    | Ventilation and Air Conditioning System .....                          | 1-10        |
| 1.2.4.6    | Miscellaneous Equipment .....                                          | 1-10        |
| <b>1.3</b> | <b>GLOSSARY OF TERMS .....</b>                                         | <b>1-10</b> |

## 2 SYSTEM DESCRIPTION

|            |                                                            |             |
|------------|------------------------------------------------------------|-------------|
| <b>2.1</b> | <b>ELECTRICAL SYSTEM .....</b>                             | <b>2-1</b>  |
| 2.1.1      | CURRENT COLLECTORS .....                                   | 2-1         |
| 2.1.2      | AC DISTRIBUTION .....                                      | 2-2         |
| 2.1.2.1    | AC Power Circuit, Breaker Panel Components .....           | 2-4         |
| 2.1.2.2    | AC Power Circuit, Auxiliary Control Panel Components ..... | 2-6         |
| 2.1.3      | DC DISTRIBUTION .....                                      | 2-6         |
| 2.1.3.1    | Door Supply/Battery Charger .....                          | 2-7         |
| 2.1.3.2    | Battery System .....                                       | 2-8         |
| 2.1.3.3    | DC Power Circuit, Breaker Panel Components .....           | 2-8         |
| 2.1.3.4    | DC Power Circuit, Auxiliary Control Panel Components ..... | 2-9         |
| 2.1.4      | ELECTRICAL GROUNDING SYSTEM .....                          | 2-10        |
| <b>2.2</b> | <b>PNEUMATIC SYSTEM .....</b>                              | <b>2-10</b> |
| 2.2.1      | AIR COMPRESSOR .....                                       | 2-19        |
| 2.2.2      | AIR CONTROL PACKAGE .....                                  | 2-19        |
| 2.2.3      | BRAKE CONTROL PACKAGE .....                                | 2-20        |
| 2.2.4      | AUXILIARY RELEASE PACKAGE .....                            | 2-21        |
| 2.2.5      | AIR SPRINGS .....                                          | 2-21        |
| <b>2.3</b> | <b>AUTOMATIC TRAIN CONTROL (ATC) SYSTEM .....</b>          | <b>2-21</b> |
| <b>2.4</b> | <b>PROPULSION AND DYNAMIC BRAKING SYSTEM .....</b>         | <b>2-22</b> |
| 2.4.1      | PROPULSION .....                                           | 2-23        |
| 2.4.2      | DYNAMIC BRAKING .....                                      | 2-24        |
| 2.4.3      | PROPULSION AND DYNAMIC BRAKING SYSTEM DEVICES .....        | 2-24        |
| 2.4.3.1    | Traction Motor .....                                       | 2-24        |
| 2.4.3.2    | Motor Control Box .....                                    | 2-30        |
| 2.4.3.3    | Brake Resistors .....                                      | 2-35        |
| 2.4.3.4    | Brake Transformer .....                                    | 2-35        |
| 2.4.3.5    | Brake Interposing Relay Box .....                          | 2-36        |
| 2.4.4      | MONITORING PROPULSION AND DYNAMIC BRAKING .....            | 2-36        |
| 2.4.4.1    | Propulsion Monitor Panel .....                             | 2-36        |
| 2.4.5      | MANUAL OPERATION .....                                     | 2-37        |



|          |                                                               |      |
|----------|---------------------------------------------------------------|------|
| 2.4.6    | TRAINLINES .....                                              | 2-38 |
| 2.4.6.1  | Door Control Trainlines .....                                 | 2-39 |
| 2.4.6.2  | Power/Brake and Manual/Automatic Trainlines .....             | 2-39 |
| 2.4.6.3  | P-Signal Trainlines .....                                     | 2-39 |
| 2.4.6.4  | Manual Tractive Effort Trainlines .....                       | 2-39 |
| 2.4.6.5  | Forward/Reverse Direction Trainlines .....                    | 2-39 |
| 2.4.6.6  | Emergency Trainlines .....                                    | 2-40 |
| 2.4.6.7  | Propulsion Power Off Trainline .....                          | 2-40 |
| 2.4.6.8  | Reset Trainline and Zero Speed Trainline .....                | 2-40 |
| 2.4.6.9  | Handback Trainline .....                                      | 2-40 |
| 2.4.6.10 | Spring Brake Release and Applied Trainline .....              | 2-40 |
| 2.4.7    | PROPULSION AND DYNAMIC BRAKE CONTROL CIRCUITS .....           | 2-40 |
| 2.4.7.1  | Propulsion Control Circuits .....                             | 2-41 |
| 2.4.7.2  | Dynamic Brake Control Circuit .....                           | 2-42 |
| 2.4.7.3  | Propulsion Logic Signal Flow .....                            | 2-42 |
| 2.5      | DRIVE, SUSPENSION, FRICTION BRAKES, AND GUIDANCE SYSTEM ..... | 2-43 |
| 2.5.1    | DRIVE SYSTEM .....                                            | 2-43 |
| 2.5.2    | FRICTION BRAKES .....                                         | 2-45 |
| 2.5.3    | SUSPENSION SYSTEM .....                                       | 2-46 |
| 2.5.4    | GUIDANCE SYSTEM .....                                         | 2-47 |
| 2.6      | DOOR SYSTEM .....                                             | 2-47 |
| 2.6.1    | GENERAL DESCRIPTION .....                                     | 2-47 |
| 2.6.2    | DOOR OPERATOR .....                                           | 2-47 |
| 2.6.3    | DOOR OBSTRUCTION SENSING CIRCUIT .....                        | 2-48 |
| 2.6.4    | DOOR PANEL POSITION SENSORS .....                             | 2-48 |
| 2.6.5    | DOOR OPERATOR CONTROLS .....                                  | 2-49 |
| 2.6.6    | MANUAL RELEASE MECHANISM .....                                | 2-49 |
| 2.6.7    | DOOR INTERLOCK RELAY .....                                    | 2-49 |
| 2.6.8    | DOOR EMERGENCY EGRESS SYSTEM .....                            | 2-51 |
| 2.6.9    | DOOR CIRCUIT DESCRIPTIONS .....                               | 2-51 |
| 2.6.9.1  | Door Enable (Prime Power) Circuits .....                      | 2-51 |
| 2.6.9.2  | Door Open Commands .....                                      | 2-51 |
| 2.6.9.3  | Door Operators .....                                          | 2-52 |
| 2.6.9.4  | Emergency Egress (Electrical Door Locking) Circuits .....     | 2-53 |

The battery box provides 24 Vdc of standby electrical power for emergencies. Two 12 volt gel cell batteries connect in series to provide the 24 Vdc for vehicle control voltages.

The dynamic brake transformer steps the voltage down from 575 Vac to 47 Vac to excite the motor fields during dynamic braking.

#### **1.2.4.2 Pneumatic System**

Pneumatic system underframe equipment consists of an air compressor, air control package, auxiliary release package, two brake control packages, and miscellaneous vehicle and bogie piping.

The air compressor provides air for operating the reverser, air springs, and friction brakes.

The air control package has two tanks, which are the main reservoirs for the pneumatic system. It also has an air dryer, regulators, valves, and pressure sensors.

The auxiliary release package provides a backup source of air pressure for releasing the spring brakes in case there is a disruption in the normal air supply.

There is one brake control package on each bogie. The brake control package controls the friction brakes on that axle.

#### **1.2.4.3 Propulsion and Dynamic Braking System**

The propulsion and dynamic braking system underframe equipment consists of two motors, a motor control box, and brake resistors.

Two series dc traction motors, each rated at 100 horsepower, power the vehicle.

The motor control box contains equipment for powering and stopping the vehicle. A thyristor controlled rectifier converts the three phase, alternating current from the power rails into controlled, direct current for powering the traction motors.

The brake resistors consist of six resistance tubes. During dynamic braking, the motors are operated as separately excited dc generators and the armature current flows into the resistor tubes to dissipate the braking energy as heat.

#### **1.2.4.4 Drive, Friction Brake, Suspension, and Guidance Systems (Bogies)**

The drive, friction brake, suspension, and guidance systems consist of two traction motors, two axles, two drive shafts, brake interposing relay box, two pivot bearings, four leaf springs, four air springs, and eight guidewheel assemblies.

The motor drives the axles, equipped with air operated friction brakes, through the drive shaft which permits relative motion between the motor and axle.

The ~~brake interposing relay~~ box contains vital relay (BIR), which is controlled by the emergency trainline. This relay ~~reduces the trainline current required to operate the fail-safe emergency valve.~~

The pivot bearing effects the vehicle steering by allowing the rigid axle and the entire suspension system to pivot while moving along the guide rail.

Leaf springs support most of the vehicle weight when it is empty. Air springs support the weight of the passengers in the vehicle so that the vehicle floor remains even with the station platform.

The guidance structure steers the drive and suspension assemblies along the roadway, following the central guidebeam with the guidewheels.

The vehicle drive tires are equipped with a safety disc between each dual set to limit the drop of the vehicle in the unlikely event of dual flat tires.

#### 1.2.4.5 Ventilation and Air Conditioning System

The ventilation and air conditioning system underframe equipment consists of two independent systems, one at each end of the vehicle. Each system consists of underframe mounted compressor and condenser sections and an interior evaporator/blower unit. The ventilation and air conditioning system provides uniform draft-free circulation in the vehicle.

#### 1.2.4.6 Miscellaneous Equipment

The vehicles are equipped with trainline drawbar coupler assemblies that connect two or more vehicles to form a train.

The hubodometer records the distance (in miles) traveled by the vehicle. There is one hubodometer per vehicle, which mounts on the number 1 end at the wheel hub, ~~under the number eight door~~.

The trainline junction boxes, one on each end, provide a termination point for the trainline signals.

The vehicle antennas interface with the stationary antennas along the guideway. The antennas transmit signals to/from the ATC equipment. See Figure 1-7.

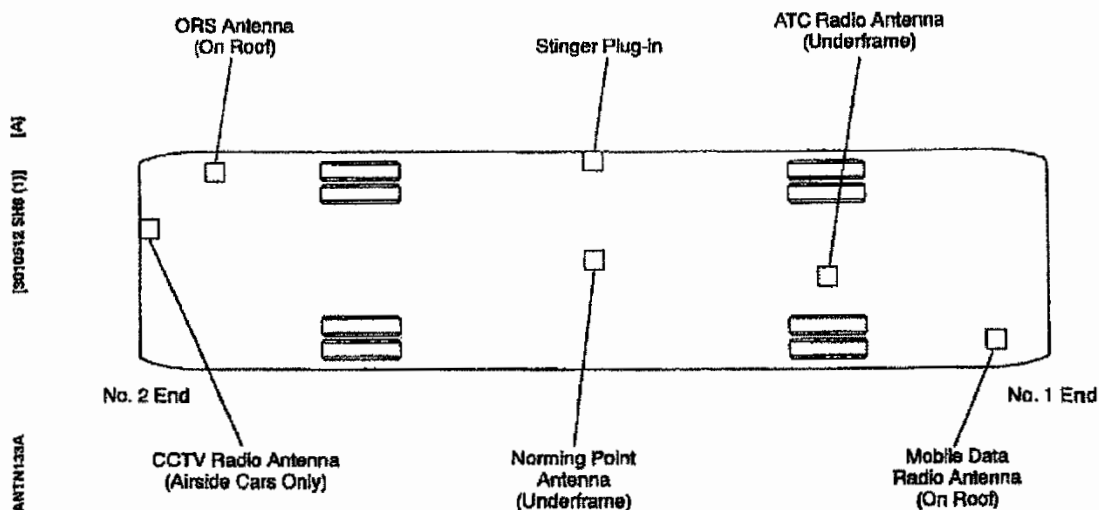


Figure 1-7. Antenna Orientation on Vehicle

### 1.3 GLOSSARY OF TERMS

**Automatic Train Control (ATC)**—This is the composite system responsible for all APM train, station, and wayside operations. This system consists of three main subsystems: central control subsystem, wayside ATC subsystem, and vehicle ATC subsystem.

manual trainline) input to pin 14. The relays are deenergized when AMTL is low (automatic operation) and energized when AMTL is high (manual operation). For manual operation, the brake signals input on pins 8 and 9 and the reference ground are transferred via relay contacts to pins 10-11 and 4-5 and output to the PAVs, which control operation of the service brakes. Power signal PCR input on pin N is transferred via relay contacts to pin 15 and output as signal PCR1 to the pin V on the A7 and A8 boards (phase control cards). Circuits on A7 and A8 combine the tractive effort signal with the reference three phase power signals to generate firing signals DA+, DB+, DC+ and DA-, DB-, DC-, which are input to the A9 or A10 boards (pulse amplifier cards). A9 and A10 amplify the pulses and outputs pulses DA+, DB+, DC+ and DA-, DB-, DC- to the diode steering card. The diode steering card outputs firing pulses FPA+, FPB+, FPC+ and FPA-, FPB-, FPC- to control thyristors THA+, THB+, THC+ and THA-, THB-, THC- in the main power circuit.

#### B. Automatic Operation

Tractive effort commands from the brake/propulsion board in the vehicle ATC are supplied to the propulsion logic as signals PCR (propulsion phase control) and BCR (dynamic brake phase control).

PCR is input to pin 18 on the A6 board. With AMTL low for operation in automatic, PCR is connected by relay contacts to pin 15 and transferred as signal PCR1 to pin V on the A7 and A8 cards and, as in manual operation, used to control the thyristors in the main power circuit.

BCR is input to pin 10 on the A4 card (dynamic brake card) and combined with the reference three-phase power signals to generate firing pulses FP4A and FP5A. The firing pulses are used to control TH4 and TH5 in the dynamic brake circuit. The amount of dynamic braking is monitored by the vehicle ATC. If the amount of dynamic braking is less than the brake request, the brake/propulsion board in the vehicle ATC calculates the amount of service braking needed to meet the brake request. The request for service braking is input to the A6 board on pins 6, 7 and 12, 13. With AMTL low for operation in automatic, the service brake request signals are connected by relay contacts to pins 10, 11 and 4, 5 and output to the PAVs.

## 2.5 DRIVE, SUSPENSION, FRICTION BRAKES, AND GUIDANCE SYSTEM

Two drive and suspension assemblies (bogies) support the vehicle on pneumatic tires. Attached to the underside of the vehicle and on top of each bogie is a large-diameter bearing that pivots freely to steer the axles of the vehicle in response to the movement of the guidance structure. The pivot bearings secure the vehicle body to the suspension assembly. See Figure 2-10.

### 2.5.1 DRIVE SYSTEM

The drive system consists of a drive shaft, drive axle, and drive wheels. The bogie assembly contains these mechanical components. The traction motor, which turns the drive shaft, is discussed as part of the propulsion system in subsection 2.4.3.1.

A drive shaft transmits power from the traction motor to the drive axle. A Cardon style (constant velocity) universal joint on each end of the drive shaft accommodates the operating

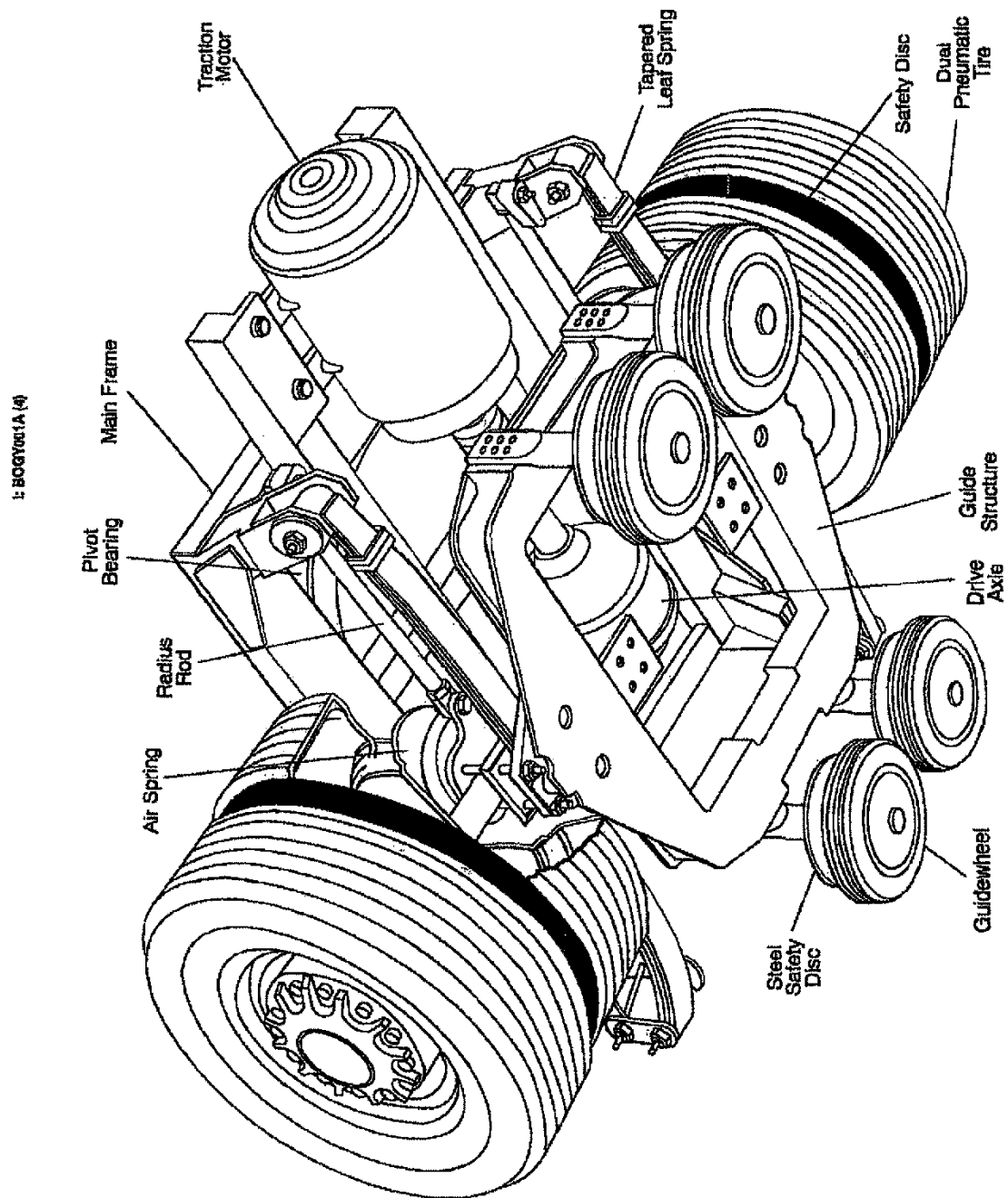


Figure 2-10. Drive, Suspension, and Guidance Assemblies (Bogie)

drive shaft angle caused by combinations of suspension dynamics and bogie rotation. The traction motor couples to the drive shaft companion flange through a special adapter. The opposite end of the drive shaft mates directly with the drive axle companion flange.

The drive axle is a medium-duty, rigid planetary assembly. Primary speed reduction is through a differential with hypoid-type gears mounted in a cast housing. Planetary gear hubs at the ends of cast axle housing provide secondary speed reduction, for an overall gear ratio of 13.42 to 1.

The wheels on both axles use 10R-22.5 radial tires having a load range G rating. The tires mount on demountable rims. Between each dual set of tires is a safety disc which limits the drop of the vehicle in the unlikely event of dual flat tires.

For more information on the drive axles, see the AxleTech International Planetary Axle manual in the Vehicle Equipment Vendor Documentation.

## **2.5.2 FRICTION BRAKES**

The friction brakes are self-adjusting, automotive drum type, air controlled, wedge brakes with fail-safe spring chambers. These brakes are controlled in two ways. The normal service control supplements the dynamic brakes in making normal service stops. In this mode of operation, the application and release valve, on the brake control package on each bogie, applies air to or exhausts air from the service chambers of the brake, which regulates the corresponding braking effort exerted.

Emergency braking is obtained from the same brake, using a separate control system. The emergency brake system uses compressed air to compress a spring in the fail-safe chambers. When sufficient compressed air is not available or when the fail-safe emergency valve opens electrically, the spring chambers exhaust, allowing the spring to activate the brake similar to the manner in which the service brakes are applied. The application of the spring brakes is basically an irreversible process and does not allow for modulation of the braking effort. The auxiliary release system on the vehicle allows an operator to release spring brakes several times with a reserve air supply, assuming the fail-safe emergency valves are operational. Otherwise, the spring brakes have to be manually released under the vehicle.

The brake system consists of brake actuation chambers, fail-safe brake actuators, brake shoes, and brake drums. The brake actuation chambers consist of two bowl-shaped metal cases fastened together, but separated by a rubber diaphragm plate and a spring-loaded wedge assembly.

When air is applied to the pressure chamber, it acts on the diaphragm and diaphragm plate to force the wedge and roller between the opposing brake plungers. The deeper the wedge is forced between the plungers, the further the plungers are forced away from each other, due to the shape of the wedge.

The outer ends of the plungers attach to the brake shoes. As the wedge forces the plungers apart, they push the brake shoes against the inside surface of the brake drums to slow or to stop the wheels. This action is the normal service brake application.

The fail-safe brake actuators consist of spring-extended air chambers that piggyback on top of the standard service brake actuation chambers.

Compressed air applied to these chambers keeps the heavy fail-safe springs compressed, thereby holding the brakes off. When the air is exhausted from one of these chambers, the

spring is released and allowed to press against the diaphragm and diaphragm plate. This forces the wedge and roller between the plungers to apply the brakes in exactly the same manner as the air did in the service-brake application. This application of the brakes by the fail-safe springs constitutes the emergency and parking brake application.

The brake interposing relay box contains the brake interposing relay (BIR), which is a vital relay. BIR is controlled by the emergency trainline to operate the fail-safe emergency valve solenoids (FSE). The vital relay reduces the need to trainline current necessary to operate the FSEs, particularly in multi-vehicle trains. See schematic 3010512, sheet 50.

For more information on the brake equipment see the Meritor Wedge Brakes manual in the Vehicle Equipment Vendor Documentation.

### **2.5.3 SUSPENSION SYSTEM**

The suspension system consists of air springs, leaf springs, radius rods, and shock absorbers.

The vertical suspension consists of two taper leaf springs and two air springs per bogie. The leaf springs, one on each side of each bogie, support the empty vehicle weight. The four air springs support the passenger load added to the empty vehicle. Leveling valves control the air springs to keep the vehicle floor level and always at the same height as the station platform.

Two leveling valves on the number 2 axle (one on each end) and one leveling valve in the center of the number 1 axle provide a stable tripod arrangement of leveling sensing that adjusts the air pressure in all four of the air springs to keep the vehicle body level at all times.

As the vehicle is loaded, the air springs flex, lowering the main body frame. The leveling valves sense this lowering and open to admit air to the air springs, raising the vehicle floor back up to platform height.

When the load lightens, as when passengers leave the vehicle, the frame rises. The leveling valves sense this rise and open to exhaust air from the springs, lowering the vehicle body until the floor is again level with the station platform.

The air springs receive air from the vehicle pneumatic system, which also supplies the brakes. Air enters the springs from a hollow pressurized box-beam that is part of the drive and suspension frame.

Two radius rods stabilize each drive and suspension assembly by overcoming the tendency of the axles to twist due to the torque produced when accelerating or braking. One end of the rod attaches to a bracket on the drive and suspension assembly, the other end attaches to the axle. There are ball joints on each end of the radius rods.

Two heavy duty shock absorbers attach diagonally between the axles and the frame drive and suspension assembly. These shock absorbers stabilize the vehicle against sway and wheel bounce due to irregularities in the guideway.

Each bogie has a sway bar which dampens the rotational motions of the bogie with respect to the vehicle.

## **2.5.4 GUIDANCE SYSTEM**

Each vehicle is captive to the guiderail by an underframe guidance assembly, utilizing rubber guide tires that straddle and engage the guidebeam. The guidebeam is between the roadway surfaces throughout the system. This guidance system is rigidly attached to the bogie and steers the vehicle along the guidebeam. Steering is effected by allowing the rigid axle and the entire suspension system to pivot on the pivot bearing which attaches the bogie to the underframe of the vehicle.

The guide structure is a welded steel frame attached to the underside of each bogie. The guide structure supports the four guidewheel assemblies. The guidance structure also supports the current collectors, the antenna assemblies, and the ATC rail collectors.

The four guidewheels bolt to the guidance structure so that each wheel is in contact with either side of the web of the guidebeam.

A steel safety disc, slightly smaller than the diameter of the guidewheel, is just above the guidewheel. The safety disc engages the upper flange of the guidebeam and prevents derailment in the event of a collision or exceptional overturning forces.

---

## **2.6 DOOR SYSTEM**

### **2.6.1 GENERAL DESCRIPTION**

Two seven foot wide door openings on each side of the vehicle facilitate entry and exit of passengers under both normal and emergency conditions. Each opening consists of center parting, automatically controlled door panels. The door system electrically interfaces with the vehicle ATC system, which is controlled by the station ATC system. The vehicle doors open and close simultaneously with the station doors when signals are received from the station antenna. The doors automatically reopen if an obstruction comes in contact with the sensitive edge.

A pushbutton is provided on one door jamb of each boarding door. This pushbutton opens the vehicle door from inside the vehicle if a safe condition exists; i.e. doors have not latched. This pushbutton is for use by passengers who failed to disembark during the normal dwell period. The pushbutton does not interrupt the normal dwell period, if the doors have closed and latched.

See schematic 3010512, sheets 36 through 43 for door control circuits.

### **2.6.2 DOOR OPERATOR**

There is one door operator for each door panel. The door operator is in a compartment adjacent to each door opening. Access to the door operator is from inside the vehicle through removable panels.

The door operator limits the door closing force to a maximum of 30 pounds. Opening and closing times are set at 3.0 seconds opening and 4.0 seconds closing. These times are adjustable.

The door operators work automatically upon receipt of a signal from the ATC system. The nominal operating voltage of an operator is 36 Vdc. When the two panels of a door close, the drive arms mechanically lock the panels in place to prevent opening by a passenger during vehicle travel. See schematic 3010512, sheets 36 through 43.



The basic door operator consists of a steel baseplate to which various components mount, including the motorized gear housing assembly, motor control relay, speed control resistors, plus limit switches for controlling various system functions. There is a left and right configured door operator for each door panel (four left-hand and four right-hand operators per vehicle). Each operator connects to its related door panel by an output lever arm and a spring-loaded slide assembly which attaches to the rear edge of the door.

The output lever arm has a stainless steel roller wheel, which fits into the door slide assembly at the shroud. Rotary movement of the operator lever arm provides the opening and closing motion of the door panel in response to an opening or closing signal received at the door operator.

Access to the operator lever arm is provided outside of the vehicle. Raising the lever arm manually, after opening an outside cutout switch allows the door panel to be opened from the outside of the vehicle. The outside cutout switch, like the emergency switch, removes the B+ from the operator motor, thus preventing the motor from rotating in the closing position.

When the door panel is fully closed, the arm is positioned 3° below its horizontal axis to provide a mechanical over-center locking feature. If an emergency opening is required from inside the vehicle, a cable-connected emergency handle may be pulled to raise the lever arm above the over-center position. The door panel opens slightly and can be manually opened the remaining distance.

Each door operator motor is equipped with a thermal cutout switch, which opens the motor circuit in the event of prolonged stalling or excessive current draw. The red button on the commutator end bell must be pressed in to reset the switch after correcting the cause of the trip out. (Wait a couple of minutes to allow the motor to cool down before resetting.)

The direction of rotation of the door operator motor depends on the energized or deenergized condition of the motor control relay (MCR). When the coil of the MCR is deenergized, the armature of the operator motor is connected for rotation in the closing direction. When the relay coil is energized, the motor is connected for rotation in the opening direction.

The door slide assembly is spring loaded and provides a push back clearance at each panel. The total clearance (two door panels) provides for the removal of passenger clothing, and other small objects when the panels are in the closing mode.

### **2.6.3 DOOR OBSTRUCTION SENSING CIRCUIT**

Door obstruction sensing is accomplished via a sensitive edge device. The leading edge of the door contains an air chamber spanning the length of the sensitive edge seal, and the air chamber connects to a pressure wave switch. When the doors are closing and the sensitive edge makes contact with an obstruction, the vehicle and platform doors on that side of the vehicle returns to the fully open position. The doors remain open in accordance with the setting of the vehicle ATO/ATP, which can be set from 0 to 12 seconds. At the end of the time delay, the doors close. The doors continue to recycle until the obstruction is removed.

### **2.6.4 DOOR PANEL POSITION SENSORS**

A door position sensing assembly (limit switch LS6 with NO and NC contacts) is installed in the top of the door jamb near the door closed position of each door panel. The NO contacts of each switch are used to establish the All Doors Closed trainline required for train start-up.

Exhibit No. CC x 42  
Witness J. Middleton  
Date 6/24/13

KWD CCR# 711



"DeLeonardis, Peter"  
<Peter.DeLeonardis@sbdinc.com>  
07/27/2011 01:22 PM

To: Timothy Alvarez/US/Transport/Bombardier@Transport  
cc: Anthony Schneider/US/Transport/Bombardier@Transport,  
Melvin Smith/US/Transport/Bombardier@Transport

bcc:

Subject: RE: Door Motor Failures

SecurityLevel Internal

History: This message has been forwarded.

Tim,

We identified the motor issue and began the warranty replacement program in July 2009. Do you have a record of how many units you have replaced since then? Do you know if you have had to replace any motors more than once on a particular door unit (i.e. have the replacement motors been holding up)? Per the conference call we had with BT on July 14<sup>th</sup>, 2009, the mutually agreed plan was to extend the warranty period on the motors to 2 years (which has now expired) and replace the motors on an as-needed basis during that period. That being said, we will stand behind our product and continue the warranty replacement if you currently continue to experience failures, but I need to get an understanding of how many units have already been replaced and whether the replacement units are holding up. Lastly, I agree that the one-to-one replacement is not efficient for anyone. The original plan was that we would send a buffer stock of 10 units (which we did) and as you depleted that stock you would return them to Stanley for bulk warranty replacement. Such rotation was to continue until all units had been updated or until all defective units had been replaced on an attrition basis. I will await your reply. Thanks.

Best Regards,

**Peter DeLeonardis**

Engineering Systems Manager

Stanley Security Solutions

Access Technologies

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Farmington, CT 06032

860-409-6510

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[Peter.DeLeonardis@SBDInc.com](mailto:Peter.DeLeonardis@SBDInc.com)

[www.stanleysecuritysolutions.com](http://www.stanleysecuritysolutions.com)

<http://www.stanleyaccess technologies.com/transportation>

 think before you print

From: timothy.alvarez@us.transport.bombardier.com

[mailto:timothy.alvarez@us.transport.bombardier.com]

Sent: Wednesday, July 27, 2011 11:39 AM

To: DeLeonardis, Peter

Cc: anthony.schneider@us.transport.bombardier.com; melvin.smith@us.transport.bombardier.com

Subject: Door Motor Failures

Peter,

03525

CC 42

ER3525

The last few weeks we have begun to see an increase in door motor failures and will probably need to do an entire fleet change out. This problem with the door motors has greatly affected our availability and reliability and we are continually sending motors back to Sue Martin. A suggestion is that you send us 10-15 motors at once so that we don't have to continue with this "one for one" motor replacement that we are currently doing. Once we have replaced 10 motors we can have them sent back to you.

Tim

---

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---

03526

ER3526

CC x 43

06-25-13

SHIFT STATUS & ACTION ITEMS

Page 1

DATE DUTIES ENTERED BY

02-04-12 1ST N E BANAS

DUTY TECHS: MM, NB (M1)

HANDBACK STATUS:

1) DAILIES COMPLETE

2) 11:13 TO 11:18; EAST SAT, E5 CODE @ B2 5/6. KEYED OFF THEN ON.

3) 12:05 TO 12:13; SOUTH SAT B1 7/8 HAD A CONSTANT OBSTRUCTION. COULD NOT GET IT TO CLEAR, HAD TO TURN OFF DOOR AND POST SIGN.

4) 13:11 TO 13:20; WEST MAIN HAD NO LOCKING ON BERTH 1 1/2. E-HANDLE WAS STUCK IN UP POSITION, HAD TO REMOVE THE TOP OF THE LINKAGE TO GET TO RUN.

5) 15:20? WEST STUCK AT SAT, CLEARED ON IT'S OWN. LATER FOUND B2 3/4 CLOSED WITH AN E5 CODE, KEYED OFF THEN ON, UNDER 3 MIN. <<F6>>

6) TOOK NORTH DOWN FOR EARLY MAINT. WORKED ON PM 505. GOT EVERYTHING DONE EXCEPT CAR 7 AIR COMPRESSOR GREASE AND OIL. (CREW)

3RD

M A JOHNSON

DUTY TECHS: MJ, PT, DE

HANDBACK STATUS: NONE

1) DAILIES COMPLETED ON THE SYSTEM. (CREW)

2) COMPLETED PM-505 ON THE NORTH. THANK YOU NB/MM FOR YOUR HELP. (CREW)

3) S/S B1 7/8: DID FIS AND RELOADED DOOR PROFILE. TESTED EYEBEAM AND PHYSICAL OBSTRUCTIONS, ALL TESTED FINE. RETURNED TO SERVICE. (PT)

4) W/M B1 1/2: ADJUSTED KEYSWITCH ROTATED CAMS, REINSTALLED EMERGENCY HANDLE LINKAGE. RETURNED TO SERVICE. (PT)

5) 2346-0003 THE WEST SAT @ THE SATELLITE. REPORT SCREEN SHOWS THAT CC ACKNOWLEDGE THE ALARM, BUT FAILED TO INFORM US. WHEN THEY DID CALL US >F6> CONT. THEY ASK IF WERE WORKING ON THE WEST. CLEARLY IF THEY LOOKED UP 4 INCHES THEY WOULD SEE THE EAST WAS OOS. DOOR COMMANDS WERE ISSUED AND TRAIN LEFT ATO. (DE, PT)

6) CLEANERS WASHED EAST TRAIN AND NORTH WINDOWS. (PT)

7) COMPLETED THE 7 DAY ON THE EAST. REPLACED C2, #2 END C PHASE COLLECTOR SHOE. ALSO, FOUND AIR LEAK ON THE MAIN RESERVOIR TANK ON C1; CLEANED UP BOTH FITTINGS/ APPLIED A NEW COAT OF PIPE THREADING AND RETURNED TO SERVICE. (CREW)

7) TDAS CC HELD BOTH C-TRAINS @ 07:05 TO 07:08 FOR DOOR BREACH. (MJ)

8) FILED PM'S.

(DE)

02-05-12 1ST

K D DEPIERO

DUTY TECHS: KD, WS.

HANDBACK STATUS: NONE

Exhibit No. CCx 43  
Witness J. Middleton  
Date 6/26/13

KWD CCR# 03527

ER3527

| DATE | DUTIES | ENTERED BY |
|------|--------|------------|
|      |        |            |

① 10:29 S/M TDAS, DR RECYCLES NO HELP, FOUND B3 5/6 OPEN, NO MALF LIGHT, STARTED TO MANUALLY CLOSE WAYSIDE DR BUT THEY CYCLED OPEN AND CLOSED, TRAIN DEPARTED 10:33. OBSERVED SERVERAL TRIPS WITH NO FUTHER FAULTS. (CREW)

2) WHEN WE REACHED UPSTAIRS FOR ITEM #1 WE OBSERVED TSA TELLING EVERYONE ON THE TRAIN THAT IT WAS BROKE AND TO GET OFF. SEVERAL PASSENGERS EXPRESSED THEIR CONCERN AS TO WHY THE TRAIN LEFT WITHOUT THEM. (KD)

3) DAILIES COMPLETED: CARS 6 & 9 NEED THE DIGITAL GRAPHICS RESET (EXIT OTHER SIDE). (CREW)

4) HAD A NRP C1 RESET RCB TO CLEAR. (KD)

5) CC REPORTED THAT THEY WERE HAVING A PROBLEM WITH THE CCTV ON THE D TRAMS. USING THE LAPTOP WE WERE ABLE TO VIEW ALL THE VIDEO FEEDS FOR THE N BUT THE S WAS UNREACHABLE. THE YELLOW AND GREEN STATUS INDICATOR FOR THE NETWORK PLUG ON C10'S DVR WERE ON BUT NEITHER WAS FLASHING. ALSO WE WERE UNABLE TO LOCATE A KEY. (CREW)

6) SD MCDONALD ON D'S @1450 CLEARED AT 1505. (CREW)

7) WHILE CHECKING OUT THE DVR ON C10 B3 DRS 5/6 STOPPED WORKING 2 TIMES. ONCE WHILE DRS WERE OPENING AND WERE ABOUT HALF WAY AND THE SECOND TIME WITH THE DRS FULLY OPEN. (CREW)

8) WORKED ON PUBLICATION INVENTORY. (KD)

9) HAD A TDAS S/M DR CMDS CLEARED. WENT TO CHECK OUT & ON NEXT TRIP B3 DRS  
5/6 DID NOT OPEN. KEYED OFF AND POSTED SIGNS. (CREW)

10) AFTER TURNING OFF B3 DRS 5/6 ON THE NEXT TRIP HAD TDAS @1821 ON S/M. B1 DRS 1/2 HAD NO C/L, KEYED OPEN & CLOSE TO GET C/L. TRAIN LEFT AT 1822. LEFT DRS ON. (CREW)

3RD R VALENTINE  
DUTY TECHS: RV, CR, AF  
HANDBACK STATUS: NONE

1) COMPLETED 7 DAY ON WEST (CR,AF)

2) COMPLETED PM 1102 ON WEST (CR,AF)

3) WASHED WINDOWS ON WEST . DID NOT DO NORTH DO TO CONTRACTORS BEING IN. (CR)

4) ESCORTED CONTRACTORS TO WORK ON THE DOOR STICKERS AT THE NORTH SAT. BERTH 1 AND 2 ARE COMPLETED. (RV)

5) LOOKED AT SOUTH MAIN B3 5/6. DOOR HAD 17 D1 ALARMS. LOOKED AT AUTOLOCK AND PINS ARE SO TIGHT THAT THE AUTOLOCK CANNOT PULL UP. <<<<>>>>

5) (CONTINUE) PUSHED LEAFS TOGETHER AND AUTOLOCK WAS ABLE TO PICK UP. LEAF

03528

ER3528

DATE DUTIES ENTERED BY

5 APPEARS TO BE SAGGING AND NEEDS ITS BACK WHEELS REPLACED. WE TRIED TO LEVEL LEAF 5 AS A TEMP FIX. PINS WERE STILL TO TIGHT. LOOSENEED UP THE DRIVE BELT AND STILL COULDN'T GET TO WORK. RAN OUT OF TIME. WILL LOOK INTO TONIGHT. (CREW)

6) DAILIES COMPLETED. (CREW)

02-06-12 1ST V K MCCLAIN

TECHS ON DUTY: KD, VM(MI), WS

HANDBACK STATUS: NONE

1) 06:09- CC CALLED W/ LOSS OF ZERO SPEED NSAT. HAD TO WAIT FOR THE SOUTH TO RETURN TO MAIN TO RECOVER THE NORTH. CC P/A'D THE TRAIN INFORMING PAX THAT MAINTENANCE WAS ENROUTE. HAD TO BRAKE INTO ALL CARS TO FREE PAX DUE TO NO RESPONSE TO COMMANDS FROM THE TRAIN. AFTER CLEARING PAX WE FOUND NO STATION DOORS C&L, FINDING B2, 5/6 W/ A BENT E-HANDLE LINKAGE. WE WERE UNABLE TO GET ANY RESPONSE FROM THE TRAIN TO CONTROLLING END OVERRIDES, REMOTE RESETS, TRAIN LINE RESETS. TRIED MOVING THE TRAIN INTO THE STATION TO CLEAR THE NO RESPONSE ISSUE W/ NO SUCCESS BUT DID RECEIVE REVERSER FAIL ALARMS ON C5 AND C6 AFTER 27 MINUTES @ 06:36. TRIED MANUALLY DRIVING FROM C-5 GETTING NO PROPULSION. TRIED REBOOTING ATC CRADLES ON C5 AND C7 BUT WERE UNABLE TO CLEAR THE REVERSER FAIL ALARMS. REBOOTED THE ATC CRADLE ON C6 W/ NO SUCCESS. HAD TO REVERT TO JUMPING UP AND DOWN ON THE CARS. F6>>>

1) CONT'D: JUMPED UP AND DOWN ON C5/6 FOR SEVERAL MINUTES, AS WELL AS REBOOTED THE ATC CRADLES AGAIN ON THESE CARS. AFTER JUMPING UP AND DOWN ON C5 THE V5 DOORS TRIED TO CLOSE BUT THE E-HANDLE WAS PULLED ON LEAF 7. AF GOT ONTO C6 AND WE BUTTONED UP THE TRAIN AND DEPARTED THE STATION IN MANUAL UNTIL TRAIN LOSS CLEARED AT WHICH POINT C5 WAS SWITCHED TO AUTO. THE TRAIN TOOK OFF IN ATO FROM THE NORTH TUNNEL @ 06:58. (CREW)

2) NSAT, STATION DOOR @ B2, 5/6 KEYED OFF W/ POSTED SIGNAGE AFTER THE PREVIOUS INCIDENT FOR THE BENT E-HANDLE LINKAGE ISSUE. (AF)

3) CC CALLED FOR A SD MCDONALD @ DMAIN (10:21) ALL FOUR LANES EMERGENCY RETURNED TO THE MAIN. SD MCDONALD CLEARED BY CC W/ ALL FOUR LANES BEING RELEASED @ 10:33. (CREW)

4) DAILIES COMPLETED. (CREW)

5) @1729 SD MCDONALD ALL TRAINS WERE HELD. CLEARED @1741 BUT CC HAD PROBLEMS WITH THE W AND IT WAS NOT RELEASED UNTIL 1749. (CREW)

6) TORE DOWN 8 SPINDLES AND STARTED TO CLEAN. (CREW)

7) WORKED ON PUB INVENTORY. (KD)

8) WS LEFT EARLY AFTER 5 HRS

3RD R VALENTINE  
DUTY TECHS: RV, CR, AF  
HANDBACK STATUS: NONE

1) AT 2029 HAD TDAS AND DFTC AT EAST MAIN. CENTRAL TRIED AN OPEN/CLOSE COMMAND AND THEN A RECYCLE DOOR COMMAND W/NO FIX. CENTRAL DIDN'T NOTIFY US

03529

ER3529

DATE DUTIES ENTERED BY

TILL 2031. WE TRIED AN OPEN/CLOSE COMMAND W/NO FIX. WE WALKED OVER TO THE EAST AND FOUND B1 7/8 MALF OPEN. KEYED DOOR OFF/ON AND DOORS CLOSED. TRAIN DEPARTED AT 2032. WATCHED DOOR SET W/NO MORE PROBLEMS. PUT INTO SIMS AS 3 MINUTES OPE DUE TO CENTRAL NOT CALLING US WHEN THE ALARM FIRST HAPPENED. (RV,CR)

2) LOOKED AT S/M B3 5/6, REPLACED THE ROLLER WHEELS ON THE BACK SIDE OF LEAF 5. LEVELED BOTH LEAFS AND STILL HAD A PROBLEM WITH THE PINS BEING TOO TIGHT. REPLACED THE AUTOLOCK AND NOW THE PINS HAVE ENOUGH ROOM. CYCLED DOOR FOR 15 MINUTES AND RETURNED DOORS TO SERVICE. (RV,CR) <<<<F6>>>>

3) LOOKED AT N/S B2 5/6 FOR BENT LINKAGE. IT APPEARS THE ROD WAS STUCK IN THE UP POSITION AND THEN CLOSED ON THE AUTOLOCK BENDING THE BRACKET. HAD TO TAKE THE EMERGENCY HANDLE COMPLETELY APART TO TO STRAITEN THE ROD AND THEN PUT IT BACK TOGETHER, THE ROD NO LONGER STICK. WE BENT THE BRACKET BACK TO WHERE IT SHOULD BE. AUTOLOCK LOOKS TO BE IN GOOD CONDITION SO WE DIDN'T REPLACE IT. PUT BACK INTO SERVICE. (RV,AF)

4) COMPLETED PM-61 AND PM-311 ON THE NORTH TRAIN. (RV,CR)

5) COMPLETED PM-61 ON THE WEST TRAIN. (RV,CR)

6) COMPLETED PM-301 ON THE NORTH TRAIN. (AF)

7) SIGN CONTRACTORS WERE NOT IN AND SAID THEY WOULD NOT START WORKING ON THE DOOR STICKERS AGAIN TILL THURSDAY DUE TO REQUEST FROM AIRPORT. (RV)

8) DAILIES COMPLETED. (CREW)

02-07-12 1ST V K MCCLAIN  
DUTY TECHS: KD, VM, WS(M1)  
HANDBACK STATUS: NONE

1) AVAILABILITY FOR WEEK ENDING 05 FEB 12: 0.9982 (TS)

2) AVAILABILITY FOR MONTH OF JAN: 0.9980 (TS)

3) RX'D 2 A/C BOARDS & 12 CANS BRAKE CLEANER. PLACED THE BOARDS IN THE ATC ROOM SO THAT THEY CAN BE TESTED. (CREW)

4) DAILIES COMPLETED, OPEN ITEMS MADE. (CREW)

5) 7-DAY COMPLETED. OPEN ITEMS MADE. (CREW)

3RD R VALENTINE  
DUTY TECHS: RV,CR,AF  
HANDBACK STATUS: NONE

1) COMPLETED PM-401 ON THE SOUTH TRAIN. (CREW)

2) COMPLETED PM-506 ON THE SOUTH TRAIN. (CREW)

3) WHILE PLACING THE SOUTH BACK INTO SERVICE THIS MORNING HAD A LOW MAIN AIR PRESSURE ALARM ON C-9. TRAINLINED THE AIR AND WAS ABLE TO GET TRAIN TO LEAVE STATION. WE UNTRAINLINE THE AIR AND DID A BLEED DOWN ON C-9. AIR WAS

03530

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[illegible]

HOLDING WELL AND DIDN'T SEEM TO BE LEAKING. LET SOME AIR OUT, DOWN TO 90 PSI, BUT THE AIR COMPRESSOR WOULDN'T KICK ON. WE RAN OUT OF TIME AND HAD TO TRAIN LINE THE AIR ON ALL THREE CARS. WILL HAVE TO LOOK INTO THIS LATER. (CREW)

<<<<<<<<<<<<<<>>>>>>>>>>>>>>>>

4) AT 2005 HAD TDAS AND DFTC ALARMS AT THE EAST SAT. TRIED SEVERAL OPEN/CLOSE DOOR COMMANDS W/NO FIX. WENT TO SAT AND FOUND B2 5/6 MALE HALFWAY CLOSED WITH AN "E5" CODE. KEYED OFF/ON AND DOORS CLOSED. WATCHED FOR SEVERAL TRIPS W/NO MORE PROBLEMS. (RV,CR)

5) DID A PA TEST ON THE NORTH TRAIN. (RV,AF)

6) ADJUSTED THE VOLUME ON THE RADIO CRADLE OF C-1 TO TRY AND GET THE NO RESPONSE TO POLL TO GO AWAY. CLOSED THE OPEN ITEM. (RV)

02-08-12 1ST M D MCCULLOUGH  
DUTY TECHS: WS (M1), MM, NB, KD, VM, MDM  
HANDBACK STATUS: NONE

1) WE ARE NOW USING THE 800MHZ RADIOS. PROJECT IS USING CHANNEL ATS2 - USE ONLY CHANNEL "ATS1" FOR NOW. PLEASE PLACE YOUR 400MHZ RADIOS, BATTERIES AND CHARGERS ON THE DRAFTING TABLE. (TS)

2) DAILIES COMPLETE. (CREW)

3) @ 1145 CC NOTIFIED US THAT A PASSENGERS ARM WAS INJURED WHILE BOARDING CAR 8, REVIEWED CAR 8, CAM #1 FROM 1040 TIL 1145 WITHOUT NOTICING ANYONE INJURED OR STUCK IN DOOR. (CREW)

[illegible]

5) COMPLETED PM'S 1003 & 1005. (KD, WS)

6) MADE TRASH RUN. (KD, WS)

7) PICKED UP TRACTION MOTOR FROM NITCO. (MDM, MM)

8) COMPLETED 7 DAY ON SOUTH. (MDM, MM, NB)

9) COMPLETED PM 1004. (NB, MDM)

10) REC'D 6 STANLEY DOOR MOTORS. SERIALIZED AND PUT IN STOCK ROOM. (NB,MM)

11) COMPLETED PM 200. (MM, KD)

3RD P M THOMAS  
DUTY TECHS: PT, CR, AU, MJ, AF, DE  
HANDBACK STATUS: NONE

1) N/S B2 3/4: RECYCLES JUST FINE WITHOUT MALF. CLOSED OPEN ITEM. (PT)

2) OILED EDGE CONTACT ROLLERS ON C5 #6, C6 #2 AND #5 THAT WERE WRITTEN UP FOR MAKING NOISE. CLOSED OPEN ITEMS. (PT)

03531

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| DATE | DUTIES | ENTERED BY |
|------|--------|------------|
|------|--------|------------|

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3) REPLACED PRESSURE WAVE SWITCH ON C7 #4. CLOSED OPEN ITEM. (PT)

(4) WHILE IN THE PROCESS OF STARTING THE PM 311 ON THE SOUTH, THE NORTH STOPPED ON THE GUIDEWAY W/ MULTIPLE ALARMS: IMPROPER TRAVEL, TACH FAIL, X-CHECK FAIL, ATP FAIL, NP FAILS, ETC... WE GOT THE SOUTH RUNNING AND BROUGHT THE NORTH DOWN FOR INSPECTION. WE COULDN'T FIND ANYTHING WRONG ON THE TOUCH SCREEN, SO WE CYCLED THE BATTERIES AND RAN THE TRAIN IN >>F6>> CONT. TEST MODE TIL IT WAS TIME FOR THE SERVER REBOOTS. WE HAD THIS INCIDENT ONCE LAST YEAR AND JUST HAD TO REBOOT THE CRADLE, BUT PLEASE MONITOR. (CREW)

(5) IN REF. TO #4 ITEM, THE NORTH STUNTED AGAIN. CALLED MATT ESEK FOR SOME ADVICE, WE DECIDED TO CHANGE SOME BOARDS AND FOUND ALOT OF DUST IN THE CRADLE WHICH WE VACUUMED. RAN THE TRAIN AGAIN AND THE TRAIN STOPPED AFTER THE 2ND TRIP. WENT BACK TO REPLACE THE CPU BOARDS #1 AND 2 AND FOUND A PUSHED/BENT PIN ON THE VITAL CONNECTION OF CPU #1. SO WE PULLED THE REPLACED THE BOARDS, REPAIRED THE PIN AND GENTLY SECURED IT BACK IN. RAN THE TRAIN FOR SEVERAL TRIPS W/O FURTHER INCIDENT. WE ENDED UP OPENING THE NORTH AFTER 5AM. TS WAS NOTIFIED AND WILL BE DEBRIEFED. (CREW)

6) DAILIES COMPLETED ON THE SYSTEM. (CREW)

7) CYCLE TESTED AIR COMPRESSOR ON C9 SEVERAL TIMES WITH NO FAULTS. BLEED DOWN @ 10+. UNTRAINLINED AIR ON SOUTH. (AU,CR)

03532

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## MICHAEL S. MORAN

Exhibit No. CC-44  
Witness M. Moran  
Date 6/26/13

### PROFESSIONAL EXPERIENCE

KWD OCR# 711

#### **Richardson Construction Sep 2009 – Present Las Vegas, NV Labor Compliance Officer**

Supporting the Clark County Department of Aviation's (CCDOA) Labor Compliance Program. Responsible for ensuring that all of the CCDOA public works projects are in compliance with the Nevada Revised Statutes and the Nevada Administrative Codes. Investigated claims and presented determinations for violations of the established rules and regulations to CCDOA for review and signature.

- Conducted over ninety audit investigations on Airport Construction projects.
- Provided training to various contractors requesting assistance in understanding the applicable regulations, completing the appropriate forms, to include Certified Payroll Reports, ensuring appropriate classification of workers, appropriate journeyman to apprentice ratios.
- Performed comprehensive audits of Certified Payroll Reports submitted by contractors and all tiered subcontractors to ensure accuracy and compliance with all applicable State and Federal regulations on a monthly basis.
- Created a multi-jurisdictional working group comprised of agencies throughout Southern Nevada to collaboratively work on Public Work Compliance

#### **Harris & Associates Dec 2006 – April 2009 Las Vegas, NV Labor Compliance Officer**

Responsible for ensuring the all of the client's (UNLV) public works projects were in compliance with the Nevada Revised Statutes and the Nevada Administrative Codes. Acted on behalf of UNLV in making determinations for violations of the established rules and regulations.

- Created a standardized comprehensive wage compliance audit system allowing the UNLV Project Managers to minimize their involvement with the prevailing wage compliance efforts.
- Improved communications with all parties involved through monthly meeting with the UNLV Project Managers and the general contractors.
- Provided training to the general contractor and all subcontractors performing work on UNLV public work projects.
- Conducted over sixty audit investigations on Airport Construction projects.
- Performed comprehensive audits of Certified Payroll Reports submitted by contractors and all tiered subcontractors to ensure accuracy and compliance with all applicable State and Federal regulations on a monthly basis.

#### **Southern Nevada Electrical Construction Industry Sep 2002 – Oct 2006 Las Vegas, NV Compliance Officer**

Responsible for the enforcement of the Nevada Revised Statutes by electrical contractors on all public works projects.

- Developed a thorough understanding of the Nevada Revised Statutes, Nevada Administrative Codes, Davis-Bacon Act and other pertinent Federal regulations governing the construction trades on publicly funded construction projects.
- Conducted over three hundred audit investigations throughout Southern Nevada resulting in the recovery of over 1.5 million dollars to underpaid employees.
- Worked closely with a variety of City, County, State and Federal public agencies performing publicly funded construction projects ensuring strict compliance with all applicable rules, regulations and laws governing the agencies and their projects.
- Assisted these same public agencies incorporating the appropriate rules, regulations and laws into their pre-bid documentation and the bid proposal documentation.
- Provided training to various contractors requesting assistance in understanding the applicable regulations, completing the appropriate forms, to include Certified Payroll Reports, ensuring Apprentice Indenture ship, appropriate journeyman to apprentice ratios and proper classification of employees based on the tasks performed.
- Comprehensive audits of all Certified Payroll Reports submitted by contractors to the Awarding Bodies to ensure accuracy and compliance with all applicable State and Federal regulations on a monthly basis.

#### **Animal Emergency and Referral Center of Idaho, P.C. 9/2000 – 2/2002 Garden City, Idaho 03533 Hospital Director**

CC x 44

ER3533

Managed the daily twenty-four hour operations for the largest multi-doctor emergency and referral practice for small animals in Idaho, with 10 veterinarians and over 40 support staff. Researched and developed a management hierarchy to aid in the management of the diverse specialties and functions of the small animal veterinary hospital. Identified individuals with corporate knowledge and self-motivation to become the management team for the various functional areas within the hospital. Trained these individuals and empowered them to enhance their specific functional group enhancing the quality of care while contributing to employee buy-in of hospital policies, rules, regulations, and daily operations. Set departmental objectives, authorized spending, and coordinate human resource efforts. Developed and maintained the annual budget for an average of 1.5 million dollars in gross sales. Oversew daily production output, quality, and process improvement.

- Developed, coordinated, and executed a move from one location of 1200 square feet into the newly built hospital at over 8,800 square feet with no interruption in the quality or timeliness of the services provided.
- Introduced strategic planning to the hospital staff and the board of directors.
- Developed a strategic business plan with tactical plans built in to achieve the vision, goals, and objectives.
- Managed accounts receivable to include billing, corporate write-offs, payments, and collection action while decreasing the number of accounts receivable from eight percent of gross sales down to two percent of gross sales.
- Managed accounts payable, ensuring accuracy and accountability while enforcing timely payments decreasing the finance and late fees from .5 percent of gross sales down to .02 percent of gross sales.
- Meticulously examined quarterly profit and loss statements to identify shortfalls, ensure accuracy, and revise either forecasted pro-forma budget or projected expenditures to maintain a 12 percent profit margin.
- Recruited, interviewed and hired all non professional staff, increasing the total number of lay-staff from 15 to over 40 personnel to facilitate operations in the new facility.
- Recruited and assisted in the interview process of all professional staff, increasing the total number of veterinarians from 3 to 10 veterinarians to accommodate the expanded operations in the new facility.
- Disciplined employees, both professional and non-professional, when policies were violated resulting in memorandums for record in personnel file up to dismissal.
- Created specific training programs and policies and procedures to ensure all personnel were thoroughly trained in hospital procedures.
- Created comprehensive policies and procedures for the entire hospital operation and human resources.

**United States Air Force, 58th Special Operations Wing 9/1979 – 9/2000 Kirtland AFB, NM  
Operations / Human Resources Manager / Community Services Officer**

- Operations manager for aerial delivery support of selectively manned formal special operations and combat rescue training school and unilateral airdrop missions. Provided operational control of over 10 million dollars in assets and up to 50 personnel with a budget of 70 thousand dollars.
- Created, implemented, and maintained a 5.2 million dollar operating budget to include monthly financial reports to the CEO and higher headquarters.
- Developed and implemented a program where each organization within the company would adopt a local area school and support their adopted school in CHARACTER COUNTS!<sup>SM</sup> through classroom meetings, school assemblies, and rallies.
- Devised and executed various money saving programs from re-usable equipment to salvage operations with a gross realized savings of 45 thousand dollars annually.
- Created performance standards and evaluated employees based on these standards
- Wrote and presented performance evaluation and awards, orally and in writing.
- Responsible for retention programs resulting in achieving an 80 percent retention rate well exceeding the standard of 65 percent.

**EDUCATION**

B. S. University of Phoenix, Albuquerque, New Mexico May 2000

Degree in Business Management

A. A. Community College of the Air Force, Maxwell AFB, Alabama, July 1993

Degree in Transportation Management

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# Construction Trades and Related Occupations



Reprinted from the  
Occupational Outlook Handbook, 2008-09 Edition

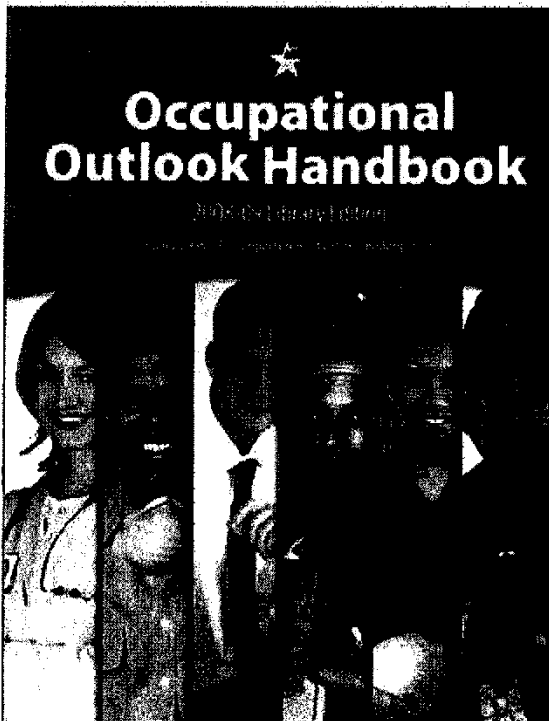
U.S. Department of Labor  
Bureau of Labor Statistics

NEVADA STATE LABOR COMMISSIONER

EXHIBIT CCx/H

WITNESS W. Stanley

DATE 9/10/13



## Occupations Included in this Reprint

Boilermakers  
Brickmasons, blockmasons, and stonemasons  
Carpenters  
Carpet, floor, and tile installers and finishers  
Cement masons, concrete finishers, segmental  
pavers, and terrazzo workers  
Construction and building inspectors  
Construction equipment operators  
Construction laborers  
Construction managers  
Drywall installers, ceiling tile installers, and tapers  
Electricians  
Elevator installers and repairers  
Glaziers  
Hazardous materials removal workers  
Insulation workers  
Painters and paperhangers  
Pipelayers, plumbers, pipefitters, and steamfitters  
Plasterers and stucco masons  
Roofers  
Sheet metal workers  
Structural and reinforcing iron and metal workers  
Welding, soldering, and brazing workers  
Woodworkers

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Median hourly earnings in the industries employing the largest numbers of electricians were:

|                                                                    |         |
|--------------------------------------------------------------------|---------|
| Motor vehicle parts manufacturing .....                            | \$31.90 |
| Electric power generation, transmission,<br>and distribution ..... | 26.32   |
| Local government .....                                             | 23.80   |
| Nonresidential building construction .....                         | 20.58   |
| Electrical contractors .....                                       | 20.47   |
| Plumbing, heating, and air-conditioning contractors .....          | 19.56   |
| Employment services .....                                          | 17.15   |

Apprentices usually start at between 40 and 50 percent of the rate paid to fully trained electricians, depending on experience. As apprentices become more skilled, they receive periodic pay increases throughout their training.

Some electricians are members of the International Brotherhood of Electrical Workers. Among unions representing maintenance electricians are the International Brotherhood of Electrical Workers; the International Union of Electronic, Electrical, Salaried, Machine, and Furniture Workers; the International Association of Machinists and Aerospace Workers; the International Union, United Automobile, Aircraft and Agricultural Implement Workers of America; and the United Steelworkers of America.

### Related Occupations

To install and maintain electrical systems, electricians combine manual skill and knowledge of electrical materials and concepts. Workers in other occupations involving similar skills include heating, air-conditioning, and refrigeration mechanics and installers; line installers and repairers; electrical and electronics installers and repairers; electronic home entertainment equipment installers and repairers; and elevator installers and repairers.

### Sources of Additional Information

For details about apprenticeships or other work opportunities in this trade, contact the offices of the State employment service, the State apprenticeship agency, local electrical contractors or firms that employ maintenance electricians, or local union-management electrician apprenticeship committees. Apprenticeship information is also available from the U.S. Department of Labor's toll free helpline: (877) 872-5627.

Information also may be available from local chapters of the Independent Electrical Contractors, Inc.; the National Electrical Contractors Association; the Home Builders Institute; the Associated Builders and Contractors; and the International Brotherhood of Electrical Workers.

For information about union apprenticeship and training programs, contact:

► National Joint Apprenticeship Training Committee, 301 Prince George's Blvd., Upper Marlboro, MD 20774.

Internet: <http://www.njatc.org>

► National Electrical Contractors Association, 3 Metro Center, Suite 1100, Bethesda, MD 20814.

Internet: <http://www.necanet.org>

► International Brotherhood of Electrical Workers, 1125 15th St.NW., Washington, DC 20005.

Internet: <http://www.ibew.org>

For information about independent apprenticeship programs, contact:

► Associated Builders and Contractors, Workforce Development Department, 4250 North Fairfax Dr., 9th Floor, Arlington, VA 22203. Internet: <http://www.trytools.org>

► Independent Electrical Contractors, Inc., 4401 Ford Ave., Suite 1100, Alexandria, VA 22302.

Internet: <http://www.ieci.org>

► National Association of Home Builders, Home Builders Institute, 1201 15th St.NW., Washington, DC 20005.

Internet: <http://www.hbi.org>

► National Center for Construction Education and Research, 3600 NW 43rd St., Bldg. G, Gainesville, FL 32606.

Internet: <http://www.nccer.org>

For general information on apprenticeships and how to get them, see the *Occupational Outlook Quarterly* article "Apprenticeships: Career training, credentials—and a paycheck in your pocket," in print at many libraries and career centers and online at: <http://www.bls.gov/opub/ooq/2002/summer/art01.pdf>

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## Elevator Installers and Repairers

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(O\*NET 47-4021.00)

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### Significant Points

- Most workers belong to a union and enter the occupation through a 4-year apprenticeship program.
- Excellent employment opportunities are expected.
- Elevator installers and repairers are less affected by downturns in the economy and inclement weather than other construction trades workers.

### Nature of the Work

Elevator installers and repairers—also called *elevator constructors* or *elevator mechanics*—assemble, install, and replace elevators, escalators, chairlifts, dumbwaiters, moving walkways, and similar equipment in new and old buildings. Once the equipment is in service, they maintain and repair it as well. They also are responsible for modernizing older equipment.

To install, repair, and maintain modern elevators, which are almost all electronically controlled, elevator installers and repairers must have a thorough knowledge of electronics, electricity, and hydraulics. Many elevators are controlled with microprocessors, which are programmed to analyze traffic conditions in order to dispatch elevators in the most efficient manner. With these controls, it is possible to get the greatest amount of service with the fewest number of cars.

Elevator installers and repairers usually specialize in installation, maintenance, or repair work. Maintenance and repair workers generally need greater knowledge of electricity and electronics than do installers because a large part of maintenance and repair work is troubleshooting.

When installing a new elevator, installers and repairers begin by studying blueprints to determine the equipment needed to install rails, machinery, car enclosures, motors, pumps, cylinders,

and plunger foundations. Then, they begin equipment installation. Working on scaffolding or platforms, installers bolt or weld steel rails to the walls of the shaft to guide the elevator.

Elevator installers put in electrical wires and controls by running tubing, called conduit, along a shaft's walls from floor to floor. Once the conduit is in place, mechanics pull plastic-covered electrical wires through it. They then install electrical components and related devices required at each floor and at the main control panel in the machine room.

Installers bolt or weld together the steel frame of an elevator car at the bottom of the shaft; install the car's platform, walls, and doors; and attach guide shoes and rollers to minimize the lateral motion of the car as it travels through the shaft. They also install the outer doors and door frames at the elevator entrances on each floor.

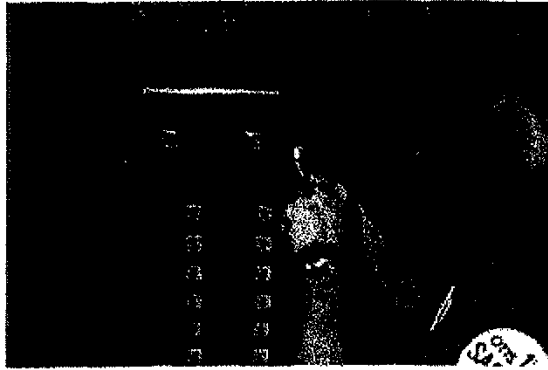
For cabled elevators, these workers install geared or gearless machines with a traction drive wheel that guides and moves heavy steel cables connected to the elevator car and counterweight. (The counterweight moves in the opposite direction from the car and balances most of the weight of the car to reduce the weight that the elevator's motor must lift.) Elevator installers also install elevators in which a car sits on a hydraulic plunger that is driven by a pump. The plunger pushes the elevator car up from underneath, similar to a lift in an auto service station.

Installers and repairers also install escalators. They place the steel framework, the electrically powered stairs, and the tracks and install associated motors and electrical wiring. In addition to elevators and escalators, installers and repairers also may install devices such as dumbwaiters and material lifts—which are similar to elevators in design—as well as moving walkways, stair lifts, and wheelchair lifts.

Once an elevator is operating properly, it must be maintained and serviced regularly to keep it in safe working condition. Elevator installers and repairers generally do preventive maintenance—such as oiling and greasing moving parts, replacing worn parts, testing equipment with meters and gauges, and adjusting equipment for optimal performance. They insure that the equipment and rooms are clean. They also troubleshoot and may be called to do emergency repairs. Unlike most elevator installers, those who specialize in elevator maintenance are on their own most of the day and typically service the same elevators periodically.

A service crew usually handles major repairs—for example, replacing cables, elevator doors, or machine bearings. This may require the use of cutting torches or rigging equipment—tools that an elevator repairer would not normally carry. Service crews also do major modernization and alteration work, such as moving and replacing electrical motors, hydraulic pumps, and control panels.

The most highly skilled elevator installers and repairers, called "adjusters," specialize in fine-tuning all the equipment after installation. Adjusters make sure that an elevator works according to specifications and stops correctly at each floor within a specified time. Adjusters need a thorough knowledge of electricity, electronics, and computers to ensure that newly installed elevators operate properly.



*Repairers make sure that an elevator operates according to specifications and stops at each floor within a specified time.*

**Work environment.** Elevator installers lift and carry heavy equipment and parts, and they may work in cramped spaces or awkward positions. Potential hazards include falls, electrical shock, muscle strains, and other injuries related to handling heavy equipment. Most of their work is performed indoors in existing buildings or buildings under construction.

Most elevator installers and repairers work a 40-hour week. However, overtime is required when essential equipment must be repaired, and some workers are on 24-hour call. Because most of their work is performed indoors in buildings, elevator installers and repairers lose less work time due to inclement weather than do other construction trades workers.

### **Training, Other Qualifications, and Advancement**

Most elevator installers receive their education through an apprenticeship program. High school classes in mathematics, science, and shop may help applicants compete for apprenticeship openings.

**Education and training.** Most elevators installers and repairers learn their trade in an apprenticeship program administered by local joint educational committees representing the employers and the union—the International Union of Elevator Constructors. In nonunion shops, workers may complete training programs sponsored by independent contractors.

Apprenticeship programs teach a range of skills, usually during a 4-year period. Programs combine paid on-the-job training with classroom instruction in blueprint reading, electrical and electronic theory, mathematics, applications of physics, and safety.

Most apprentices assist experienced elevator installers and repairers. Beginners carry materials and tools, bolt rails to walls, and assemble elevator cars. Eventually, apprentices learn more difficult tasks such as wiring.

Applicants for apprenticeship positions must have a high school diploma or the equivalent. High school courses in electricity, mathematics, and physics provide a useful background. As elevators become increasingly sophisticated, workers may need to get more advanced education—for example, a certificate or associate degree in electronics. Workers with education beyond high school usually advance more quickly than their counterparts without a degree.

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Many elevator installers and repairers receive additional training in their particular company's equipment.

**Licensure.** Most cities and States require elevator installers and repairers to pass a licensing examination. Other requirements for licensure vary.

**Certification and other qualifications.** Workers who also complete an apprenticeship registered by the U.S. Department of Labor or their State board earn a journeyworker certificate recognized Nationwide. Applicants for apprenticeship positions must be at least 18 years old, have a high school diploma or equivalent, and pass a drug test and an aptitude test. Good physical condition and mechanical aptitude also are important.

Jobs with many employers require membership in the union. To be considered fully qualified by the union, workers must complete an apprenticeship and pass a standard exam administered by the National Elevator Industry Educational Program.

The National Association of Elevator Contractors also offers certification as a Certified Elevator Technician or Certified Accessibility and Private Residence Lift Technician.

**Advancement.** Ongoing training is very important if a worker is to keep up with technological developments in elevator repair. In fact, union elevator installers and repairers typically receive training throughout their careers, through correspondence courses, seminars, or formal classes. This training greatly improves one's chances for promotion and retention.

Some installers may receive further training in specialized areas and advance to the position of mechanic-in-charge, adjuster, supervisor, or elevator inspector. Adjusters, for example, may be picked for their position because they possess particular skills or are electronically inclined. Other workers may move into management, sales, or product design jobs.

## Employment

Elevator installers and repairers held about 22,000 jobs in 2006. Most were employed by specialty trades contractors, particularly elevator maintenance and repair contractors. Others were employed by field offices of elevator manufacturers, machinery wholesalers, government agencies, or businesses that do their own elevator maintenance and repair.

## Job Outlook

Even with average job growth, excellent job opportunities are expected in this occupation.

**Employment change.** Employment of elevator installers and repairers is expected to increase 9 percent during the 2006-16 decade, about as fast as the average for all occupations. Demand for additional elevator installers depends greatly on growth in nonresidential construction, such as commercial office buildings and stores that have elevators and escalators. This

sector of the construction industry is expected to grow during the decade as the economy expands. In addition, the need to continually update and repair old equipment, provide access to the disabled, and install increasingly sophisticated equipment and controls should add to the demand for elevator installers and repairers. The demand for elevator installers and repairers will also increase as a growing number of the elderly require easier access to their homes through stair lifts and residential elevators.

**Job prospects.** Workers should have excellent opportunities when seeking to enter this occupation. Elevator installer and repairer jobs have relatively high earnings and good benefits. However, the dangerous and physically challenging nature of this occupation and the significant training it requires reduces the number of applicants and creates better opportunities for those who apply. Job prospects should be best for those with postsecondary education in electronics or experience in the military.

Elevators, escalators, lifts, moving walkways, and related equipment need to be kept in good working condition year round, so employment of elevator repairers is less affected by economic downturns and seasonality than other construction trades.

## Earnings

Earnings of elevator installers and repairers are among the highest of all construction trades. Median hourly earnings of wage and salary elevator installers and repairers were \$30.59 in May 2006. The middle 50 percent earned between \$23.90 and \$35.76. The lowest 10 percent earned less than \$17.79, and the top 10 percent earned more than \$42.14. Median hourly earnings in the building equipment contractors industry were \$30.74.

Earnings for members of the International Union of Elevator Constructors vary based on the local and specialty. Check with a local in your area for exact wages.

About three out of four elevator installers and repairers were members of unions or covered by a union contract, one of the highest proportions of all occupations. The largest numbers were members of the International Union of Elevator Constructors. In addition to free continuing education, elevator installers and repairers receive basic benefits enjoyed by most other workers.

## Related Occupations

Elevator installers and repairers combine electrical and mechanical skills with construction skills, such as welding, rigging, measuring, and blueprint reading. Other occupations that require many of these skills are boilermakers; electricians; electrical and electronics installers and repairers; industrial machinery mechanics and maintenance workers; millwrights;

## Projections data from the National Employment Matrix

| Occupational Title                | SOC Code | Employment, 2006 | Projected employment, 2016 | Change, 2006-16 |         |
|-----------------------------------|----------|------------------|----------------------------|-----------------|---------|
|                                   |          |                  |                            | Number          | Percent |
| Elevator installers and repairers | 47-4021  | 22,000           | 24,000                     | 1,900           | 9       |

NOTE: Data in this table are rounded. See the discussion of the employment projections table in the *Handbook* introductory chapter on *Occupational Information Included in the Handbook*.

sheet metal workers; and structural and reinforcing iron and metal workers.

### Sources of Additional Information

For information about apprenticeships or job opportunities as an elevator mechanic, contact local contractors, a local chapter of the International Union of Elevator Constructors, a local joint union-management apprenticeship committee, or the nearest office of your State employment service or apprenticeship agency. You can also find information on the registered apprenticeship system with links to State apprenticeship programs on the U.S. Department of Labor's Web site: [http://www.doleta.gov/atels\\_bat](http://www.doleta.gov/atels_bat) Apprenticeship information is also available from the U.S. Department of Labor's toll free helpline: (877) 872-5627.

For further information on opportunities as an elevator installer and repairer, contact:

➤ International Union of Elevator Constructors, 7154 Columbia Gateway Dr., Columbia, MD 21046.

Internet: <http://www.iuec.org>

For additional information about the Certified Elevator Technician (CET) program or the Certified Accessibility and Private Residence Lift Technician (CAT) program, contact:

➤ National Association of Elevator Contractors, 1298 Wellbrook Circle, Suite A, Conyers, GA 30012.

Internet: <http://www.naec.org>

For general information on apprenticeships and how to get them, see the *Occupational Outlook Quarterly* article "Apprenticeships: Career training, credentials—and a paycheck in your pocket," online at <http://www.bls.gov/oppub/ooq/2002/summer/art01.pdf> and in print at many libraries and career centers.

## Glaziers

(O\*NET 47-2121.00)

### Significant Points

- Many glaziers learn the trade by helping experienced workers.
- Job opportunities are expected to be good.

### Nature of the Work

Glass serves many uses in modern life. Insulated and specially treated glass keeps in warmed or cooled air and provides good condensation and sound control. Tempered and laminated glass makes doors and windows more secure. In large commercial buildings, glass panels give office buildings a distinctive look while reducing the need for artificial lighting. The creative use of large windows, glass doors, skylights, and sunroom additions makes homes bright, airy, and inviting.

Glaziers are responsible for selecting, cutting, installing, replacing, and removing all types of glass. They generally work on one of several types of projects. Residential glazing involves work such as replacing glass in home windows; installing glass mirrors, shower doors, and bathtub enclosures; and fitting glass for tabletops and display cases. On com-

mercial interior projects, glaziers install items such as heavy, often etched, decorative room dividers or security windows. Glazing projects also may involve replacement of storefront windows for establishments such as supermarkets, auto dealerships, or banks. In the construction of large commercial buildings, glaziers build metal framework extrusions and install glass panels or curtain walls. (Workers who replace and repair glass in motor vehicles are not covered in this statement. See the statement on automotive body and related repairers elsewhere in the *Handbook*.)

Besides working with glass, glaziers also may work with plastics, granite, marble, and other similar materials used as glass substitutes and with films or laminates that improve the durability or safety of the glass. They may mount steel and aluminum sashes or frames and attach locks and hinges to glass doors.

For most jobs, the glass is pre-cut and mounted in frames at a factory or a contractor's shop. It arrives at the jobsite ready for glaziers to position and secure it in place. They may use a crane or hoist with suction cups to lift large, heavy pieces of glass. They then gently guide the glass into position by hand.

Once glaziers have the glass in place, they secure it with mastic, putty, or other paste-like cement, or with bolts, rubber gaskets, glazing compound, metal clips, or metal or wood moldings. When they secure glass using a rubber gasket—a thick, molded rubber half-tube with a split running its length—they first secure the gasket around the perimeter within the opening, then set the glass into the split side of the gasket, causing it to clamp to the edges and hold the glass firmly in place.

When they use metal clips and wood moldings, glaziers first secure the molding to the opening, place the glass in the molding, and then force springlike metal clips between the glass and the molding. The clips exert pressure and keep the glass firmly in place.

When a glazing compound is used, glaziers first spread it neatly against and around the edges of the molding on the inside of the opening. Next, they install the glass. Pressing it against the compound on the inside molding, workers screw or nail outside molding that loosely holds the glass in place. To hold it firmly, they pack the space between the molding and the glass with glazing compound and then trim any excess material with a glazing knife.

For some jobs, the glazier must cut the glass manually at the jobsite. To prepare the glass for cutting, glaziers rest it either on edge on a rack, or "A-frame," or flat against a cutting table. They then measure and mark the glass for the cut.

Glaziers cut glass with a special tool that has a small, very hard metal wheel. Using a straightedge as a guide, the glazier presses the cutter's wheel firmly on the glass, guiding and rolling it carefully to make a score just below the surface. To help the cutting tool move smoothly across the glass, workers brush a thin layer of oil along the line of the intended cut or dip the cutting tool in oil. Immediately after cutting, the glazier presses on the shorter end of the glass to break it cleanly along the cut.

In addition to handtools such as glasscutters, suction cups, and glazing knives, glaziers use power tools such as saws, drills, cutters, and grinders. An increasing number of glaziers

03539



# SUMMARY OF COST OF REPAIRS FOR CBE 552

|                                  | Cost for Rebuilds & Special Purchases Orders |              | Cost From "Pass Down" (Reflects less than 1 year.) |             |               | Cost From Log Books |                      |            | Cost From Supplied Documents |  |
|----------------------------------|----------------------------------------------|--------------|----------------------------------------------------|-------------|---------------|---------------------|----------------------|------------|------------------------------|--|
|                                  | Wayside                                      | tram         | Wayside                                            | Tram        | Wayside Doors | Tram                | Wayside ATC/guideway | Wayside    | Tram                         |  |
| labor <sup>1</sup>               | \$73,935.66                                  | \$116,377.09 | \$22,625.99                                        | \$51,101.48 | \$53,478.29   | \$198,223.89        | \$58,220.35          | \$4,727.60 | \$71,579.08                  |  |
| parts cost                       | \$25,811.47                                  | \$141,202.89 | \$18,197.96                                        | \$13,986.36 | \$9,490.75    | \$228,782.02        | \$13,889.98          | 575.5      | \$45,126.83                  |  |
| Special purchase <sup>2</sup>    | \$8,800.00                                   |              |                                                    |             |               |                     |                      |            |                              |  |
| MRO/NPR's 2008-2009 <sup>3</sup> | \$5,000.00                                   | \$36,000.00  |                                                    |             |               |                     |                      |            |                              |  |
| MRO/NPR's est 2009-2012          | \$15,000.00                                  | \$90,000.00  |                                                    |             |               |                     |                      |            |                              |  |
| Sub Totals                       | \$128,547.13                                 | \$383,579.98 | \$40,823.95                                        | \$65,087.84 | \$62,969.04   | \$427,005.91        | \$72,110.33          | \$5,303.10 | \$116,705.91                 |  |
| Wayside Total                    | \$309,753.55                                 |              |                                                    |             |               |                     |                      |            |                              |  |
| Wayside Total                    | \$992,379.64                                 |              |                                                    |             |               |                     |                      |            |                              |  |
| Wayside Total                    | \$1,302,133.19                               |              |                                                    |             |               |                     |                      |            |                              |  |

<sup>1</sup>Labor cost calculated by multiplying hours by \$57.83 per hour--the average wage and benefits in 2008 plus 42% for Bombardier overhead.

<sup>2</sup>Special Purchase 32 X 275= \$8,800.00

31 Oct 2008: 15 RH & 17 LH door guides were ordered so that all the guides on the C gate doors could be changed these were in addition to the ones that were on hand. The project was to use their labor to change them but the project was not to pay for the parts due to them not being in the scope of work. The priced charged by Bombardier was \$275.00 Each.

| <sup>3</sup> NPR's & MRO's for repairs & outside contractors |          |           |             |            | Files requested but not provided |  |
|--------------------------------------------------------------|----------|-----------|-------------|------------|----------------------------------|--|
| For                                                          | From     | To        | Limit       | Charged to | Estimate: 2009-2012              |  |
| Big Town Vehicle A/C repair                                  | 9/1/2008 | 8/31/2009 | \$30,000.00 | Vehicle    | \$90,000.00                      |  |
| Calderone Welding cracked vehicle frames                     | 9/1/2008 | 8/31/2009 | \$6,000.00  | Vehicle    | \$0.00                           |  |
| TJK and party inspection and consultation                    | 9/1/2008 | 8/31/2009 | \$5,000.00  | Wayside    | \$15,000.00                      |  |

Exhibit No. U-1  
 Witness K. D. D. D.  
 Date 6/21/13  
 KWD OOR# 711

# Labor & Parts cost to rebuild Wayside Components for CBE 552

| Part rebuilt                  | Qty      | Disposition                                     | Man hours | Parts       |     |             |
|-------------------------------|----------|-------------------------------------------------|-----------|-------------|-----|-------------|
|                               |          |                                                 |           | part        | qty | cost        |
| Switch, Door Operator (Emery) | 1        | 2 from logs                                     | 1.5       |             |     |             |
| Bearing, Door Roller          | 4        | 4 cleaned insp                                  | 0.5       |             |     |             |
| Bearing roller (Stanley)      | 35       | From logs                                       | 52.5      |             |     |             |
| Shop Air Hose                 | 2        |                                                 | 0.5       |             |     |             |
| Autolock (Stanley)            | 236      | 230 rebuilt 3 sent rnr 3 tested 90 had mod done | 944       | auto lock   | 3   | \$1,275.44  |
| Autolock (Stanley)            |          | Rebuilt normal                                  |           |             | 143 | \$32.50     |
| Autolock (Stanley)            | 90       | Mod only                                        | 90        | est repairs | 90  | \$46.76     |
| Autolock (Stanley)            | 44       | 44 rebuilt 2 pc board rpl, 2 rpr, 2 ham rpl     | 88        |             |     | \$500.00    |
| Autolock (Stanley)            |          | normal rebuild                                  |           |             | 44  | \$23.04     |
| Motor/Gearbox Drive (Stanley) | 38       | 24 tested, 7 from rnr 2 out rnr + 7 from logs   | 38        | Assemble    | 16  | \$409.42    |
| Shop Extension Cord           | 2        |                                                 | 1         |             |     |             |
| Processor Control (Stanley)   | 27       | 2 bad other varied adj, fis, etc +10 from logs  | 27        | Unit        | 12  | \$333.85    |
| Power Supply (Stanley)        | 2        |                                                 | 2         |             | 2   | \$169.58    |
| Shop Fan                      | 2        |                                                 | 2         |             |     |             |
| Shop Vacuum Cleaner           | 4        |                                                 | 2         |             |     |             |
| Shop Light                    | 11       |                                                 | 5.5       |             |     |             |
| Shop Air Regulator            | 6        | 1 scraped \$100.00                              | 7.5       | \$100       | 5   | \$36.03     |
| Filler strip                  | 6        |                                                 | 12        | 209.56+10   | 2   | \$219.56    |
| Air Regulator                 | 3        | 3 rebuilt                                       | 4.5       | Kit         | 3   |             |
| Wayside cost/hours            | 76951.47 | 51140                                           | 1278.5    |             |     | \$25,811.47 |

## Labor & Parts cost to rebuild Tram Components for CBE 552

|                               |    |                                              |       |         |    |          |
|-------------------------------|----|----------------------------------------------|-------|---------|----|----------|
| Brake Parts                   | 9  | cleaned insp                                 | 4.5   | none    |    |          |
| BS/LS                         | 1  | Rebuilt                                      | 3     | special |    |          |
| BS/LS Aux Arm                 | 54 | 54 rebuilt                                   | 27    |         | 54 | \$7.50   |
| BS/LS Aux Contact Block       | 26 | 23 rebuilt 3 trashed                         | 11.5  |         | 26 | \$26.20  |
| Service Brake Chamber         | 8  |                                              | 8     |         | 8  | \$6.79   |
| Spring Brake Chamber          | 18 |                                              | 18    |         | 18 | \$17.60  |
| Filler Strip                  | 6  | cleaned reattached seal                      | 9     | glue    | 6  | \$10.00  |
| Air Compressor                | 3  | 1 rebuilt 2 repaired 10 hours                | 15    |         | 1  | \$84.94  |
| Valve, Relief 70# Intercooler | 8  | 1 trashed                                    | 4     |         | 1  | \$24.00  |
| Valve, Relief 155#            | 15 | 1 trashed                                    | 11.25 |         | 1  | \$99.15  |
| Air Compressor HP Head        | 40 | 37 rebuilt 3 cleaned and tested manhours 114 | 114   |         | 37 | \$159.21 |
| GRV                           | 46 |                                              | 15.3  |         | 46 | \$6.89   |
| Air Relay (AR2)               | 16 | 14 rebuilt 1 tested good 1 trashed           | 23    |         | 14 | \$73.18  |
| FSE Valve                     | 49 |                                              | 36.75 |         | 49 | \$97.55  |

|                                |     |  |                                                 |        |  |              |     |            |              |
|--------------------------------|-----|--|-------------------------------------------------|--------|--|--------------|-----|------------|--------------|
| Guide Tire                     | 33  |  |                                                 | 49.5   |  |              | 33  | \$107.23   | \$3,538.52   |
| Relay, MorsSmitt V401          | 9   |  |                                                 | 9      |  |              | 1   | \$279.81   | \$279.81     |
| Relay, MCR                     | 16  |  |                                                 | 16     |  |              | 4   | \$373.76   | \$1,496.00   |
| Relay, LSR                     | 9   |  |                                                 | 9      |  |              | 1   | \$279.81   | \$279.81     |
| Relay, PBR                     | 22  |  |                                                 | 22     |  |              | 1   | \$781.25   | \$781.25     |
| Relay, CE1M1/2M2               | 1   |  |                                                 | 1      |  | none         |     |            |              |
| Relay, BIR                     | 1   |  |                                                 | 1      |  | none         |     |            |              |
| Relay, 1214 Hengstler          | 63  |  |                                                 | 63     |  | Failed       | 3   | \$1,247.10 | \$3,741.30   |
| Relay, PRCC                    | 14  |  |                                                 | 14     |  | Failed       | 7   | \$279.81   | \$1,958.67   |
| Relay, PRCCa                   | 10  |  |                                                 | 10     |  | none         |     |            |              |
| Collector Shoe Sub-assembly    | 143 |  | Rebuilt/assm 103 scrap 40 (55.08 ea)            | 35.75  |  | \$2,203.20   | 103 | \$41.72    | \$6,500.36   |
| Leveling Valve                 | 30  |  |                                                 | 45     |  | valve        | 30  | \$74.38    | \$2,231.40   |
| Door Operator                  | 14  |  | 9 rebuilt 2 mod 3 repaired                      | 56     |  |              | 9   | \$215.27   | \$1,937.44   |
| Door Roller Bearings           | 506 |  | 54 scrapped                                     | 50.6   |  |              | 54  | \$15.75    | \$850.50     |
| Door Edge Contact Roller       | 285 |  | rebuilt all + 30% (2 contact per)               | 191.25 |  | contacts 50% | 285 | \$44.89    | \$12,793.65  |
| Switch, Lever                  | 255 |  | 53 scrapped                                     | 127.5  |  | supplies     | 53  | \$39.00    | \$2,067.00   |
| Air Dryer, AD9                 | 26  |  | 26 rebuilt                                      | 65     |  |              | 26  | \$155.41   | \$4,040.71   |
| FSE Package                    | 35  |  |                                                 | 70     |  | FSE kit X 2  | 35  | \$208.87   | \$7,310.45   |
| Air Compressor LP Head         | 30  |  | 22 rebuilt 8 cleaned insp & tested 72 man hours | 120    |  |              | 30  | \$179.69   | \$5,390.73   |
| Collector Tree                 | 42  |  | 39 rebuilt/modified 3 modified                  | 126    |  |              | 39  | \$222.26   | \$8,667.95   |
| Hub/Drum                       | 36  |  |                                                 | 108    |  |              | 36  | \$559.55   | \$20,143.80  |
| Guide Spindle                  | 166 |  |                                                 | 498    |  |              | 166 | \$252.65   | \$41,940.61  |
| Propulsion Rectifier Contactor | 2   |  |                                                 | 2      |  | contacts     | 2   | \$690.63   | \$1,381.26   |
| Antiriser, Vehicle             | 1   |  | 1 rebuilt                                       | 1      |  | rod          | 1   | \$10.00    | \$10.00      |
| Switch, PRC Aux Contact        | 3   |  |                                                 | 1.5    |  |              |     | \$27.29    |              |
| Transducer                     | 1   |  |                                                 | 1      |  | none         |     |            |              |
| Valve, Holdback                | 13  |  |                                                 | 8      |  |              | 2   | \$9.05     | \$18.10      |
| CSO                            | 2   |  | 2 tested & adj                                  | 2      |  | none         |     |            |              |
| Equalizer (Crossfire)          | 10  |  |                                                 | 2      |  |              | 3   | \$25.00    | \$75.00      |
| Door Slide Channel             | 6   |  | rebuilt all                                     | 3      |  |              | 6   | \$5.35     | \$32.10      |
| Valve, Sentronics              | 4   |  |                                                 | 4      |  | none         |     |            |              |
|                                |     |  |                                                 | 2012.4 |  |              |     |            | \$141,202.89 |

03542

| Data From The Daily Computer Log Used By the Technicians Performing Work Under CBE 552 |              |        |        |                                                  |         |       |         |          |     |  |  |
|----------------------------------------------------------------------------------------|--------------|--------|--------|--------------------------------------------------|---------|-------|---------|----------|-----|--|--|
| File:                                                                                  | 05-01-08.LST |        |        |                                                  |         |       |         |          |     |  |  |
| date                                                                                   | page         | Sft. # | Ty     | what                                             | WaySide |       | Vehicle |          |     |  |  |
|                                                                                        |              |        |        |                                                  | Hrs     | parts | Hours   | parts    |     |  |  |
| 5/1/2008                                                                               | 1            | am     | 4 a    | fire ext alarm n/s                               |         |       |         |          | 0.5 |  |  |
|                                                                                        |              | pm     | 1 r    | top shop air compressor                          | 2       |       |         |          |     |  |  |
| 5/2/2008                                                                               |              | am     | 3 a    | fire ext n/s                                     | 2       |       |         |          |     |  |  |
| 5/3/2008                                                                               | 2            | am     | 1 r    | wash on engine bay                               | 0.5     |       |         |          |     |  |  |
|                                                                                        |              | am     | 3 a    | fire ext c7                                      |         |       |         |          | 0.5 |  |  |
|                                                                                        |              | pm     | 4 r    | adj btry charger c8                              |         |       |         |          | 1.5 |  |  |
|                                                                                        |              | pm     | 5 r    | prc locitted s                                   |         |       |         |          | 3   |  |  |
| 5/4/2008                                                                               | 3            | am     | 6 a    | fire ext c7                                      |         |       |         |          | 0.5 |  |  |
|                                                                                        |              | am     | 9 r    |                                                  |         |       |         |          |     |  |  |
| 5/5/2008                                                                               | 4            | pm     | 2 rpl  | aux contact                                      |         |       |         |          | 1   |  |  |
|                                                                                        |              |        |        | prc locitted s                                   |         |       |         |          | 1   |  |  |
|                                                                                        |              |        | 3 r    | equipment cover strut                            |         |       |         |          | 1   |  |  |
|                                                                                        |              |        | 4 r    | air head pressure cover bolt applied             | 0.75    |       |         |          |     |  |  |
| 5/6/2008                                                                               |              | am     | 1 rpl  | 2 tail lights                                    |         |       |         |          | 1.5 |  |  |
|                                                                                        |              | pm     | 4 rec  | Wash on rec                                      | 0.5     |       |         |          |     |  |  |
| 5/7/2008                                                                               | 6            | pm     | 3 rec  | Wash on rec                                      | 0.5     |       |         |          |     |  |  |
|                                                                                        |              |        | 4 rpl  | brake job                                        |         |       | 6       | \$380.65 |     |  |  |
|                                                                                        |              |        | 4 r    | hub seal leaking                                 |         |       | 4       |          |     |  |  |
|                                                                                        |              |        | 4 rpl  | brake adjusters broken                           |         |       | 6       | \$380.65 |     |  |  |
|                                                                                        |              |        | 6 rpl  | h/p & l/p heads                                  |         |       | 3       | \$19.93  |     |  |  |
|                                                                                        |              |        | 6 rpl  | copper hose                                      |         |       | 2       |          |     |  |  |
| 5/8/2008                                                                               |              | am     | 3 rec  | Wash on west flags                               | 0.5     |       |         |          |     |  |  |
|                                                                                        |              |        |        | Wash on west flags                               | 0.5     |       |         |          |     |  |  |
|                                                                                        | 7            | pm     | 3 rpl  | spring/brake chamber leaking                     |         |       | 2       |          |     |  |  |
|                                                                                        |              |        |        | service brake plunger tore                       |         |       | 0.5     |          |     |  |  |
|                                                                                        |              |        | 4 rpl  | air compressor resilient mounts                  |         |       | 3       | \$62.40  |     |  |  |
| 5/9/2008                                                                               |              | pm     | 3 rpl  | brake job c4 7/8                                 |         |       | 6       | \$380.65 |     |  |  |
|                                                                                        |              |        | 4 rpl  | fire 7 c4 flat spots                             |         |       | 2       | \$322.50 |     |  |  |
| 5/10/2008                                                                              |              |        | 5 rec  | W/s c1 d/s 1/2 turned off for wind               | 0.5     |       |         |          |     |  |  |
|                                                                                        |              | am     | 4 rec  | W/s c1 d/s 1/2 turned off for wind               | 0.5     |       |         |          |     |  |  |
|                                                                                        | 8            | pm     | 2 rpl  | replace c3 both ar1's                            |         |       | 2.5     |          |     |  |  |
|                                                                                        |              |        | 6 rpr  | cleaned smoke detectors c9 due to alarms         |         |       | 1       |          |     |  |  |
| 5/12/2008                                                                              |              | am     | 5 rblt | 5 service brake chambers                         |         |       | 5       | \$44.01  |     |  |  |
|                                                                                        |              |        | 6 rec  | removed fresh from flags at n/s                  | 0.5     |       |         |          |     |  |  |
|                                                                                        |              |        | 8 rec  | Wash on west flags at n/s due to wind            | 2       |       |         |          |     |  |  |
|                                                                                        |              | pm     | 4 rpl  | safety edge molding for ribbon switch, C7 leaf 6 |         |       | 3       | \$300.00 |     |  |  |
| 5/12/2008                                                                              |              | am     | 7 rec  | fire ext remove at s main                        |         |       | 0.5     |          |     |  |  |
|                                                                                        |              | pm     | 1 rpl  | changed tire due to flat spots                   |         |       | 2       | \$322.50 |     |  |  |

| Data From The Daily Computer Log Used By the Technicians Performing Work Under CBE 552 |       |  |        |                                                                                                          |  |      |  |     |          |
|----------------------------------------------------------------------------------------|-------|--|--------|----------------------------------------------------------------------------------------------------------|--|------|--|-----|----------|
|                                                                                        |       |  | 2 rpl  | 2 resilient mounts c5 air compressor                                                                     |  |      |  | 2   | \$31.20  |
|                                                                                        |       |  | 3 rpl  | pinion seal c7 #1                                                                                        |  |      |  | 4   |          |
|                                                                                        |       |  | rpl    | used new yoke                                                                                            |  |      |  |     |          |
|                                                                                        |       |  | 4 rpl  | pinion shroud c6 #1                                                                                      |  |      |  | 1   | \$264.40 |
|                                                                                        |       |  | 5 mod  | installed rubber material on a/c c5 #2                                                                   |  |      |  | 2   |          |
| 5/13/2010                                                                              | 10 pm |  | 2 rpl  | 2 resilient mounts c9                                                                                    |  |      |  | 2   | \$31.00  |
|                                                                                        |       |  | 2 rpl  | 2 resilient mounts c10                                                                                   |  |      |  | 2   | \$31.00  |
|                                                                                        |       |  | 3 r    | assited big town with repairs parts changed pc board gas charged wire repaired                           |  | 4    |  | 4   |          |
|                                                                                        |       |  |        | Charge to big town                                                                                       |  |      |  |     |          |
|                                                                                        |       |  | 4 rpl  | brake job c4 1/2                                                                                         |  |      |  | 6   | \$380.65 |
|                                                                                        |       |  |        | replace tires 1 had sidewall splits                                                                      |  |      |  |     |          |
|                                                                                        |       |  | 5 rpl  | air compressor shourd                                                                                    |  |      |  |     | \$322.50 |
|                                                                                        |       |  | 6 rpl  | replace power window for left platform                                                                   |  | 0.25 |  | 1.5 | \$30.00  |
| 5/14/2008                                                                              | am    |  | 6 rbit | 3 hubs used 2 new drums                                                                                  |  |      |  |     |          |
|                                                                                        |       |  | 7 rbit | 2 service brake chambers                                                                                 |  |      |  |     |          |
|                                                                                        | 11    |  | 9 r    | vapor door motor                                                                                         |  |      |  | 2   | \$17.60  |
|                                                                                        |       |  | 3 r    | motor grind c9 #2                                                                                        |  |      |  | 4   | \$391.71 |
|                                                                                        |       |  | 5 rpl  | leaking spring break chamber c3 #2                                                                       |  |      |  | 2   |          |
|                                                                                        |       |  | 6 rpl  | leaking hub c4 7/8                                                                                       |  |      |  | 4   |          |
| 5/15/2008                                                                              | pm    |  | 1 rpl  | c4 leaf 4 door cap                                                                                       |  |      |  | 2   | \$40.05  |
|                                                                                        |       |  | 2 r    | c4 changed a/c board and fixed loose conelction                                                          |  |      |  | 3   |          |
| 5/16/2008                                                                              | 12 am |  | 3 rec  | west down 1516 1830 for broken program they say CREW WAS 3                                               |  | 10.5 |  |     |          |
|                                                                                        |       |  | 6 r    | bevalit on distal repair                                                                                 |  | 0.5  |  |     |          |
|                                                                                        |       |  | 1      | DA was called in arrived late                                                                            |  | 4    |  |     |          |
|                                                                                        |       |  | 2 r    | approached and repaired c4's problem they say problem is                                                 |  | 6    |  |     |          |
|                                                                                        |       |  | 4      | had c4 and c5's completed in 20 min                                                                      |  | 1    |  |     |          |
| 5/17/2008                                                                              | 13 am |  | 6 rec  | fire ext removal c7                                                                                      |  |      |  | 0.5 |          |
|                                                                                        |       |  |        | fire ect removal c10                                                                                     |  |      |  | 0.5 |          |
|                                                                                        |       |  | 7 r    | late train on n mpb tripped reset                                                                        |  |      |  | 1   |          |
|                                                                                        |       |  | 8 a    | in 11 min to repairs 5 main ends cleared                                                                 |  | 0.5  |  |     |          |
|                                                                                        | pm    |  | 2 rpl  | c4 #2 ar1 for leaks                                                                                      |  |      |  | 1.5 |          |
| 5/18/2008                                                                              | am    |  | 4 rec  | 7/8 cbs in brass hole                                                                                    |  | 0.5  |  |     |          |
|                                                                                        |       |  | 5 rec  | cut 1/2 1/8 hole in brass hole                                                                           |  | 0.5  |  |     |          |
|                                                                                        | 14 pm |  | 4 rpr  | broken loose equipment cover c4                                                                          |  |      |  | 0.5 |          |
| 5/19/2008                                                                              | am    |  | 1 rec  | in 10 min to c4's and c5's                                                                               |  | 1.5  |  |     |          |
|                                                                                        |       |  | 5 rec  | n/m no depart drove out into main then to sat, left ato stopped short on return to sat drove in left ato |  | 0.5  |  | 0.5 |          |
| 5/20/2008                                                                              | pm    |  | 2 r    | terminated auto lock damage and served 7/8 on leaf                                                       |  | 0.5  |  |     |          |
| 5/21/2008                                                                              | 15    |  | 4 rpl  | 5/8 5/8 auto lock                                                                                        |  | 0    |  |     |          |
|                                                                                        |       |  | 4 adj  | secured and adjusted both auto locks                                                                     |  | 0.5  |  |     |          |
|                                                                                        |       |  | 9 rpl  | power window on main train car                                                                           |  | 0.25 |  |     |          |
|                                                                                        |       |  | 10 rec | overshoot c5&7 stopped short drove in left ato                                                           |  |      |  | 1   |          |

| Data From The Daily Computer Log Used By the Technicians Performing Work Under CBE 552 |       |       |                                                                                           |  |  |  |     |     |          |
|----------------------------------------------------------------------------------------|-------|-------|-------------------------------------------------------------------------------------------|--|--|--|-----|-----|----------|
|                                                                                        |       |       |                                                                                           |  |  |  |     |     |          |
| 5/20/2008                                                                              | am    | 11 BT | in to work on west c4 leak fixed and charged, c3 bubbles relieved.                        |  |  |  |     |     | 0.5      |
|                                                                                        |       | 1 a   | n depart w/m                                                                              |  |  |  |     |     |          |
|                                                                                        |       | 3     | body sat c sat dis turned off 2 axis                                                      |  |  |  | 2   |     |          |
|                                                                                        | 16    | 8     | body sat c sat dis turned off 1 axis                                                      |  |  |  | 2   |     |          |
|                                                                                        |       | 2 rpl | air bag c8 3/4                                                                            |  |  |  |     | 4   | \$169.59 |
|                                                                                        | pm    | 3 rec | had to continue to baby sit w/sats, 1800-2300 due to high winds                           |  |  |  | 3.5 |     |          |
|                                                                                        |       | 4 rpl | auto lock n/s 5/5                                                                         |  |  |  | 0   |     |          |
|                                                                                        |       |       | auto lock s/s 5/5                                                                         |  |  |  |     |     |          |
| 5/21/2008                                                                              | 17 am | 6 a   | 6x notepag s/m for no c7                                                                  |  |  |  | 1.5 |     |          |
|                                                                                        | pm    | 4 adj | b3 1/2 arm leveled b/s                                                                    |  |  |  | 1   |     |          |
| 5/22/2008                                                                              | am    | 3 rec | turned off b/s 3/4 b2 s/m for no c7's remaining                                           |  |  |  | 0.5 |     |          |
|                                                                                        |       | 6     | turned off b/s 3/4 b2 s/m for no c7's remaining                                           |  |  |  | 0.5 |     |          |
|                                                                                        | 18 pm | 1 rpl | tail lights c 8                                                                           |  |  |  |     | 1.5 | \$10.00  |
|                                                                                        |       | 2 r   | body release rec                                                                          |  |  |  | 0.5 |     |          |
|                                                                                        |       | 3 adj | reset parameters on s/s b2 3/4                                                            |  |  |  | 0.5 |     |          |
|                                                                                        |       | 4 rpl | arm b2 3/4 auto lock                                                                      |  |  |  | 0   |     |          |
| 5/23/2008                                                                              | am    | 4 rec | turned off 2 d/s s/s 5/5 due to wind                                                      |  |  |  | 1   |     |          |
|                                                                                        |       | 8 r   | 4 shop lights                                                                             |  |  |  | 2   |     |          |
|                                                                                        | 19 pm | 1 r   | manual shut off valve of water in apartment 307                                           |  |  |  | 1   |     |          |
| 5/24/2008                                                                              | pm    | 3 r   | trainline junction box rivets broke loose repaired                                        |  |  |  |     | 2   |          |
| 5/25/2008                                                                              | am    | 1 rec | train stopped short at sat drove in then veh 3 placed in hb                               |  |  |  |     | 0.5 |          |
|                                                                                        |       | 2 rec | b3 d/s 5/5 multiple half turned off                                                       |  |  |  | 1   |     |          |
|                                                                                        |       | 5 rpl | auto lock n/m of 5/5                                                                      |  |  |  | 0   |     |          |
| 5/26/2008                                                                              | am    | 1 rec | turned off b2 3/4 b2 multiple half                                                        |  |  |  | 0.5 |     |          |
|                                                                                        | 21 pm | 1 rec | overshoot n/s drove in left ato                                                           |  |  |  |     | 1   |          |
|                                                                                        |       | 2 rec | no depart n/m no charged auto lock, auto lock wire left ato                               |  |  |  | 3   |     |          |
|                                                                                        |       | 4 adj | auto lock b3 1/5                                                                          |  |  |  | 0   |     |          |
|                                                                                        |       | rpl   | c7/s auto lock 5/5                                                                        |  |  |  | 1   |     |          |
|                                                                                        |       | 5 adj | levelled s/s 5/5 b2 s/m                                                                   |  |  |  | 1   |     |          |
| 5/27/2013                                                                              | am    | 2 rpl | body sat c sat dis turned off 2 axis                                                      |  |  |  | 0.5 |     |          |
|                                                                                        | 22 pm | 4 rpl | replace overhead lamps c7 near 5/6                                                        |  |  |  |     | 0.5 | \$7.25   |
| 5/28/2008                                                                              | am    | 4 rec | overshoot n/s drove in left ato                                                           |  |  |  |     | 1   |          |
| 5/29/2008                                                                              | pm    | 1 mod | drilled out revits and installed bolt c8 #2 trainline box                                 |  |  |  |     | 1.5 |          |
| 5/30/2008                                                                              | am    | 4 rec | s stopped short of sat drove in had to cycle batteries to get speed code                  |  |  |  |     | 1   |          |
|                                                                                        | pm    | 2 rpl | replaced headlight c8                                                                     |  |  |  |     | 1.5 | \$10.00  |
| 03                                                                                     | 24    | 3 rec | overshoot n/s drove in left ato short                                                     |  |  |  |     | 1   |          |
| 04                                                                                     |       |       | overshoot n/s drove in left ato long                                                      |  |  |  |     | 1   |          |
| 05                                                                                     |       | 5 rec | w stopped short at sat drove in                                                           |  |  |  |     | 1   |          |
| 5/31/2008                                                                              | am    | 2 rec | no depart s/m drove to sat left sat, left main stopped after 3 feet changed track sig amp |  |  |  |     | 2   |          |
|                                                                                        |       | 3 rec | same as above drove 3 trips cycled batteries                                              |  |  |  |     |     |          |
|                                                                                        |       | 4 rpl | fast down wash and chassis oil                                                            |  |  |  | 1.5 |     |          |

| Data From The Daily Computer Log Used By the Technicians Performing Work Under CBE 552 |    |        |                                                                                 |  |      |  |  |  |            |
|----------------------------------------------------------------------------------------|----|--------|---------------------------------------------------------------------------------|--|------|--|--|--|------------|
|                                                                                        |    |        |                                                                                 |  |      |  |  |  |            |
|                                                                                        |    |        |                                                                                 |  |      |  |  |  |            |
| 6/1/2008                                                                               | pm | 2 r    | headlight relay cable                                                           |  |      |  |  |  | 1          |
|                                                                                        | pm | 3 rpl  | missing hardware on several overhead lights of north                            |  |      |  |  |  | 1          |
|                                                                                        |    | 5 rpl  | equalizer c7 7/8                                                                |  |      |  |  |  | 0.5        |
|                                                                                        |    | 6 rpl  | overhead lamps c6 5/6                                                           |  |      |  |  |  | 0.5        |
| 6/2/2008                                                                               | am | 4 rec  | loss of c4 s/s due to no clamp to rear battery cable bracket w/s c7 7/8         |  | 0.5  |  |  |  |            |
|                                                                                        | pm | 2 rpl  | brake job c4 3/4                                                                |  |      |  |  |  | 6 \$380.65 |
|                                                                                        |    |        | leaking planetary cover                                                         |  |      |  |  |  |            |
|                                                                                        |    |        | tire 3 with sideways splits                                                     |  |      |  |  |  | \$322.50   |
| 6/3/2008                                                                               | pm | 1 rec  | s/s problem unknown 2108-2121                                                   |  |      |  |  |  |            |
|                                                                                        |    | 3 rec  | turned off c2 12 w/s to c10                                                     |  | 0.5  |  |  |  |            |
|                                                                                        |    | 5 rpl  | hub c4 3/4 for leak                                                             |  |      |  |  |  | 4          |
|                                                                                        |    | 6 rpl  | air drier c4                                                                    |  |      |  |  |  | 2          |
|                                                                                        |    | 10 rec | the air drier had to be recovered                                               |  | 0.5  |  |  |  |            |
| 6/4/2008                                                                               |    | 1 rec  | s stopped short of main crnds cleared but then it would not leave sat did hb X2 |  |      |  |  |  | 0.5        |
|                                                                                        | 28 | 5 rpl  | brake job had to be recovered                                                   |  | 2    |  |  |  |            |
|                                                                                        |    |        | received lvaee 002 from swgert noisy fan due to be sent back                    |  |      |  |  |  | 4          |
|                                                                                        |    |        |                                                                                 |  |      |  |  |  |            |
|                                                                                        |    | 8 rec  | s stopped going to sat drove to and from sat recycled batteries to clear        |  |      |  |  |  | 1          |
|                                                                                        |    | 9 rec  | s stopped at sat e handle pulled drove in and reset d/s                         |  |      |  |  |  | 1          |
|                                                                                        | pm | 5 rpl  | switched c10 5/6                                                                |  | 0    |  |  |  |            |
|                                                                                        | 29 | 6 adj  | adjusted main crnd auto stop at c10 5/6                                         |  | 6    |  |  |  |            |
| 6/5/2008                                                                               | am | 1 rec  | south stuck at main 22 min recovery                                             |  |      |  |  |  | 1          |
|                                                                                        | 30 | 7 a    | several no departs s/s cleared after arriving at sat                            |  |      |  |  |  | 0.5        |
|                                                                                        | pm | 1 BT   | worked on west need valve for c4                                                |  |      |  |  |  |            |
|                                                                                        |    | 3 r    | hub would not close had to get interlock from knife switch to close             |  | 3    |  |  |  |            |
| 6/6/2008                                                                               | am | 4 rec  | lost of track s/s valve c2 c4 c6 c8 c10 5/6                                     |  | 0.5  |  |  |  |            |
|                                                                                        | pm | 1 rec  | s stopped on way to sat drove in & back to main cycled batteries                |  |      |  |  |  | 1          |
|                                                                                        | 32 | 2 rpl  | replace cpu's on c8 rode and recovered per verbal passdown rode and recovered   |  |      |  |  |  | 2          |
|                                                                                        |    | 3 rec  | turned off c2 12 w/s to c10 5/6                                                 |  | 2    |  |  |  |            |
|                                                                                        |    | 4 rpl  | dr operator c10 #4                                                              |  |      |  |  |  | 2          |
| 6/7/2008                                                                               | am | 1 rec  | loss of track s/s c10 collected                                                 |  | 0.25 |  |  |  |            |
|                                                                                        | pm | 5 rec  | same problems on s multiple times got better after 2 hours                      |  |      |  |  |  | 2          |
| 6/8/2008                                                                               | am | 1 rec  | loss of track s/s less than 10 minutes                                          |  | 0.25 |  |  |  |            |
|                                                                                        | 33 | 2 rec  | loss of track s/s less than 10 minutes                                          |  | 0.25 |  |  |  |            |
|                                                                                        |    | 3 a    | turned on c10 5/6                                                               |  | 1    |  |  |  |            |
|                                                                                        |    | 4 a    | ss no depart crnds cleared                                                      |  |      |  |  |  | 0.5        |
|                                                                                        |    | 5 a    | ss no depart crnds cleared                                                      |  |      |  |  |  | 0.5        |
|                                                                                        | pm | 2 rpl  | replaced several graphic lights on west                                         |  |      |  |  |  | 1          |
|                                                                                        |    | 3 rpl  | replaced c10 5/6                                                                |  | 1    |  |  |  |            |
|                                                                                        |    | 4 rpl  | several smp lights                                                              |  |      |  |  |  | 1          |
|                                                                                        | 34 | 8 rpl  | changed headlights and tail lights c8                                           |  |      |  |  |  | 2          |



| Data From The Daily Computer Log Used By the Technicians Performing Work Under CBE 552 |    |    |    |  |        |                                                                                      |     |  |             |
|----------------------------------------------------------------------------------------|----|----|----|--|--------|--------------------------------------------------------------------------------------|-----|--|-------------|
|                                                                                        |    |    |    |  |        |                                                                                      |     |  |             |
|                                                                                        |    |    |    |  | 9 rec  | w stopped short on flag at sat drove in                                              |     |  | 1           |
|                                                                                        |    |    |    |  |        | w stopped short at main drove in                                                     |     |  | 0.5         |
| 6/9/2008                                                                               |    | am |    |  | 1 rec  | trash on east                                                                        | 0.5 |  |             |
|                                                                                        |    | pm |    |  | 1 rpt  | brake job c3 5/6                                                                     |     |  | 6 \$380.65  |
|                                                                                        |    |    |    |  | rpl    | air bag c3 5/6                                                                       |     |  | 4 \$169.59  |
|                                                                                        | 35 |    |    |  | 4 rpt  | oil indicator light n/m                                                              | 0.5 |  |             |
|                                                                                        |    |    |    |  | 5 rpt  | oil stopped at 7/8 oil                                                               | 1   |  |             |
| 6/10/2008                                                                              |    | am |    |  | 2 r    | repaired damaged extension cord                                                      | 0.5 |  |             |
|                                                                                        |    |    |    |  | 3 r    | replaced both coils on stop valve                                                    | 1   |  |             |
|                                                                                        |    |    |    |  | 5 rec  | turned off air bags at 10 seconds running                                            | 1.5 |  |             |
|                                                                                        | 36 | pm |    |  | 4 rpt  | tire 3 c 6 due to flat spots and valve extension on inside tire                      |     |  | 2 \$322.50  |
| 6/11/2008                                                                              |    | am |    |  | 4 rec  | oil bag c3 5/6                                                                       | 1.5 |  |             |
|                                                                                        |    |    |    |  | 6 rblt | rebuilt 4 service brake chambers                                                     |     |  |             |
|                                                                                        | 37 | pm |    |  | 1 rpt  | battery charger card on c4                                                           |     |  | 2           |
|                                                                                        |    |    |    |  | 2 ts   | trouble shooting was extensive and cont for drs bypassed life on c5 still not fixed  |     |  | 2           |
| 6/13/2008                                                                              |    | am |    |  | 4 rec  | late train s main nsi but placed c8 in hb due to pe/be flickering                    |     |  | 0.5         |
|                                                                                        | 38 | pm |    |  | 4 rec  | overshot oil, trash broke flag at s/s replaced                                       | 1   |  |             |
| 6/15/2008                                                                              |    | am |    |  | 5 rblt | 2 stop air bags                                                                      | 1   |  |             |
|                                                                                        | 39 |    |    |  | 6 rblt | 3 equalizers                                                                         |     |  | 1.5         |
|                                                                                        |    | pm |    |  | 1 rec  | no depart s/s station d/s would not hose due to wind techs red out train resp not    | 1   |  |             |
| 6/16/2008                                                                              |    | am |    |  | 3 rec  | no depart s/s station d/s would not hose due to wind techs red out train resp not    | 0.5 |  |             |
|                                                                                        |    |    |    |  | 7 a    | no depart s/s cmds cleared                                                           |     |  | 0.5         |
| 6/17/2008                                                                              |    | 40 | am |  | 2 rec  | turned off direct w/s due to wind                                                    | 1.5 |  |             |
|                                                                                        |    |    |    |  | 3 rec  | trash on west flag                                                                   | 0.5 |  |             |
|                                                                                        |    |    |    |  | 5 r    | power brake on c 7/8 fell out and was replaced                                       | 0.5 |  |             |
|                                                                                        |    |    |    |  | 6 rpt  | mbp light c10                                                                        |     |  | 0.5         |
| 6/18/2008                                                                              |    | 41 | am |  | 12 rec | no depart s/m put c10 in hb                                                          |     |  | 0.5         |
|                                                                                        |    |    |    |  | 14 rec | no depart s/s cmds would not work running sand in threshold                          | 0.5 |  |             |
| 6/19/2008                                                                              |    | 42 | pm |  | 4 rpt  | c7 edge contact rollers replaced                                                     |     |  | 1.5         |
|                                                                                        |    |    |    |  | 6 rec  | no depart s/s cmds would not work running sand in threshold                          | 0.5 |  |             |
| 6/20/2008                                                                              |    |    | pm |  | 4 rpt  | mcr                                                                                  |     |  | 1.5         |
| 6/21/2008                                                                              |    | 43 | am |  | 1 a    | no depart s/s cmds clear but round trash in threshold                                | 0.5 |  |             |
|                                                                                        |    |    | pm |  | 1 rpt  | replace and replace fuel in fuel                                                     | 1   |  |             |
|                                                                                        |    |    |    |  | 5 rpt  | 2 overhead lights on c 8 & c9                                                        |     |  | 0.5 \$14.50 |
| 6/23/2008                                                                              |    | 44 | pm |  | 3 r    | broken bolts and wires c10 # 1 a/c                                                   |     |  | 2           |
| 6/25/2008                                                                              |    | 45 | pm |  | 2 rpt  | overload contact and 2 resilient mounts c9 #1 a/c                                    |     |  | 3 \$31.00   |
| 6/26/2008                                                                              |    | 46 | am |  | 2 rpt  | oil spots on floor                                                                   | 0.5 |  |             |
| 6/27/2008                                                                              |    |    | pm |  | 1 rblt | spring brake chamber                                                                 |     |  | 2           |
| 6/28/2008                                                                              |    | 47 | pm |  | 3 rec  | no depart s/s cmds would not work running sand in threshold                          | 0.5 |  |             |
| 6/29/2008                                                                              |    |    | am |  | 3 rec  | no depart s/m drove to sat left at main it would not leave place c10 in hb then left |     |  | 0.5         |
| 6/30/2008                                                                              |    | 48 | am |  | 1 r    | loose bracket and hose                                                               | 0.5 |  |             |



| Data From The Daily Computer Log Used By the Technicians Performing Work Under CBE 552 |               |       |                                                                                              |  |      |  |  |     |          |
|----------------------------------------------------------------------------------------|---------------|-------|----------------------------------------------------------------------------------------------|--|------|--|--|-----|----------|
| File:                                                                                  | Start of pass | File  | Pass down part 2                                                                             |  |      |  |  |     |          |
| 7/1/2008                                                                               | 2 am          | 7 rec | turned 2 pieces of a/w/s away from                                                           |  | 1    |  |  |     |          |
|                                                                                        | pm            | 2 mod | Installed rubber material on a/c c7 #1 C6 #1 & #2                                            |  |      |  |  | 2   |          |
| 7/2/2008                                                                               | am            | 1 rec | fire ext removal c9 at sat                                                                   |  |      |  |  | 0.5 |          |
|                                                                                        | 3             | 7 rpl | filled straps on c3 5/6                                                                      |  | 1.5  |  |  |     |          |
|                                                                                        |               | 9 rec | turned off c1 5/6 w/s                                                                        |  | 0.5  |  |  |     |          |
|                                                                                        |               | 1 BT  | worked on c4 6 & 7 changed board c7                                                          |  |      |  |  |     |          |
|                                                                                        |               | 3 rpl | dr operator c4 #4                                                                            |  |      |  |  | 1   |          |
| 7/3/2008                                                                               | 4 pm          | 4 rpl | removed baffles c9                                                                           |  |      |  |  | 1   |          |
|                                                                                        |               |       | changed several overhead lights                                                              |  |      |  |  |     |          |
| 7/4/2008                                                                               | am            | 3 rec | turned off c1 6/6 b/w/s due to no power                                                      |  | 0.5  |  |  | 1   | \$7.25   |
|                                                                                        | pm            | 1 rpl | leaking shock c7 1/2                                                                         |  |      |  |  | 2.5 | \$281.25 |
|                                                                                        |               | 2 rpl | brake job c3 3/4                                                                             |  |      |  |  | 6   | \$380.65 |
| 7/5/2008                                                                               | am            | 2 rec | bt to ops that light hanging out had to have truck due to s box                              |  | 0.5  |  |  |     |          |
|                                                                                        |               | 4 rec | signal w/s walked down and picked                                                            |  | 0.75 |  |  |     |          |
|                                                                                        | 5 pm          | 3 r   | replaced and was replaced at                                                                 |  | 1    |  |  |     |          |
|                                                                                        |               | 5 rpl | guide tire #8 c4                                                                             |  |      |  |  | 2   |          |
|                                                                                        |               | rpl   | service brake chamber due to tear                                                            |  |      |  |  | 2   |          |
| 7/6/2008                                                                               | am            | 6 rec | overshoot s/s in station reset left                                                          |  |      |  |  | 1   |          |
|                                                                                        | 6 pm          | 5 rpl | defective ls2 switch                                                                         |  |      |  |  | 1   |          |
|                                                                                        | pm            | 7 rec | turned off c3 3/4 due to numerous mail                                                       |  | 0.5  |  |  |     |          |
|                                                                                        |               | rpl   | replaced auto lock                                                                           |  | 0    |  |  |     |          |
| 7/7/2008                                                                               | 7 pm          | 3 BT  | checked charged repaired replace as needed for c's 4, 7, 6, 9                                |  |      |  |  |     |          |
|                                                                                        |               | 5 rpl | radio and processor unit c4                                                                  |  |      |  |  | 2   |          |
|                                                                                        |               | 6 rec | at station truck stop the was had to impact out falls over street flags                      |  | 1    |  |  |     |          |
| 7/8/2008                                                                               | 8 am          | 5 a   | no depart w/m                                                                                |  |      |  |  | 0.5 |          |
|                                                                                        |               | 8 rec | was in mail c3 5/6 and closed off to the street to drive 2 times into station due to         |  | 1    |  |  |     |          |
|                                                                                        | 9 pm          | 1 rec | tpl c7 did hb left ato until maintenance                                                     |  |      |  |  | 1   |          |
|                                                                                        |               | 3 r   | removed tires 5/6 c4 to tighten /replace valve stems                                         |  |      |  |  | 3   |          |
|                                                                                        |               | 4 r   | changed air hoses                                                                            |  | 1.5  |  |  |     |          |
|                                                                                        |               | 5 rpl | pvr c7 due to lpl                                                                            |  |      |  |  | 2   | \$279.31 |
| 7/9/2008                                                                               | 10 am         | 7 rec | no depart s/m put c10 hb                                                                     |  |      |  |  | 0.5 |          |
|                                                                                        | pm            | 3 rec | train stop loss of trk sig on the n to sat stopped in middle of tunnel drove to sat left ato |  |      |  |  | 1   |          |
|                                                                                        | 11            | 2 rpl | autolock on c3 3/4                                                                           |  | 0    |  |  |     |          |
|                                                                                        |               | 6 r   | signal in road with no lights on it and then had some on it                                  |  | 4    |  |  |     |          |
| 7/10/2008                                                                              | am            | 4 rec | n overshoot at mainstopped short drove in                                                    |  |      |  |  | 0.5 |          |
| 548                                                                                    | 12 pm         | 2 r   | fixed/revised evap cover c6                                                                  |  |      |  |  | 1   |          |
|                                                                                        |               | 3 r   | undodge evap drain c6                                                                        |  |      |  |  | 1   |          |
|                                                                                        |               | 4 rec | turned off c1 5/6 w/s due to wind                                                            |  | 0.5  |  |  |     |          |
|                                                                                        |               | 6 rpl | changed head on processor unit                                                               |  | 1    |  |  |     |          |
| 7/11/2008                                                                              | am            | 4 rec | turned off c1 5/6 w/s due to wind                                                            |  | 0.5  |  |  |     |          |

| Data From The Daily Computer Log Used By the Technicians Performing Work Under CBE 552 |       |    |         |                                                                                             |       |      |  |  |         |
|----------------------------------------------------------------------------------------|-------|----|---------|---------------------------------------------------------------------------------------------|-------|------|--|--|---------|
|                                                                                        |       | pm | 1 rpl   | 1 rpl                                                                                       | 1 rpl | 0    |  |  |         |
|                                                                                        | 13    |    | 3 rec   | no depend on 3/4" w/o open power socket and pulled some                                     |       | 0.5  |  |  |         |
|                                                                                        |       |    | 4 rpl   | main control board 3/4" n/s                                                                 |       | 1    |  |  |         |
|                                                                                        |       |    | 8 rec   | 3/4" n/s due to n/s                                                                         |       | 0.5  |  |  |         |
| 7/12/2008                                                                              |       | am | 4 r     | hanger that supports alc return line was chaffed c8 #2                                      |       | 1    |  |  |         |
|                                                                                        |       | pm | 3 rpl   | power indicator light 3/4"                                                                  |       | 1    |  |  |         |
|                                                                                        |       |    | 4 rpl   | service brake chamber c3                                                                    |       | 2    |  |  |         |
|                                                                                        |       |    | 5 rec   | no depart w/s jumper broken nutcracker and drove to warm up brakes                          |       | 1    |  |  |         |
| 7/13/2008                                                                              | 14 am |    | 4 rec   | turned 2 d/s set off w/s due to wind                                                        |       | 1    |  |  |         |
| 7/14/2008                                                                              | 15 am |    | 1 rec   | checked c3 d/s 3/4" side open turned off                                                    |       | 0.5  |  |  |         |
|                                                                                        |       |    | 3 rec   | w/s 3/4" d/s turned on due to recharging                                                    |       | 0.5  |  |  |         |
|                                                                                        |       | pm | 3 rpl   | lights light in time                                                                        |       | 0.5  |  |  |         |
|                                                                                        |       |    | 4 rpl   | 3/4" d/s 3/4" n/s                                                                           |       | 0    |  |  |         |
|                                                                                        |       |    | 5 rpl   | overhead lights c4 near 1/2                                                                 |       | 0.5  |  |  |         |
|                                                                                        |       |    | 6 adj   | 3/4" d/s 3/4"                                                                               |       | 0.5  |  |  |         |
| 16                                                                                     |       |    | 12 rpl  | lights still 3/4" n/s                                                                       |       | 1.5  |  |  |         |
|                                                                                        |       |    | 14 rec  | turned off c9 leaf 1                                                                        |       | 0.5  |  |  |         |
| 7/15/2008                                                                              |       | am | 6 rec   | turned off c1 3/4" w/s for wind                                                             |       | 0.5  |  |  |         |
|                                                                                        |       |    | 8 rec   | overshoot on n going to sat drove in reset left                                             |       | 1    |  |  |         |
|                                                                                        | 17 pm |    | 2 rpl   | 2 d/s 3/4" w/s                                                                              |       | 2    |  |  |         |
|                                                                                        |       |    | 4 r     | c9 leaf 1 pull handle broken shorted resistor                                               |       | 1    |  |  |         |
|                                                                                        |       |    | 6 BT    | c4 repaired 2 times leaked both ran out of r22 and no gasket                                |       |      |  |  |         |
| 7/16/2008                                                                              |       | am | 4 rec   | c1 3/4" w/s turned off due to wind                                                          |       | 0.5  |  |  |         |
|                                                                                        | 18 pm |    | 5 r     | resilicone c4 #1 d/s seal and filled                                                        |       | 2    |  |  |         |
|                                                                                        |       |    | 10 rpl  | missing right bulb of leaf 1's                                                              |       | 0.5  |  |  |         |
| 7/17/2008                                                                              | 19 am |    | 1 rec   | 3/4" d/s 3/4" w/s 3/4" w/s 3/4" w/s 3/4" w/s                                                |       | 0.5  |  |  |         |
|                                                                                        |       |    | 9 rec   | 3/4" d/s 3/4" w/s 3/4" w/s 3/4" w/s 3/4" w/s                                                |       | 0.5  |  |  |         |
|                                                                                        |       | pm | 1 r     | checked all main and sub main and found no leaks 3/4"                                       |       | 1    |  |  |         |
|                                                                                        |       |    | 2 rpl   | headlights c5                                                                               |       | 1    |  |  | \$20.00 |
| 7/18/2008                                                                              | 20 am |    | 6 rpl   | changed c3's a5 card due to no propulsion in manual                                         |       | 2    |  |  |         |
|                                                                                        |       |    | 7 built | built 3 service brake chambers                                                              |       |      |  |  |         |
|                                                                                        |       |    | 8 rec   | overshoot n sat had to do reset for next round trip to clear                                |       | 1    |  |  |         |
|                                                                                        |       | pm | 3 r     | c8 airspring line needed repaired due to leaking                                            |       | 1.5  |  |  |         |
| 7/19/2008                                                                              |       | am | 2 rec   | loss of track sig w/m, reset batteries still would not go until after driving in to station |       | 1    |  |  |         |
|                                                                                        | 21    |    | 3 rec   | started with no depend on 3/4" w/s 3/4" w/s 3/4" w/s 3/4" w/s                               |       | 6    |  |  |         |
|                                                                                        |       | pm | 5 rec   | checked 3/4" d/s 3/4" w/s                                                                   |       | 0.5  |  |  |         |
|                                                                                        |       |    | 6 rec   | dr did not shut w/m had to change dr control board                                          |       | 4    |  |  |         |
|                                                                                        | 22    |    | 8 rpl   | holding valve c3 due to leak                                                                |       | 1.5  |  |  |         |
| 7/20/2008                                                                              |       | am | 6 rec   | overshoot n/s crew 2                                                                        |       | 1    |  |  |         |
|                                                                                        |       |    | 8 rec   | ato status c6 at n/m not linned up pulled nto main                                          |       | 1    |  |  |         |
|                                                                                        |       | pm | 3 rpl   | power indicator light station 2                                                             |       | 0.75 |  |  |         |

| Data From The Daily Computer Log Used By the Technicians Performing Work Under CBE 552 |    |         |                                                                                                |  |     |  |  |              |          |
|----------------------------------------------------------------------------------------|----|---------|------------------------------------------------------------------------------------------------|--|-----|--|--|--------------|----------|
|                                                                                        |    |         |                                                                                                |  |     |  |  |              |          |
| 7/21/2008                                                                              | 23 | 8 rec   | overshoot n/s drove in and a couple of trips later same crew x 3                               |  |     |  |  | 1.5          |          |
|                                                                                        |    | 4 rpl   | 3 rpl (handover monitor)                                                                       |  | 3   |  |  |              |          |
|                                                                                        |    | 2 rec   | checked off 3/4 w/s                                                                            |  | 0.5 |  |  |              |          |
|                                                                                        | 24 | 3 rpl   | front windshield c3 crew x 4                                                                   |  |     |  |  | 8 \$1,475.34 |          |
|                                                                                        |    | 4 rec   | impb tripped on c7 nsi reset                                                                   |  |     |  |  | 1            |          |
| 7/22/2008                                                                              |    | 1 r     | replaced bad mounts on computer                                                                |  | 2   |  |  |              |          |
|                                                                                        |    | 2 rec   | checked off 3/4 w/s                                                                            |  | 0.5 |  |  |              |          |
|                                                                                        |    | 1 r     | cleaned and reseal several leaking planetary cover holes                                       |  |     |  |  | 1            |          |
|                                                                                        |    | 2 rpl   | 2 resilient mounts on a/c compressor                                                           |  |     |  |  | 2            | \$31.00  |
|                                                                                        | 25 | 3 r     | brake job c3 5/6                                                                               |  |     |  |  | 6            | \$380.65 |
| 7/23/2008                                                                              |    | 6 a     | roll back c10 and mbp tripped                                                                  |  |     |  |  | 1            |          |
|                                                                                        |    | 1 rpl   | changed the traction motor c6 #1 overhauling default                                           |  | 2   |  |  |              |          |
| 7/24/2008                                                                              | 26 | 2 r     | ground traction motor c6 #1 wo8165d8-1                                                         |  | 0.5 |  |  | 4            |          |
|                                                                                        |    | 3 rec   | checked off 3/4 w/s                                                                            |  |     |  |  |              |          |
| 7/25/2008                                                                              |    | 2 rpl   | complete brake job c3 1/2                                                                      |  |     |  |  | 6            | \$380.65 |
|                                                                                        |    | 4 rec   | turned off c3 3/4 w/s for mail                                                                 |  | 0.5 |  |  |              |          |
| 7/26/2008                                                                              | 27 | 2 rpl   | checked off 3/4 w/s                                                                            |  | 0   |  |  |              |          |
|                                                                                        |    | 3 rpl   | changed hub & brakes c3 5/6 due to leaking seal                                                |  |     |  |  | 6            | \$380.65 |
|                                                                                        |    | 4 rpl   | intercooler safety valve c4                                                                    |  |     |  |  | 1.5          |          |
| 7/27/2008                                                                              |    | 3 r     | pulled cleaned and reinstalled & tightened 2 loose sockets on the propulsion monitor panel c10 |  |     |  |  | 1            |          |
| 7/28/2008                                                                              | 28 | 5 rbit  | assemble 4 service brake chambers                                                              |  |     |  |  |              |          |
|                                                                                        |    | 1 rec   | w/s 5/6 rechecked brake oil sat to walk up sat 2046 2:00                                       |  | 0.5 |  |  |              |          |
|                                                                                        |    | 2 rec   | fire ext removal c6 @ sat                                                                      |  |     |  |  | 1            |          |
|                                                                                        | 29 | 5 r     | trouble shot brake assistance on the w/s adjusted a percentage cam as cause                    |  | 1   |  |  |              |          |
|                                                                                        |    | 7 r     | adjusted drive belt & tensioner cable at w/s 5/6                                               |  | 1.5 |  |  |              |          |
|                                                                                        |    | 8 rpl   | checked off 3/4 w/s                                                                            |  | 2   |  |  |              |          |
|                                                                                        |    | 9 rec   | lost a brake chamber due to engine failure and then rode until engine failure                  |  | 1   |  |  |              |          |
| 7/29/2008                                                                              |    | 6,7 a   | had to be off shift and then worked w/s 5/6 to 10:00                                           |  | 1   |  |  |              |          |
|                                                                                        | 30 | 8,9 rec | while monitoring to make sure 3/4 w/s and 12:00                                                |  | 0.5 |  |  |              |          |
|                                                                                        |    | 2 BT    | worked on c3, charged c4                                                                       |  |     |  |  |              |          |
|                                                                                        |    | 3 rpl   | replaced both air switches 62 3/4 w/s                                                          |  | 1   |  |  |              |          |
|                                                                                        |    | 5 rec   | brake and cable not checked had to be done manually                                            |  | 1   |  |  |              |          |
| 7/30/2008                                                                              | 31 | 4 r     | checked and changed 63 w/s                                                                     |  | 0.5 |  |  |              |          |
|                                                                                        |    | 5 rec   | veh dft on w had to move leaf 6 rods and monitored                                             |  |     |  |  | 0.5          |          |
|                                                                                        |    | 1 rpl   | c3 tire 8 and c4 tire 3 due to wear                                                            |  |     |  |  | 6            | \$645.00 |
|                                                                                        |    | 5 rec   | checked off 3/4 w/s                                                                            |  | 0.5 |  |  |              |          |
|                                                                                        |    | 7 rec   | no depart w/dft c10 @s/s upon arrival cmds cleared rode train to monitor                       |  |     |  |  | 0.5          |          |
| 7/31/2008                                                                              | 32 | 7 a     | w/s 6/6 dft mail smp                                                                           |  | 0.5 |  |  |              |          |
|                                                                                        |    | 8 rec   | c5 tire 1/2 low had to air up tire 1                                                           |  |     |  |  | 0.5          |          |
|                                                                                        |    | 1 rec   | changed c5 tire 1/2 during revenue due to sidewall split tire 2                                |  |     |  |  | 3            | \$645.00 |
|                                                                                        |    | 3 rpl   | checked off 3/4 w/s                                                                            |  | 0   |  |  |              |          |

| Data From The Daily Computer Log Used By the Technicians Performing Work Under CBE 552 |       |    |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         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----------------------------------------|--|--------|------|-------|---------|---|--|--|--|
|                                                                                        |       |    | 6 rec  | turned off c7 leaf 7                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |  |        | 0.5  |       |         |   |  |  |  |
| 8/1/2008                                                                               | am    |    | 2 rec  | turned off c7 leaf 7                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |  |        |      |       | 0.5     |   |  |  |  |
|                                                                                        |       |    | 4 a    | several no departs w/s                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |  |        |      |       | 0.5     |   |  |  |  |
|                                                                                        | 33    |    | 5 a    | serveral no departs n/m saw b3 b drs recycling no cause                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |  |        | 1    |       |         |   |  |  |  |
|                                                                                        |       | pm | 2 rec  | loss of track sig n/m not fixed up, pack had to be opened dr let off before blown fuse                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |  |        | 1    |       |         |   |  |  |  |
| 8/2/2008                                                                               | am    |    | 1 rec  | train passed w/s 12 due to auto lock at main                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |  |        | 0.75 |       |         |   |  |  |  |
| 8/3/2008                                                                               | 34 pm |    | 2 rpl  | mpb bulb c3                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |  |        |      |       | 0.5     |   |  |  |  |
|                                                                                        |       |    | 6 r    | speeded up c7 leaf 7 so as to prevent station drs from recycling                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |  |        |      |       | 1       |   |  |  |  |
|                                                                                        | 35    |    | 7 rec  | overshoot n at main                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |  |        |      |       | 1       |   |  |  |  |
|                                                                                        |       |    | 10 rec | w/s had to be closed manually after maintenance                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  |        | 1    |       |         |   |  |  |  |
|                                                                                        |       |    | 11 rec | n/s overshoot drove in left ato                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  |        |      |       | 1       |   |  |  |  |
|                                                                                        |       |    | 12 rec | n overshoot at main stopped on flag drove in                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |  |        |      |       | 1       |   |  |  |  |
| 8/4/2008                                                                               |       | pm | 13 rec | no depart c7 b3 b dr n/m on the n 194 to pulling doors to stop alarm                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |  |        | 1    |       |         |   |  |  |  |
|                                                                                        |       | am | 2 a    | no depart n/m b3 b dr after several dr cmds cleared                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |  |        |      |       | 0.5     |   |  |  |  |
|                                                                                        |       |    | 3 rec  | no depart n/m had to shake and man turned off b1 7/8                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |  |        | 0.5  |       |         |   |  |  |  |
|                                                                                        | 36    |    | 7 rec  | turned off b2 3/4 w/s due to repelling                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |  |        | 0.5  |       |         |   |  |  |  |
|                                                                                        |       | pm | 1 rpl  | graphic sign cover missing located at reinstalled c5                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |  |        |      |       | 0.5     |   |  |  |  |
|                                                                                        |       |    | 2 rpl  | brake job c3 3/4                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |  | \$6.00 |      | 380.7 |         |   |  |  |  |
|                                                                                        |       |    | 4 rpl  | auto lock & switches b2 7/8 n/m                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  |        | 0.5  |       |         |   |  |  |  |
|                                                                                        |       |    | 9 rec  | removed plus bags from overhead, this was                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |  |        | 0.5  |       |         |   |  |  |  |
|                                                                                        |       |    |        | Had to close manually                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |  |        | 1    |       |         |   |  |  |  |
| 8/5/2008                                                                               | 37    | am | 4 rec  | overhead light ballast c8 #2                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |  |        | 1    |       |         |   |  |  |  |
|                                                                                        |       |    | 5 rec  | overshoot n@s drove in to clear                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         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|                                                                                        |       |    | 8 rec  | loss of track sig & no depart w/m cmds no fix tried to dr out no go then drove in left                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |  |        | 0.5  |       | 1       |   |  |  |  |
|                                                                                        |       | pm | 2 rec  | dr n/m had to manually sign off again                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   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|                                                                                        |       |    | 3 rpl  | equipment cover shock c8 #2                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |  |        |      |       | 1       |   |  |  |  |
|                                                                                        |       |    | 7 rpl  | overhead light ballast c9                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |  |        |      |       | \$66.25 |   |  |  |  |
|                                                                                        | 38    |    | 8 rpl  | overhead light ballast c9                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |  |        | 1    |       |         |   |  |  |  |
| 8/6/2008                                                                               |       | am | 5 rec  | no depart n/m trash in threshold pax pulled ehandles due to cc late notification                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |  |        |      |       | 0.5     |   |  |  |  |
|                                                                                        |       |    | 7 rec  | dr recycle s/s cmds cleared                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |  |        |      |       | 0.5     |   |  |  |  |
|                                                                                        |       |    | 8 rec  | all trains had ground faults due to rain 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 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593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000 |  | 3      |      |       |         | 2 |  |  |  |
|                                                                                        | 39    | pm | 3 rpl  | c7 #7 operator                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |  |        | 0.5  |       |         |   |  |  |  |
|                                                                                        |       |    | 9 rec  | dr n/m turned off b3 b dr 3/4                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |  |        | 0.5  |       |         |   |  |  |  |
|                                                                                        |       |    | 10 rec | roll back c7 to n/m had to manually reverse at main to clear                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |  |        |      |       | 0.5     |   |  |  |  |
| 8/7/2008                                                                               | am    |    | 3 rec  | received on line test program at dr at ato to clear                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     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|                                                                                        | pm    |    | 1 rpl  | auto lock b3 3/4 n/m                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |  |        | 0    |       |         |   |  |  |  |
|                                                                                        | 40    |    | 2 rpl  | auto lock b3 3/4 n/m                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |  |        | 0.5  |       |         |   |  |  |  |
|                                                                                        |       |    | 4 rpl  | crossfire c6 5/6                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |  |        |      |       | 0.5     |   |  |  |  |
|                                                                                        |       |    | 5 rpl  | overhead light c7 #1 end                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |  |        |      |       | 0.5     |   |  |  |  |
|                                                                                        |       |    | 6 rpl  | ar-2 on c6 #2                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |  |        |      |       | 2       |   |  |  |  |
| 8/8/2008                                                                               | pm    |    | 1 rec  | dr n/m had to be closed manually after maintenance                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |  |        | 0.5  |       |         |   |  |  |  |

| Data From The Daily Computer Log Used By the Technicians Performing Work Under CBE 552 |       |       |                                                                                                      |                           |      |  |  |     |          |
|----------------------------------------------------------------------------------------|-------|-------|------------------------------------------------------------------------------------------------------|---------------------------|------|--|--|-----|----------|
|                                                                                        |       |       | 3 rpl                                                                                                | hub c4 7/8 due to leaking |      |  |  |     | 4        |
| 8/9/2008                                                                               | 41 pm | 3 rec | turned off b3 5/6 w/s                                                                                |                           | 0.5  |  |  |     |          |
|                                                                                        |       | 4 rec | had to close manually c203 after main entrance                                                       |                           | 1    |  |  |     |          |
|                                                                                        |       | 5 rpl | c9 3/4 leveling valve                                                                                |                           |      |  |  | 1.5 |          |
|                                                                                        |       | 6 rpl | c10 b collector tree                                                                                 |                           |      |  |  | 2   |          |
| 8/10/2008                                                                              | am    | 1 rec | turned off s/b 3/2 1/2 for auto lock not dropping                                                    |                           | 0.5  |  |  |     |          |
|                                                                                        |       | 7 rec | overshoot n@s stopped long aligned and left ato.                                                     |                           |      |  |  | 1   |          |
|                                                                                        | pm    | 1 rec | overshoot n@s stopped short reset drove in left ato                                                  |                           |      |  |  | 1   |          |
| 8/11/2008                                                                              | 42    | 10 a  | several a/c mal b7 n/m                                                                               |                           | 1    |  |  |     |          |
|                                                                                        | pm    | 1 rec | no depart n/m b3 5/6 but car locks had to be moved                                                   |                           | 1    |  |  |     |          |
| 8/12/2008                                                                              | 43    | 3 rpl | auto lock n/m b3 3/4                                                                                 |                           | 0    |  |  |     |          |
|                                                                                        |       | 9 rec | lock n/ops unscheduled for stanley ars to work on                                                    |                           | 0.5  |  |  |     |          |
|                                                                                        | am    | 1 rec | the system was called to work on the lock n/ops                                                      |                           | 1    |  |  |     |          |
|                                                                                        |       | 2 rec | rollback & service brk fail got to main cleared rollback had to ride & then cycle bcb2 to clear serv |                           |      |  |  | 1   |          |
|                                                                                        |       | 8 a   | 2 ato status veh 3 rode to investigate                                                               |                           |      |  |  | 1   |          |
|                                                                                        | pm    | 2 rpl | c4 tire 5/6 due to bad valve stems                                                                   |                           |      |  |  | 3   | \$645.00 |
| 8/13/2008                                                                              | am    | 1 rec | rollback n/m cleared with error, then turned off b3 3/4                                              |                           | 0.5  |  |  |     |          |
| 8/14/2008                                                                              | 45    | 6 rec | overshoot n/s                                                                                        |                           |      |  |  | 1   |          |
|                                                                                        | pm    | 2 rec | rollback c5 had to go to sat to recover                                                              |                           |      |  |  | 1   |          |
|                                                                                        |       | 3 rpl | adjusted some and replaced contact block c5 due to rollback                                          |                           |      |  |  | 1.5 |          |
|                                                                                        |       | 4 rpl | general interface board c5                                                                           |                           |      |  |  | 1   | \$600.00 |
|                                                                                        |       | 5 rec | overshoot n@s left ato next 4 trips overshoot                                                        |                           |      |  |  | 1   |          |
| 8/15/2008                                                                              | 46    | rpl   | program stop board c7                                                                                |                           |      |  |  | 1   | \$600.00 |
|                                                                                        | am    | 4 rec | Overshoot n@s                                                                                        |                           |      |  |  | 1   |          |
|                                                                                        | pm    | 2 rpl | autolock s/s b2 1/2                                                                                  |                           |      |  |  | 1   |          |
|                                                                                        |       | 3 rpl | i/s p/s preamp mod per jcm                                                                           |                           |      |  |  | 2   |          |
|                                                                                        |       | 5 rec | no depart n/s due to ars not closing all the way stanley fixed the dis                               |                           | 0.5  |  |  |     |          |
| 8/15/2008                                                                              | 47 am | 2 a   | multiple b3 a/c b3 n/s sum                                                                           |                           | 1.5  |  |  |     |          |
|                                                                                        |       | 3 rec | no depart n/s b3 3/4                                                                                 |                           | 0.5  |  |  |     |          |
|                                                                                        | pm    | 1 rec | no depart n/m c3 1/2 not turned on b3 1/2 not                                                        |                           | 0.75 |  |  |     |          |
|                                                                                        |       | 2 rec | loop p/s phase on the w/s had to close manually                                                      |                           | 1    |  |  |     |          |
|                                                                                        |       | 3 rpl | attempted to change headlights c10 but spare was bad                                                 |                           |      |  |  | 1   |          |
|                                                                                        |       | 5 rec | no depart n/m ehandle pulled turned off b3 5/6                                                       |                           |      |  |  | 1   |          |
| 8/16/2008                                                                              | 48 pm | 2 rec | no depart w/m cmds cleared then it stopped on guideway drove in                                      |                           |      |  |  | 0.5 |          |
|                                                                                        |       | rpl   | took oos and found i/s c4 contact block bad                                                          |                           |      |  |  | 2   |          |
|                                                                                        |       | 3 Wid | Welders in to weld fram C8 #2 end                                                                    |                           |      |  |  |     |          |
| 8/17/2008                                                                              | 49 pm | 3 rpl | blue lights on 3 wash stations                                                                       |                           | 0.5  |  |  |     |          |
|                                                                                        |       | 8 rpl | changed overhead light c4                                                                            |                           |      |  |  |     |          |
| 8/18/2008                                                                              | 50 am | 6 rec | i/s b2 1/2 was loosened/turned off                                                                   |                           | 1    |  |  | 0.5 | \$7.25   |
|                                                                                        |       | 8 a   | W/s no depart b3 5/6 turned off b3 1/2 no depart n/s for                                             |                           | 1    |  |  |     |          |
|                                                                                        |       | 9 rec | n/s no depart ehandles pulled                                                                        |                           |      |  |  | 1   |          |



| Data From The Daily Computer Log Used By the Technicians Performing Work Under CBE 552 |    |    |        |                                                                                        |  |     |          |   |          |
|----------------------------------------------------------------------------------------|----|----|--------|----------------------------------------------------------------------------------------|--|-----|----------|---|----------|
|                                                                                        |    |    | 10 rec | sd mac cooled brakes needed to warm up                                                 |  |     |          |   | 0.5      |
|                                                                                        | 51 |    | 5 r    | tightened air compressor belt c5                                                       |  |     |          |   | 0.5      |
|                                                                                        |    |    | 8 rec  | biohazard c7 took oos for janitorial to clean up                                       |  |     |          |   |          |
| 8/19/2008                                                                              |    | am | 4 rec  | no depart w/s of 37 mat closed fan at brakes were cold had to let warm up              |  | 1   |          |   |          |
|                                                                                        | 52 |    | 7 rec  | no depart w/s of 37 mat closed fan at brakes were cold had to let warm up              |  | 0.5 |          |   |          |
|                                                                                        |    | pm | 1 rec  | no depart n/s cmds did clear but only after arrival                                    |  |     |          |   | 0.5      |
|                                                                                        |    |    | 2 BT   | worked on c 8 & 9 charged 9                                                            |  |     |          |   |          |
|                                                                                        |    |    | 3 r    | reattached cable ladder support on c8 was loose due to welders needed it moved         |  |     |          |   | 2        |
| 8/20/2008                                                                              |    | am | 1 rec  | loss of track signal & late train n/m due to loss of c13 disabled n/m train at arrival |  | 1   |          |   |          |
|                                                                                        | 53 |    | 8 rbt  | lost track signal & late train n/m due to loss of c13 disabled n/m train at arrival    |  | 0   | \$42.05  |   |          |
|                                                                                        |    |    | 10 rec | no depart n/s ehables pulled                                                           |  |     |          |   | 1        |
|                                                                                        |    | pm | 7 rec  | n/m again started to turn off several due to go at                                     |  | 1   |          |   |          |
|                                                                                        |    |    | rpl    | blown fuse in cable cab                                                                |  | 0.5 |          |   |          |
|                                                                                        |    |    | rec    | lost track signal & late train n/m due to loss of c13 disabled n/m train at arrival    |  | 0.5 |          |   |          |
| 8/21/2008                                                                              | 54 | pm | 1 rpl  | tire 4 c8 due to possible defect                                                       |  |     |          | 3 | \$322.50 |
| 8/23/2008                                                                              | 55 | pm | 1 r    | blowing n/s pm could not get power reset had to reset tripped breakers                 |  | 1   |          |   |          |
| 8/24/2008                                                                              | 56 | am | 6 a    | multiple b2 b3 b4 mat at 1st                                                           |  |     |          |   |          |
|                                                                                        |    | pm | 7 rpl  | brake n/m b2 b3 b4 due to being shopped                                                |  |     | \$149.91 |   |          |
|                                                                                        |    |    | 8 rec  | blowing n/s b2 b3 mat at 1st                                                           |  |     |          |   |          |
| 8/25/2008                                                                              |    | am | 5 rec  | blowing n/s b2 b3 mat at 1st                                                           |  |     |          |   |          |
|                                                                                        |    |    | 13 rec | no depart n/m took several cmds but did go at after techs were in route                |  |     |          |   | 0.5      |
|                                                                                        | 57 | pm | 1 rec  | at recycle n/s 2 way activated cmds cleared                                            |  | 1   |          |   |          |
|                                                                                        |    |    | r      | reset handrails                                                                        |  | 1   |          |   |          |
|                                                                                        |    |    | 3 rpl  | at 12 125 at 1st                                                                       |  |     |          |   |          |
|                                                                                        |    |    | 5 rec  | no depart n/s all ehables pulled reset                                                 |  |     |          |   | 0.5      |
|                                                                                        |    |    | r      | 82 b2 b3 b4 mat at 1st                                                                 |  | 0.5 |          |   |          |
| 8/28/2008                                                                              | 58 | am | 1 r    | disconnected crossfire from fire with bubble c10 5/6                                   |  |     |          |   | 0.5      |
|                                                                                        | 59 | pm | 1 rpl  | tire 6 c10                                                                             |  |     |          |   | 3        |
|                                                                                        |    |    | 2 r    | reattached loose connections on prc & replaced N.O. aux contact c10                    |  |     |          |   | 1.5      |
| 8/29/2008                                                                              |    | am | 2 rec  | turned off 12 5/6 due to no depart                                                     |  | 0.5 |          |   |          |
|                                                                                        |    |    | 6 rec  | recovered east twice due to c2 atc power supply issues                                 |  |     |          |   | 1        |
|                                                                                        |    |    | rec    | recovered east twice due to c2 atc power supply issues                                 |  | 0.5 |          |   |          |
| 8/30/2008                                                                              | 60 | am | 3 rec  | recovered east twice due to c2 atc power supply issues reset bob2                      |  |     |          |   | 1        |
|                                                                                        |    |    | 4 rec  | w/s no depart n/m at 1st                                                               |  | 0.5 |          |   |          |
|                                                                                        |    |    | 5 rec  | recovered east due to c2 atc power supply issues reset bob2                            |  |     |          |   | 1        |
|                                                                                        |    | pm | 1 rpl  | 3 overhead light c5                                                                    |  |     |          |   | 1        |
|                                                                                        |    |    | 6 rec  | at 12 125 at 1st                                                                       |  | 0.5 |          |   | \$21.75  |
|                                                                                        |    |    | 7 rec  | n/s dftc c7 ehables pulled, reset left at                                              |  |     |          |   | 1        |
| 8/31/2008                                                                              |    | am | 1 rec  | no depart n/m c7 #1 needed help to close                                               |  |     |          |   | 0.5      |
|                                                                                        |    |    | 3 rec  | no depart w/s cmds cleared while in route                                              |  |     |          |   | 0.5      |
|                                                                                        |    |    | 4 rec  | at 12 125 at 1st                                                                       |  | 1   |          |   |          |

03553

**Data From The Daily Computer Log Used By the Technicians Performing Work Under CBE 552**

|           |       |                                                             |      |  |              |
|-----------|-------|-------------------------------------------------------------|------|--|--------------|
| 61        | 6 rec | had to baby sit n/s due to wind and did not closing         | 2    |  |              |
|           | pm    | removed train tag from track c10                            | 1    |  |              |
|           | 5 r   | broken latch for alc cover c6 #2                            |      |  | 1 \$27.94    |
|           | 6 rpl | autolock b3 5/5 a/m                                         | 0    |  |              |
|           | 7 rec | no depart w/s 5/17/08 mail and open closed                  | 0.5  |  |              |
|           | r     | raise 30 amp breaker                                        | 0.25 |  |              |
|           | 8 rec | turned off c10 5/18 w/s due to wind                         | 0.5  |  |              |
| 9/1/2008  | am    | headlight c10                                               |      |  | 1.5 \$10.00  |
|           | 5 rpl | power supply c2                                             |      |  | 1.5          |
|           | 6 a   | roll back c9 code with no problems                          |      |  | 0.5          |
| 9/2/2008  | am    | 1 a                                                         |      |  | 0.5          |
|           | pm    | roll back c9 code with no problems                          |      |  |              |
|           | 3 rec | removed plastic bags from bags 7/5                          | 1    |  |              |
| 9/3/2008  | am    | fire ext removal c9 @ main                                  |      |  | 0.5          |
|           | 5 rpl | collector tree c7 #1 B/G                                    |      |  | 2            |
|           | 6 rec | turned off c7 leaf 1 for not closing                        |      |  | 0.5          |
|           | 7 rec | service brake fail out 2352 in 0011 c10                     |      |  | 0.5          |
| 9/4/2008  | am    | 4 rec                                                       |      |  | 3            |
|           | pm    | several overshoots on west side train until night came in   |      |  | 1.5          |
|           | 4 rec | t/s and replaces bad LS1 & 5 c7 #7                          |      |  | 1.5          |
|           | 5 rpl | repaired broken lead on PRC c3                              |      |  |              |
| 9/5/2008  | pm    | 1 rpl                                                       | 3    |  | \$8,000.00   |
| 9/6/2008  | pm    | 1 rpl                                                       | 5    |  | \$5,000.00   |
| 9/7/2008  | am    | 1 rec                                                       | 0.5  |  | \$5,000.00   |
| 66        | pm    | late train w on way to main                                 |      |  | 0.5          |
|           | 6 rec | late train west on way to sat                               |      |  | 0.5          |
|           | 7 rec | loss of track sig train stop on north broken close and lock | 0.5  |  |              |
|           | 8 rec | at main n/s 5/17/08                                         | 0.5  |  |              |
| 9/8/2008  | pm    | 2 r                                                         | 0.5  |  |              |
|           | 4 rec | loss of track sig train stop on north broken close and lock | 0.5  |  |              |
|           | 6 rec | at main 5/17/08                                             | 0.5  |  |              |
| 9/9/2008  | am    | 4 rpl                                                       |      |  | 2 \$56.31    |
|           | pm    | 2 rec                                                       | 1    |  |              |
|           | 4 r   | 1 collector shoe and 2 emergency lamps on north train       |      |  |              |
| 9/10/2008 | pm    | 3 rpl                                                       |      |  | 2.5 \$281.25 |
|           | 4 rpl | shock c10 7/8                                               |      |  | 2 \$31.00    |
|           | 6 rpl | 2 resilient monts c8 & 9                                    |      |  | 2.5 \$100.00 |
|           | 7 rpl | sway bar ends c9 #1                                         |      |  | 2.5 \$100.00 |
| 9/11/2008 | pm    | 1 rpl                                                       |      |  | 9            |
| 9/12/2008 | am    | 1 rec                                                       | 0.5  |  |              |
|           | 2 rec | turned off c10 5/18 w/s due to wind                         | 0.5  |  |              |
| 09/12/085 | pm    | 1 rpl                                                       |      |  | 1.5          |

Data From The Daily Computer Log Used By the Technicians Performing Work Under CBE 552

|           |    |       |        |                                                                               |  |     |     |         |
|-----------|----|-------|--------|-------------------------------------------------------------------------------|--|-----|-----|---------|
|           |    |       | 3 rpl  | autoblock s/m b 5/6 due to autoblock fail                                     |  | 0   |     |         |
|           |    |       | 4 rpl  | autoblock s/s b 1/2                                                           |  | 0   |     |         |
| 9/13/2008 |    |       | 5 rec  | turned off b 1/2 s/w for soft start                                           |  | 0.5 |     |         |
|           |    | am    | 2 rpl  | guide tire c9 #4                                                              |  |     | 2   |         |
|           |    |       | 3 rec  | s overshooting had to change emergency track signal mod                       |  |     | 2   |         |
|           | 71 |       | 5 rec  | late train n/s r/r cleared node train                                         |  |     | 1   |         |
| 9/14/2008 |    | pm    | 3 rpl  | shut light station 3 split                                                    |  | 0.5 |     |         |
|           |    |       | 7 rec  | unplugged plugged in 3/4 s/w                                                  |  | 0.5 |     |         |
| 9/15/2008 |    | 72 am | 2 rec  | no depart s/m obs threshold c8 7/8                                            |  |     | 0.5 |         |
|           |    |       | 5 rec  | unschedule dr opening e in middle of guideway                                 |  |     | 1   |         |
|           |    | pm    | 1 r    | adjusted station stopping distance cars 1 & 2                                 |  |     | 1   |         |
|           |    |       | 2 rec  | over shoot c5 n/s                                                             |  |     | 1   |         |
|           |    |       | 5 rec  | drs fail to close c2 leaf 6                                                   |  |     | 0.5 |         |
| 9/16/2008 |    | 73 am | 6 rec  | turned off 1/2 s/w for soft start                                             |  |     |     |         |
|           |    |       | 8 rpl  | collector shoe c5 # 2 c                                                       |  | 0.5 |     | \$40.81 |
|           |    |       | 9 rec  | no depart n/s b 2 7/8 timed off                                               |  | 0.5 |     |         |
|           |    |       | 10 rec | no depart n/s b 2 7/8 timed off                                               |  | 0.5 |     |         |
|           |    | pm    | 1 rem  | removed 4 fire ext 2 1/4 air compressor fse assy ar2's & motor/aux box covers |  |     | 16  |         |
| 9/17/2008 |    | 74 am | 12 rec | replaced system due to system failure                                         |  | 3   |     |         |
|           |    |       | 13 rec | alarm 2 7/8 test 1/2 s/w for soft start                                       |  | 0.5 |     |         |
|           |    | pm    | 2 rpl  | fire extinguisher north                                                       |  |     | 1.5 |         |
|           | 75 |       | 6 rpl  | 6 resilient mounts on cars 8 9 & 10                                           |  |     | 6   | \$90.00 |
|           |    |       | 7 rec  | turned off 1/2 s/w for soft start                                             |  | 0.5 |     |         |
|           |    |       | 8 rec  | dr fail to close c9 leaf 8 had to be helped                                   |  |     | 0.5 |         |
| 9/18/2008 |    | am    | 1 rec  | 3/4 tail light 1/2 s/w for soft start                                         |  | 0.5 |     |         |
|           |    | pm    | 2 rpl  | c8 tail lights                                                                |  |     | 1.5 | \$10.00 |
|           | 76 |       | 6 rec  | turned off 1/2 s/w due to mechanical tailgate problems                        |  | 0.5 |     |         |
| 9/19/2008 |    | pm    | 3 r    | adjuster 1/2 s/w for soft start                                               |  | 0.5 |     |         |
|           |    |       | 4 r    | removed screw that was causing interference with LS4 c9                       |  |     | 1.5 |         |
|           |    |       | 5 rec  | coupled 1/2 s/w to 3/4 s/w for soft start                                     |  | 3   |     |         |
| 9/20/2008 |    | 77 am | 2 rpl  | 2 collector shoes s 7 day                                                     |  |     |     | \$81.62 |
|           |    | pm    | 1 rec  | no depart d/c car 7 changed ls4 c7                                            |  |     | 0.5 |         |
|           |    |       | 2 rpl  | autoblock s/m b 7/8 bent shaft                                                |  | 0   |     |         |
|           |    |       | 6 rec  | coupled 1/2 s/w to 3/4 s/w for soft start                                     |  | 0.5 |     |         |
| 9/21/2008 |    | am    | 1 rec  | overshoot c5 n/m                                                              |  |     | 1   |         |
| 3555      |    |       | 2 rec  | base of track signal c5 b 2 n/s found station 2 had to arrive to main         |  | 1   |     |         |
|           |    |       | 3 rec  | no depart n/m b 2 7/8 had to be mapped                                        |  | 0.5 |     |         |
|           |    |       | 4 rec  | train side n/m due to tailgate ar 2 7/8                                       |  | 0.5 |     |         |
|           | 78 |       | 5 rec  | no depart n/m pushed down top of tailgate autoblock to clear                  |  | 0.5 |     |         |
|           |    |       | 6 r    | map 3/4 s/w for soft start                                                    |  | 0.5 |     |         |
|           |    |       | 14 rec | 3 train delayed at station on the east commands cleared                       |  |     | 0.5 |         |



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|----------------------------------------------------------------------------------------|-------|-------|-------|--------------------------------------------------------------------------------------|--|--|-----|---|---------|
|                                                                                        | 79 pm | 6 rec | 7 rec | dr fail to close s/s c9 arrived and all e handles pulled                             |  |  |     | 1 |         |
|                                                                                        |       |       |       | dr fail to close s/s c9 had to drive n to sat and recover train turned off leaf 8    |  |  |     | 1 |         |
|                                                                                        |       |       |       | turned off c12 arm due to hand opening what was commanded                            |  |  | 0.5 |   |         |
|                                                                                        |       |       |       | stopped at 10:04 a.m. had some issues and left at sat 9/25/6                         |  |  | 0.5 |   |         |
| 9/22/2008                                                                              | am    | 1 r   |       | adjusted e lock in stage block 3, 4 & 5                                              |  |  | 0.5 |   |         |
|                                                                                        |       |       |       | train delayed s/s c9 7/8 at 10:05 had closed doors were stuck, train back to sat ans |  |  | 0.5 |   |         |
|                                                                                        |       |       |       | arm while at sat 9/25/6 to close and lock                                            |  |  | 0.5 |   |         |
|                                                                                        | pm    | 3 rpl |       | checked at block 3/6                                                                 |  |  | 0   |   |         |
|                                                                                        |       |       |       | dr arm roller bearing mcr ls-4 c9 leaf 8.                                            |  |  |     | 4 | \$94.80 |
|                                                                                        |       |       |       |                                                                                      |  |  |     |   |         |

|           |        |      |   |                                                                         |  |  |     |   |  |
|-----------|--------|------|---|-------------------------------------------------------------------------|--|--|-----|---|--|
| 2/4/2012  | 169 am | 2 r  |   | East Train Delayed @ Station; station door malfunction                  |  |  | 0.5 |   |  |
| 2/4/2012  | 169 am | 3 r  |   | South Train Delayed @ Station; station door malfunction                 |  |  | 0.5 |   |  |
| 2/4/2012  | 169 am | 4 r  |   | West Train Delayed @ Station; Station Door malfunction                  |  |  | 0.5 |   |  |
| 2/4/2012  | 170 pm | 5 r  |   | West Train Delayed @ Station; Station Door malfunction                  |  |  | 0.5 |   |  |
| 2/5/2012  | 170 am | 1 r  |   | South Train Delayed @ Station; station door malfunction                 |  |  | 0.5 |   |  |
| 2/5/2012  | 170 am | 5 r  |   | South Train CCTV Unreachable not working in CC                          |  |  |     | 1 |  |
| 2/5/2012  | 170 am | 6 r  |   | SD McDonald with all trains held in station                             |  |  | 1   |   |  |
| 2/5/2012  | 170 am | 9 r  |   | South Train Delayed @ Station; station door malfunction                 |  |  | 0.5 |   |  |
| 2/5/2012  | 170 am | 10 r |   | South Train Delayed @ Station; station door malfunction                 |  |  | 1   |   |  |
| 2/6/2012  | 171 am | 1 r  |   | North Train Loss Vital 0 Spd, Closed & Lock Broken, Reverser Failed     |  |  |     | 2 |  |
| 2/6/2012  | 172 am | 3 r  |   | SD McDonald with all trains held in station                             |  |  | 1   |   |  |
| 2/6/2012  | 172 am | 5 r  |   | SD McDonald with all trains held in station                             |  |  | 1   |   |  |
| 2/6/2012  | 172 pm | 1 r  |   | East Train Delayed @ Station; station door malfunction                  |  |  | 1   |   |  |
| 2/7/2012  | 173 pm | 3 r  |   | South Train Low Main Air Pressure Alarm, Trainline air to car           |  |  |     | 1 |  |
| 2/7/2012  | 173 pm | 4 r  |   | East Train Delayed @ Station; station door malfunction                  |  |  | 1   |   |  |
| 2/8/2012  | 173 am | 4 r  |   | SD McDonald with all trains held in station                             |  |  | 1   |   |  |
| 2/8/2012  | 174 pm | 4 r  |   | North Train Multiple ATC Alarms, Stopped; Pushed Pin                    |  |  |     | 1 |  |
| 2/8/2012  | 174 pm | 5    | 2 | North Train Multiple ATC Alarms, Stopped on Guide Way                   |  |  |     | 2 |  |
| 2/9/2012  | 175 am | 4 r  |   | SD McDonald with all trains held in station                             |  |  | 1   |   |  |
| 2/9/2012  | 175 am | 6 r  |   | West Train Delayed @ Station; Station Door malfunction                  |  |  | 1   |   |  |
| 2/9/2012  | 175 am | 7 r  |   | West Train Delayed @ Station; Station Door malfunction                  |  |  | 1   |   |  |
| 2/9/2012  | 175 pm | 5 r  |   | SD McDonald with all trains held in station                             |  |  | 1   |   |  |
| 2/9/2012  | 175 pm | 5 r  |   | SD McDonald with all trains held in station                             |  |  | 1   |   |  |
| 2/9/2012  | 175 am | 3 r  |   | East Train Loss of Vital 0 Spd, Closed & Locked Broken, E-Handle Pulled |  |  |     | 1 |  |
| 2/9/2012  | 175 am | 4 r  |   | SD McDonald with all trains held in station                             |  |  | 1   |   |  |
| 2/9/2012  | 176 am | 7 r  |   | South Train Low Main Air Pressure Alarm, Trainline air to car           |  |  |     | 1 |  |
| 2/9/2012  | 177 am | 1 r  |   | SD McDonald with D trains held in station                               |  |  | 1   |   |  |
| 2/12/2012 | 177 am | 3 r  |   | North Train Delayed @ Station; station door malfunction                 |  |  | 1   |   |  |
| 2/12/2012 | 177 pm | 6 r  |   | South Train Delayed @ Station Low Main Air Press, Trainline             |  |  | 1   |   |  |

| Data From The Daily Computer Log Used By the Technicians Performing Work Under CBE 552 |        |       |                                                                            |     |  |     |
|----------------------------------------------------------------------------------------|--------|-------|----------------------------------------------------------------------------|-----|--|-----|
| 2/12/2012                                                                              | 177 pm | 8 r   | SD McDonald with all trains held in station                                | 1   |  |     |
| 2/13/2012                                                                              | 178 am | 1 r   | SD McDonald with all trains held in station                                | 1   |  |     |
| 2/13/2012                                                                              | 178 am | 2 r   | East Train Delayed @ Station; station door malfunction                     | 1   |  |     |
| 2/13/2012                                                                              | 178 am | 3 r   | South Train Delayed @ Station; station door malfunction                    | 1   |  |     |
| 2/13/2012                                                                              | 178 am | 5 r   | South Train Delayed @ Station; station door malfunction                    | 1   |  |     |
| 2/13/2012                                                                              | 178 pm | 1 r   | West Train Delayed @ Station; station door malfunction                     | 1   |  |     |
| 2/13/2012                                                                              | 178 pm | 2 r   | West Train Delayed @ Station; station door malfunction                     | 0.5 |  |     |
| 2/14/2012                                                                              | 179 am | 1 r   | Gen low batt voltage, low oil press alarms, invest. (tunneling unloaded)   | 1   |  |     |
| 2/14/2012                                                                              | 179 am | 5 r   | East Train Delayed @ Station; station door malfunction                     | 1   |  |     |
| 2/15/2012                                                                              | 179 am | 1 r   | East Train Delayed @ Station; station door malfunction                     | 1   |  |     |
| 2/15/2012                                                                              | 179 am | 3 r   | East Train Delayed @ Station; station door malfunction                     | 0.5 |  |     |
| 2/16/2012                                                                              | 180 am | 4 r   | SD McDonald with all trains held in station                                | 0.5 |  |     |
| 2/16/2012                                                                              | 180 am | 5 r   | East Train Delayed @ Station; station door malfunction                     | 1   |  |     |
| 2/16/2012                                                                              | 180 am | 1 r   | East Train Delayed @ Station; station door malfunction                     | 0.5 |  |     |
| 2/17/2012                                                                              | 181 am | 1 r   | West Train Delayed @ Station; station door malfunction                     | 1   |  |     |
| 2/17/2012                                                                              | 181 am | 2 r   | East Train Holding Brake Fail; E-handle pulled by Pax, recovered           |     |  | 1   |
| 2/18/2012                                                                              | 181 am | 1 r   | South Train Low Main Air Pressure Alarm, Trainline air to car              |     |  | 0.5 |
| 2/18/2012                                                                              | 181 am | 4 r   | North Train Low Main Air Pressure Alarm, trainline air to car              |     |  | 0.5 |
| 2/18/2012                                                                              | 181 am | 5 r   | West Train Delayed @ Station; station door malfunction                     | 0.5 |  |     |
| 2/18/2012                                                                              | 182 am | 6 r   | SD McDonald with C trains held in station                                  | 1   |  |     |
| 2/19/2012                                                                              | 182 am | 1 r   | S Train Delayed @ Sta, ORS request to talk would not clear                 | 0.5 |  | 0.5 |
| 2/19/2012                                                                              | 182 am | 2 r   | South Train Delayed @ Station; station door malfunction                    | 1   |  |     |
| 2/19/2012                                                                              | 182 am | 3 r   | SD McDonald                                                                | 0.5 |  |     |
| 2/19/2012                                                                              | 182 pm | 6 r   | South Train Delayed @ Station; station door malfunction                    | 1   |  |     |
| 2/20/2012                                                                              | 183 am | 4 r   | West Train Delayed @ Station; station door malfunction                     | 1   |  |     |
| 2/20/2012                                                                              | 183 pm | 1 r   | East Train Delayed @ Station; station door malfunction                     | 1   |  |     |
| 2/21/2012                                                                              | 183 am | 1 r   | South Train Delayed @ Station; station door malfunction                    | 0.5 |  |     |
| 2/21/2012                                                                              | 183 am | 4 r   | West Train Delayed @ Station; station door malfunction                     | 0.5 |  |     |
| 2/22/2012                                                                              | 184 am | 9 r   | East Train Delayed Loss of Vital O Spd, Recovered jumped on Motorbox       |     |  | 2   |
| 2/22/2012                                                                              | 185 am | 10 r  | West Train Delayed @ Station; station door malfunction                     | 1   |  |     |
| 2/23/2012                                                                              | 185 am | 3 r   | SD McDonald with D trains reversed to main and held in station             | 1   |  |     |
| 2/23/2012                                                                              | 186 am | 4 r   | SD McDonald with D trains reversed to main and held in station             | 1   |  |     |
| 2/23/2012                                                                              | 186 pm | 2 r   | South Train Delayed @ Station; station door malfunction                    | 1   |  |     |
| 2/24/2012                                                                              | 186 am | 5 r   | West Train Delayed @ Station; station door malfunction                     | 0.5 |  |     |
| 2/25/2012                                                                              | 187 am | 5 r   | SD McDonald with C trains held in station                                  | 1   |  |     |
| 2/25/2012                                                                              | 187 pm | 6 r/r | East Train Reverser fail, jumped on motorbox for direction, replaced LS1   |     |  | 2   |
| 2/25/2012                                                                              | 187 am | 2 r   | East Train Delayed @ Station; station door malfunction                     | 1   |  |     |
| 2/27/2012                                                                              | 188 pm | 1 r   | South Train Failed to arrive, unscheduled door open T/L reset departed ato |     |  | 2   |
| 2/28/2012                                                                              | 189 am | 1 r   | West Train Delayed @ Station; station door malfunction                     | 1   |  |     |
| 2/28/2012                                                                              | 189 am | 2 r   | SD McDonald with C trains held in station                                  | 1   |  |     |
| 2/28/2012                                                                              | 189 am | 7 r   | South Train Return To Service; loss of GND shoe, CC operator error         |     |  | 1.5 |

| Data From The Daily Computer Log Used By the Technicians Performing Work Under CBE 552 |        |       |                                                                            |     |  |     |
|----------------------------------------------------------------------------------------|--------|-------|----------------------------------------------------------------------------|-----|--|-----|
| 2/28/2012                                                                              | 189 pm | 4 r   | South Train failed to arrive, e door open; recovered train departed ato    | 1   |  |     |
| 2/29/2012                                                                              | 190 am | 2 r   | Central ORS Workstation cmd links gray'd out; rebooted workstation         | 1   |  |     |
| 2/29/2012                                                                              | 190 am | 10 r  | C & D Sytem No Response to Poll, Attempted to reset; C7 cleared later      |     |  | 0.5 |
| 3/2/2012                                                                               | 191 am | 2 r   | West Train Delayed @ Station; station door malfunction                     | 1   |  |     |
| 3/2/2012                                                                               | 191 am | 3 r   | West Train Delayed @ Station; station door malfunction                     | 1   |  |     |
| 3/2/2012                                                                               | 191 pm | 5 r   | South Train Delayed @ Station; station door malfunction                    | 1.5 |  |     |
| 3/2/2012                                                                               | 191 am | 1 r   | East Train Delayed @ Station; station door malfunction                     | 1   |  |     |
| 3/2/2012                                                                               | 192 am | 7 r   | North Train Low Main Pressure Alarm, trainlined air to car                 |     |  | 0.5 |
| 3/2/2012                                                                               | 192 am | 8 r   | East Train Delayed @ Station; station door malfunction                     | 0.5 |  |     |
| 3/3/2012                                                                               | 192 pm | 1 r   | East Train Delayed @ Station; several doors malfunctioned                  |     |  | 1   |
| 3/3/2012                                                                               | 193 pm | 6 r   | South Train Delayed @ Station; trainlined air & pushed PB trainline reset  |     |  | 1   |
| 3/3/2012                                                                               | 193 pm | 7 r   | South Train Compressor Knocking, turned off compressor on C10              |     |  | 1   |
| 3/4/2012                                                                               | 193 am | 5 r   | North Train No Response To Pole, Attempted to reset by cycling RCB         |     |  | 1   |
| 3/4/2012                                                                               | 193 am | 6 r   | West Train Delayed @ Station; station door malfunction                     | 1   |  |     |
| 3/5/2012                                                                               | 194 am | 1 r   | East Train Reverser failures, cleared by striking C2 motor box w/ a mallet |     |  | 1   |
| 3/5/2012                                                                               | 194 am | 2 r   | West Train Delayed @ Station; station door malfunction                     | 1   |  |     |
| 3/5/2012                                                                               | 194 am | 5 r   | West Train Delayed @ Station; station door malfunction                     | 1   |  |     |
| 3/5/2012                                                                               | 194 am | 7 r   | West Train Delayed @ Station; station door malfunction                     | 1   |  |     |
| 3/6/2012                                                                               | 195 am | 5 r   | West Train Delayed @ Station; Doors cutout for high winds                  | 1   |  |     |
| 3/6/2012                                                                               | 195 am | 6 r   | East Train Delayed @ Station; Doors cutout due to high winds               | 1   |  |     |
| 3/6/2012                                                                               | 195 am | 11 r  | 2 Techs @ C Satellite for high winds, torque settings increased all doors  | 2   |  |     |
| 3/6/2012                                                                               | 195 am | 13 r  | South And East main station door issues, Doors turned off for wind         | 0.5 |  |     |
| 3/6/2012                                                                               | 195 pm | 1 r   | East Train Delayed @ Station; station door malfunction                     | 1   |  |     |
| 3/6/2012                                                                               | 196 am | 8 rpl | East Train Reverser failures (C2), Replaced LSR and PBR Relays             |     |  | 2   |
| 3/7/2012                                                                               | 196 am | 2 r/r | East Train No Propulsion, Corrected wiring issue, Replaced PRCCB           |     |  | 2   |
| 3/7/2012                                                                               | 196 am | 3 r   | East Train Delayed @ Station; Trainline reset to clear issue               |     |  | 1   |
| 3/7/2012                                                                               | 197 pm | 4 rpl | South Train No PRC Indication, Troubleshot replaced wire PRCCA to PRCC     |     |  | 2   |
| 3/8/2012                                                                               | 197 am | 2 r   | East Train Delayed @ Station; station door malfunction                     | 0.5 |  |     |
| 3/8/2012                                                                               | 197 am | 4 rpl | South PRC propulsion issues; Changed out Brake Switch aux sweeper arm      |     |  | 1   |
| 3/8/2012                                                                               | 197 am | 8 rpl | South PRC propulsion issues; Changed out Brake Switch aux contact block    |     |  | 1   |
| 3/8/2012                                                                               | 197 am | 9 rpl | South PRC propulsion issues; Changed out relay PRCC C                      |     |  | 1   |
| 3/8/2012                                                                               | 197 pm | 3 r   | South Train Delayed @ Station; station door malfunction                    | 2   |  |     |
| 3/10/2012                                                                              | 199 am | 2 r   | West Train Delayed @ Station; station door malfunction                     | 1   |  |     |
| 3/10/2012                                                                              | 199 pm | 2 r   | West Train Delayed @ Station; station door malfunction                     | 1   |  |     |
| 3/11/2012                                                                              | 199 am | 1 r   | North Train Unscheduled stop, lost veh doors locked in tunnel              |     |  | 1   |
| 3/12/2012                                                                              | 200 am | 4 r   | SD McDonald with all trains held in station                                | 0.5 |  |     |
| 3/13/2012                                                                              | 201 pm | 4 r   | North Train Unscheduled stop, lost veh doors locked in tunnel              |     |  | 1.5 |
| 3/13/2012                                                                              | 202 am | 2 r   | North Train no CCTV, Rebooted DVR                                          |     |  | 0.5 |
| 3/13/2012                                                                              | 202 am | 3 r   | West Train Delayed @ Station; station door malfunction                     | 1   |  |     |
| 3/13/2012                                                                              | 202 am | 7 r   | East Train Delayed @ Station; station door malfunction                     | 1   |  |     |
| 3/14/2012                                                                              | 202 am | 1 r   | West Train Delayed @ Station; station door malfunction                     | 1   |  |     |

| Data From The Daily Computer Log Used By the Technicians Performing Work Under CBE 552 |        |      |                                                                            |     |     |  |
|----------------------------------------------------------------------------------------|--------|------|----------------------------------------------------------------------------|-----|-----|--|
| 3/14/2012                                                                              | 202 am | 2 r  | East Train Delayed @ Station; station door malfunction                     | 1   |     |  |
| 3/14/2012                                                                              | 203 am | 5 r  | South Train Delayed @ Station; station door malfunction                    | 1   |     |  |
| 3/14/2012                                                                              | 203 am | 15 r | West Train Delayed @ Station; station door malfunction                     | 1   |     |  |
| 3/15/2012                                                                              | 204 am | 2 r  | East Train Delayed @ Station; station door malfunction                     | 0.5 |     |  |
| 3/15/2012                                                                              | 204 am | 5 r  | SD McDonald with all trains held in station, Drove South to sat for assist | 1.5 |     |  |
| 3/15/2012                                                                              | 204 am | 6 r  | North Train Unscheduled stop, lost veh doors locked in tunnel              |     | 1.5 |  |
| 3/15/2012                                                                              | 204 am | 7 r  | West Train Delayed @ Station; station door malfunction                     | 0.5 |     |  |
| 3/16/2012                                                                              | 204 pm | 5 r  | East Train Delayed @ Station; inaccurate sta stop, fail to arrive          | 0.5 |     |  |
| 3/16/2012                                                                              | 204 am | 4 r  | West Train Delayed @ Station; station door malfunction                     | 0.5 |     |  |
| 3/16/2012                                                                              | 205 am | 5 r  | West Train Delayed @ Station; station door malfunction                     | 0.5 |     |  |
| 3/16/2012                                                                              | 205 pm | 1 r  | East Train Delayed @ Station; station door malfunction                     | 0.5 |     |  |
| 3/16/2012                                                                              | 205 pm | 7 r  | East Train Delayed @ Station; station door malfunction                     | 1   |     |  |
| 3/17/2012                                                                              | 205 am | 1 r  | West Train Delayed @ Station; station door malfunction                     | 0.5 |     |  |
| 3/17/2012                                                                              | 205 am | 5 r  | East Train Delayed @ Station; station door malfunction                     | 1   |     |  |
| 3/17/2012                                                                              | 206 pm | 6 r  | North Train, Low Main Air Pressure; train line valves opened               | 1   |     |  |
| 3/18/2012                                                                              | 206 am | 1 r  | East Train Delayed @ Station; station door malfunction                     | 1   |     |  |
| 3/18/2012                                                                              | 206 am | 2 r  | West Train Delayed @ Station; station door malfunction                     | 1   |     |  |
| 3/18/2012                                                                              | 206 am | 8 r  | East Train Delayed @ Station; Autolock missing disk and spring             | 1   |     |  |
| 3/19/2012                                                                              | 207 am | 2 r  | West Train Delayed @ Station; station door malfunction                     | 0.5 |     |  |
| 3/19/2012                                                                              | 207 am | 3 r  | South Train location failure, door block failed, cross check fail alarms   |     | 1.5 |  |
| 3/19/2012                                                                              | 207 am | 7 r  | East Train Delayed @ Station; station door malfunction                     | 1   |     |  |
| 3/19/2012                                                                              | 207 am | 9 r  | North Train Delayed @ Station; station door malfunction                    | 1   |     |  |
| 3/19/2012                                                                              | 208 am | 1 r  | South Train Delayed @ Station; station door malfunction                    | 1   |     |  |
| 3/19/2012                                                                              | 208 pm | 11 r | CCo2 PC not working in Central; rebooted PC to correct the issue           | 1   |     |  |
| 3/20/2012                                                                              | 209 am | 3 r  | South Train Delayed @ Station; station door malfunction                    | 1.5 |     |  |
| 3/20/2012                                                                              | 209 am | 6 r  | East Train Delayed @ Station; station door malfunction                     | 1   |     |  |
| 3/20/2012                                                                              | 209 pm | 2 r  | Central Network Offline; rebooted cc OH2 PC to correct the issue           | 1   |     |  |
| 3/21/2012                                                                              | 210 am | 10 r | East Train Delayed @ Station; station door malfunction                     | 1   |     |  |
| 3/21/2012                                                                              | 210 am | 11 r | West Train Delayed @ Station; station door malfunction                     | 1   |     |  |
| 3/21/2012                                                                              | 210 am | 12 r | South Train Delayed @ Station; station door malfunction                    | 1.5 |     |  |
| 3/22/2012                                                                              | 210 am | 2 r  | West Train Delayed @ Station; station door malfunction                     | 0.5 |     |  |
| 3/22/2012                                                                              | 211 am | 3 r  | South Train Delayed @ Station; station door malfunction                    | 0.5 |     |  |
| 3/23/2012                                                                              | 211 am | 2 r  | South Train Delayed @ Station; station door malfunction                    | 1   |     |  |
| 3/23/2012                                                                              | 211 am | 3 r  | East Train Delayed @ Station; station door malfunction                     | 1   |     |  |
| 3/24/2012                                                                              | 211 am | 5 r  | West Train Delayed @ Station; station door malfunction                     | 0.5 |     |  |
| 3/24/2012                                                                              | 211 pm | 1 r  | East Train Delayed @ Station; no call from cc                              | 1   |     |  |
| 3/24/2012                                                                              | 212 pm | 2 r  | South Train Unscheduled Stop on Guide Way; lost close & lock in station    | 1   |     |  |
| 3/24/2012                                                                              | 212 am | 2 r  | East Train Delayed @ Station; station door malfunction                     | 0.5 |     |  |
| 3/25/2012                                                                              | 213 am | 1 r  | West Train Delayed @ Station; station door malfunction                     | 1   |     |  |
| 3/25/2012                                                                              | 213 am | 2 r  | SD McDonald with all trains held in station                                | 0.5 |     |  |
| 3/25/2012                                                                              | 213 pm | 2 r  | East and West Trains Delayed due to High Winds, Doors turned off @ Sat     | 1   |     |  |

| Data From The Daily Computer Log Used By the Technicians Performing Work Under CBE 552 |        |     |                                                                            |  |     |     |
|----------------------------------------------------------------------------------------|--------|-----|----------------------------------------------------------------------------|--|-----|-----|
| 3/25/2012                                                                              | 213 pm | 6 r | West Train Low Main Air Pressure, Replaced compressor heads, Cleaned       |  |     | 3   |
| 3/26/2012                                                                              | 214 pm | 7 r | South Train Flickering PRC/ PE MMP LEDs, Troubleshoot and corrected        |  |     | 1.5 |
| 3/29/2012                                                                              | 216 am | 4 r | West Train Delayed @ Station; station door malfunction                     |  | 0.5 |     |
| 3/29/2012                                                                              | 216 pm | 5 r | West Train Delayed @ Station; station door malfunction                     |  | 1   |     |
| 3/30/2012                                                                              | 217 pm | 1 r | West Train Delayed @ Station; station door malfunction                     |  | 1   |     |
| 3/30/2012                                                                              | 217 pm | 2 r | North Train Delayed @ Station; station door malfunction                    |  | 1   |     |
| 3/31/2012                                                                              | 217 am | 3 r | West Train Delayed @ Station; station door malfunction                     |  | 0.5 |     |
| 3/31/2012                                                                              | 218 pm | 7 r | C Train Delays due to High Winds, turned off station doors as needed       |  | 1   |     |
| 3/31/2012                                                                              | 218 pm | 8 r | West Train Delayed @ Station; station door malfunction                     |  | 1.5 |     |
| 4/1/2012                                                                               | 218 am | 3 r | South Train Delayed @ Station; station door malfunction                    |  | 1   |     |
| 4/1/2012                                                                               | 218 am | 4 r | North Train Delayed @ Station; station door malfunction                    |  | 1   |     |
| 4/1/2012                                                                               | 218 am | 5 r | North Train No Response To Pole, Attempted to reset                        |  |     | 0.5 |
| 4/1/2012                                                                               | 219 pm | 5 r | North Train Delayed @ Station; station door malfunction                    |  | 0.5 |     |
| 4/4/2012                                                                               | 220 pm | 4 r | South Train Unscheduled Stop in Tunnel, Recovered, returned to service     |  |     | 1   |
| 4/4/2012                                                                               | 220 pm | 6 r | West Train Delayed @ Station; station door malfunction                     |  | 0.5 |     |
| 4/5/2012                                                                               | 221 am | 5 r | West Train Delayed @ Station; station door malfunction                     |  | 0.5 |     |
| 4/6/2012                                                                               | 222 am | 2 r | West Train Delayed @ Station; station door malfunction                     |  |     |     |
| 4/6/2012                                                                               | 223 am | 1 r | North Train No Poling on C-5; Troubleshoot and corrected the issue         |  | 0.5 |     |
| 4/6/2012                                                                               | 223 am | 3 r | West Train delayed @ Station; station door malfunction                     |  | 0.5 | 1.5 |
| 4/8/2012                                                                               | 223 pm | 1 r | North Train Delayed @ Station; station door malfunction                    |  | 1   |     |
| 4/8/2012                                                                               | 223 pm | 2 r | West Train Delayed @ Station; station door malfunction                     |  | 1   |     |
| 4/9/2012                                                                               | 224 am | 5 r | SD McDonald with all trains held in station                                |  | 0.5 |     |
| 4/9/2012                                                                               | 224 pm | 2 r | South Train Delayed @ Station; station door malfunction                    |  | 1   |     |
| 4/9/2012                                                                               | 224 pm | 5 r | West Train Delayed @ Station; station door malfunction                     |  | 0.5 |     |
| 4/10/2012                                                                              | 225 am | 5 r | West Train Delayed @ Station; Multiple station door malfunctions           |  | 1   |     |
| 4/10/2012                                                                              | 225 pm | 1 r | South Train no CCTV in CC; Reset the Veh CCTV Radio                        |  |     | 0.5 |
| 4/10/2012                                                                              | 225 pm | 5 r | North Train No PRC Light, Troubleshoot and corrected the issue             |  |     | 1   |
| 4/11/2012                                                                              | 226 am | 2 r | SD McDonald, C & D Trains held in Station                                  |  | 1   |     |
| 4/11/2012                                                                              | 226 pm | 2 r | Train Delayed @ Station; Station Door malfunction                          |  | 0.5 |     |
| 4/11/2012                                                                              | 226 pm | 3 r | Train Delayed @ Station; Station Door malfunction                          |  | 0.5 |     |
| 4/12/2012                                                                              | 227 am | 1 r | Train Delayed @ Station; Station Door malfunction                          |  | 0.5 |     |
| 4/12/2012                                                                              | 227 am | 6 r | SD McDonald: All Trains em reversed to station; trouble w/ return to serv. |  | 1   |     |
| 4/12/2012                                                                              | 227 am | 7 r | East Train Delayed @ station; station door malfunction                     |  | 1   |     |
| 4/12/2012                                                                              | 228 pm | 7 r | South Train Delayed @ Station; Station Door Malfunctions                   |  | 0.5 |     |
| 4/13/2012                                                                              | 228 am | 5 r | South Train Delayed @ Station; Nstation door lock upon closure             |  | 1   |     |
| 4/14/2012                                                                              | 229 am | 4 r | North train stopped on guide way, closed & Lock broken @ main term         |  |     | 1   |
| 4/15/2012                                                                              | 229 am | 5 r | North train Unscheduled stop Serv Brake With Reset Manually drove in       |  |     | 1   |
| 4/15/2012                                                                              | 229 pm | 7 r | Train Delayed @ Station; Station Door malfunction                          |  | 1   |     |
| 4/15/2012                                                                              | 229 am | 1 r | South Train Delayed @ Station; Vehical Door Mechanical binding             |  |     | 1   |
| 4/16/2012                                                                              | 230 am | 1 r | North Train Delayed @ Satellite; Door malfunctions                         |  | 1   |     |
| 4/19/2012                                                                              | 233 am | 2 r | East Train Delayed @ station; station door malfunction                     |  | 1   |     |

| Data From The Daily Computer Log Used By the Technicians Performing Work Under CBE 552 |        |      |                                                                             |     |          |                |
|----------------------------------------------------------------------------------------|--------|------|-----------------------------------------------------------------------------|-----|----------|----------------|
| 4/19/2012                                                                              | 233 am | 6 r  | West Train Delayed @ Station; station door malfunction                      | 1   |          |                |
| 4/19/2012                                                                              | 233 pm | 1 r  | East Train Delayed @ station; station door malfunction                      | 1   |          |                |
| 4/20/2012                                                                              | 234 am | 2 r  | East Train Delayed @ station; station door malfunction                      | 1   |          |                |
| 4/20/2012                                                                              | 234 am | 4 r  | T3 Server locked up the system; shut down server locked out t3 computers    | 2   |          |                |
| 4/21/2012                                                                              | 234 am | 2 r  | North Train tach fail/ cross check fail alarms stopped outside station      |     | 1.5      |                |
| 4/21/2012                                                                              | 234 am | 4 r  | Unscheduled Stop on guide way, East train lost Veh close and lock           |     | 1        |                |
| 4/25/2012                                                                              | 235 am | 3 r  | Train delay @ station no close & lock station door malfunctions             | 1   |          | West Trainb    |
| 4/27/2012                                                                              | 236 am | 3 r  | Train Delay at Station sta doors no close & lock, no vital 0 speed, linkage | 1.5 |          |                |
| 4/27/2012                                                                              | 236 am | 4 r  | Train Delay at station station doors no close and lock; Ehandle linkage     | 1.5 |          |                |
| 4/27/2012                                                                              | 236 am | 5 r  | Train Delay at station station doors no close and lock                      | 1.5 |          |                |
| 4/28/2012                                                                              | 237 am | 4 r  | SD McDonald with ther D trains held in station at the Satellite             | 1   |          |                |
| 4/28/2012                                                                              | 237 pm | 1 r  | SD McDonald with all trains reversed and held in station                    | 1   |          |                |
| 4/30/2012                                                                              | 238 am | 3 r  | East train, door malif, man closed doors, train departed                    | 1   |          |                |
| 5/1/2012                                                                               | 239 pm | 6 r  | East train delayed, door cmds issued, no fix recovered door reset           | 1   |          |                |
| 5/2/2012                                                                               | 239 am | 1 r  | w Tram train delayed @ sta, C/I Broken, remoter reset no fix                | 0.5 |          |                |
| 5/2/2012                                                                               | 240 pm | 10 r | W tram unscheduled stop, fail to arrive, door malif                         | 0.5 |          |                |
|                                                                                        |        |      |                                                                             | 391 | 18197.96 | 883.7 13986.36 |

03561

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| Data From Log Books Used By the Technicians Performing Work On The Wayside Doors Under CBE 552 |                                          |          |     |       |            |               |       |     |                |        |         |     |     |               |            |                 |              |                 |         |
|------------------------------------------------------------------------------------------------|------------------------------------------|----------|-----|-------|------------|---------------|-------|-----|----------------|--------|---------|-----|-----|---------------|------------|-----------------|--------------|-----------------|---------|
| File:                                                                                          | page                                     | autolock | DCU | Motor | Wheel<br>s | Door<br>guide | leved | adj | e dr<br>switch | rpl dr | repairs | fis | led | c/l<br>switch | pwr<br>spl | filler<br>strip | firm<br>ware | Bracket<br>/mod | speaker |
| North main                                                                                     | AIRPORT-00232                            |          |     |       |            |               |       |     |                |        |         |     |     |               |            |                 |              |                 |         |
|                                                                                                | AIRPORT-00233                            | 11       | 1   | 1     | 4          | 2             |       |     |                |        |         |     |     |               |            |                 |              |                 |         |
|                                                                                                | AIRPORT-00234                            | 12       | 1   | 1     |            |               | 1     | 1   | 3              |        |         |     |     |               |            |                 |              |                 |         |
|                                                                                                | AIRPORT-00235                            | 5        | 2   | 2     | 2          |               | 2     | 3   |                | 1      |         |     |     |               |            |                 |              |                 |         |
|                                                                                                | AIRPORT-00236                            | 8        | 1   |       |            |               |       | 2   |                |        | 4       |     |     |               |            |                 |              |                 |         |
|                                                                                                | AIRPORT-00237                            | 1        |     |       |            |               |       |     |                |        |         |     |     |               |            |                 |              |                 |         |
| North sat                                                                                      | AIRPORT-00249                            | 7        | 2   | 2     | 4          | 1             | 1     | 1   |                |        |         | 1   |     |               |            |                 |              |                 |         |
|                                                                                                | AIRPORT-00250                            | 11       |     |       | 5          | 4             | 2     | 1   |                |        |         |     |     |               |            |                 |              |                 |         |
|                                                                                                | AIRPORT-00251                            | 7        | 1   | 2     | 4          | 2             | 3     | 1   |                |        |         |     |     |               |            |                 |              |                 |         |
|                                                                                                | AIRPORT-00252                            | 4        | 1   |       |            | 9             | 2     | 2   |                |        | 2       |     |     |               |            |                 | 12           |                 |         |
|                                                                                                | AIRPORT-00253                            | 4        | 2   |       |            | 2             |       |     |                |        | 1       | 2   | 5   |               |            |                 |              |                 |         |
|                                                                                                | AIRPORT-00254                            | 2        |     |       |            |               |       |     |                |        |         |     |     |               |            |                 |              |                 |         |
| south main                                                                                     | AIRPORT-00267                            | 3        |     | 1     |            | 2             |       |     |                |        |         |     |     |               |            |                 |              |                 |         |
|                                                                                                | AIRPORT-00268                            | 8        | 2   | 3     | 6          |               | 3     |     |                |        |         |     |     |               |            |                 |              |                 |         |
|                                                                                                | AIRPORT-00269                            | 12       |     |       |            | 4             |       |     |                |        | 2       |     |     |               |            | 1               |              |                 |         |
|                                                                                                | AIRPORT-00270                            | 9        | 1   | 2     |            |               | 2     | 1   |                |        |         |     |     |               |            |                 | 12           |                 |         |
|                                                                                                | AIRPORT-00271                            | 5        | 2   | 4     |            |               |       | 1   |                |        | 1       | 2   |     |               |            |                 |              |                 |         |
|                                                                                                | missing page/pages<br>05/01/08 -05/10/09 |          |     |       |            |               |       |     |                |        |         |     |     |               |            |                 |              |                 |         |
| south sat                                                                                      | AIRPORT-00286                            | 9        | 3   | 2     | 2          | 4             |       |     |                |        |         |     |     |               |            |                 |              |                 |         |
|                                                                                                | AIRPORT-00287                            | 9        | 2   | 1     |            | 8             |       |     |                |        |         | 1   |     |               |            |                 |              |                 |         |
|                                                                                                | AIRPORT-00288                            | 8        | 2   | 1     |            | 8             | 2     | 1   |                |        |         |     |     |               |            |                 | 12           |                 |         |
|                                                                                                | AIRPORT-00289                            | 7        | 1   |       |            | 2             |       |     |                |        | 1       | 2   | 1   |               |            |                 |              |                 |         |
|                                                                                                | AIRPORT-00290                            |          |     |       |            |               |       |     |                |        |         |     | 12  |               |            |                 |              |                 |         |
|                                                                                                | AIRPORT-00297                            | 3        | 1   | 2     |            |               |       |     |                |        |         |     |     |               | 1          |                 |              |                 |         |
| East main                                                                                      | AIRPORT-00298                            | 3        | 4   | 3     | 4          | 4             |       |     |                |        | 1       |     |     |               |            |                 |              |                 |         |
|                                                                                                | AIRPORT-00299                            | 7        | 2   | 3     |            | 4             |       | 1   |                |        |         |     |     |               |            |                 |              |                 |         |
|                                                                                                | AIRPORT-00300                            | 5        |     |       |            |               |       | 5   |                |        |         |     |     |               |            |                 | 8            | 8               |         |
|                                                                                                | AIRPORT-00301                            | 7        |     | 1     |            |               |       | 3   |                |        | 7       | 1   |     |               |            |                 |              |                 |         |
|                                                                                                | AIRPORT-00302                            | 1        | 1   | 1     |            |               |       |     |                |        | 1       |     |     |               |            |                 |              |                 |         |
|                                                                                                |                                          |          |     |       |            |               |       |     |                |        |         |     |     |               |            |                 |              |                 |         |

03562

03562





| Data From Log Books Used By the Technicians Performing Work On The Trains Under CBE 552 |               |          |          |         |             |           |              |          |            |            |            |          |           |            |         |        |      |        |        |
|-----------------------------------------------------------------------------------------|---------------|----------|----------|---------|-------------|-----------|--------------|----------|------------|------------|------------|----------|-----------|------------|---------|--------|------|--------|--------|
| Pneumatics                                                                              |               |          |          |         |             |           |              |          |            |            |            |          |           |            |         |        |      |        |        |
| Train                                                                                   | Page          | h/p Head | h/p Head | FSE Pkg | Level valve | Hold back | Relief valve | Serv Brk | Spring Brk | Servo hics | Transducer | Air Comp | ID Relays | Gen Repair | Air bag | CSO    | PM   | Shroud | Repair |
| File: "MAINTENANCE LOG EAST - CARS 1-2"                                                 |               |          |          |         |             |           |              |          |            |            |            |          |           |            |         |        |      |        |        |
| East                                                                                    | AIRPORT-00014 | 2        | 1        | 3       | 1           | 2         |              | 2        |            |            |            |          |           |            |         | 1      |      |        |        |
|                                                                                         | AIRPORT-00015 | 4        | 2        |         | 2           |           | 1            | 2        |            |            |            |          |           |            |         |        |      |        | 2      |
| File: "MAINTENANCE LOG WEST - CARS 3-4"                                                 |               |          |          |         |             |           |              |          |            |            |            |          |           |            |         |        |      |        |        |
| West                                                                                    | AIRPORT-00068 | 2        | 1        | 4       | 1           | 1         |              | 1        |            |            |            |          |           |            |         |        |      |        |        |
|                                                                                         |               | 5        | 4        |         |             |           |              |          |            |            |            |          | 1         |            |         | 1      |      | 1      | 1      |
| File: "MAINTENANCE LOG NORTH - CARS 5-6-7"                                              |               |          |          |         |             |           |              |          |            |            |            |          |           |            |         |        |      |        |        |
| North                                                                                   | AIRPORT-00120 |          |          | 3       |             |           |              |          |            |            |            |          |           |            |         |        |      |        | 2      |
|                                                                                         | AIRPORT-00121 | 1        | 1        |         | 3           |           |              |          |            |            |            |          | 2         |            |         |        |      | 1      | 4      |
|                                                                                         | AIRPORT-00122 |          |          | 2       | 1           | 5         | 2            |          |            |            |            |          |           | 1          |         |        |      |        | 1      |
|                                                                                         | AIRPORT-00123 | 3        | 3        |         | 2           |           |              | 1        |            |            |            |          |           |            |         |        |      |        |        |
| File: "MAINTENANCE LOG SOUTH - CARS 8-9-10"                                             |               |          |          |         |             |           |              |          |            |            |            |          |           |            |         |        |      |        |        |
| South                                                                                   | AIRPORT-00186 | 4        | 2        |         | 3           |           |              | 4        | 2          | 1          | 1          | 1        | 1         | 2          |         |        |      | 1      | 1      |
|                                                                                         | AIRPORT-00187 | 4        | 4        |         | 6           |           |              |          |            | 4          | 1          | 1        |           |            |         |        |      |        | 1      |
|                                                                                         | AIRPORT-00188 | 2        | 1        | 2       | 3           | 1         |              |          |            |            |            |          |           | 1          |         |        |      |        |        |
|                                                                                         | AIRPORT-00189 |          |          |         | 1           | 3         | 1            | 2        |            | 2          |            |          |           |            |         |        |      |        | 3      |
|                                                                                         |               | 27       | 19       | 14      | 10          | 26        | 5            | 2        | 12         | 6          | 4          | 2        | 4         | 2          | 5       | 1      | 2    | 4      | 6      |
| Hours / Job                                                                             |               | 2.5      | 2.5      | 1.5     | 2.5         | 2.5       | 3            | 1.75     | 2.5        | 2.5        | 2          | 1.75     | 5.5       | 2          | 1       | 7.5    | 2.35 | 1      | 2.5    |
| Total hours                                                                             | 421.2         | 67.5     | 47.5     | 21      | 25          | 65        | 15           | 3.5      | 30         | 15         | 8          | 3.5      | 22        | 4          | 5       | 7.5    | 4.7  | 4      | 15     |
| Total for Parts                                                                         | 1296.76       | 266.22   | 191.33   |         |             |           |              | 18.12    |            |            |            |          | 231.5     |            |         | 168.59 |      |        | 420    |
| Parts                                                                                   |               | 4.15     | 4.36     |         |             |           |              | 4.53     |            |            |            |          | 115.75    |            |         |        |      |        | 60     |
|                                                                                         |               | 5.71     | 5.71     |         |             |           |              | 4        |            |            |            |          |           |            |         |        |      |        |        |

| Air Conditioning                            |               |                |                     |                      |            |            |              |               |   |
|---------------------------------------------|---------------|----------------|---------------------|----------------------|------------|------------|--------------|---------------|---|
| Train                                       | Page          | A/C Compressor | Condensor fan Motor | Evaporator Fan Motor | Over Loads | Gen Repair | filter Drier | Control board |   |
| File: "MAINTENANCE LOG EAST - CARS 1-2"     |               |                |                     |                      |            |            |              |               |   |
|                                             | AIRPORT-00039 | 1              | 1                   |                      |            |            |              |               |   |
| File: "MAINTENANCE LOG WEST - CARS 3-4"     |               |                |                     |                      |            |            |              |               |   |
|                                             | AIRPORT-00090 |                | 1                   |                      |            |            |              |               |   |
| File: "MAINTENANCE LOG NORTH - CARS 5-6-7"  |               |                |                     |                      |            |            |              |               |   |
|                                             | AIRPORT-00156 | 1              | 5                   |                      |            |            |              |               |   |
| File: "MAINTENANCE LOG SOUTH - CARS 8-9-10" |               |                |                     |                      |            |            |              |               |   |
|                                             | AIRPORT-00219 | 1              | 1                   |                      |            |            |              |               |   |
| Hours/job                                   |               | 3              | 8                   | 2                    | 1          | 1          | 1            | 1             | 3 |
| Total Hours                                 | 64.5          | 13.5           | 36                  | 7                    | 1          | 1          | 1            | 1             | 5 |
| Total for Parts                             | 54209.34      | 25557          | 9905.12             | 3024.26              | 114.91     |            | 19           | 15589         |   |
| Parts                                       |               | 8519           | 1238.14             | 1512.13              | 114.91     |            | 19           | 5196.4        |   |
| Drive Axle Tire                             |               |                |                     |                      |            |            |              |               |   |

| Cost of Parts and Labor for this |        |           |  |
|----------------------------------|--------|-----------|--|
| Section                          | Labor  | Parts     |  |
| Pneumatics                       | 421.2  | 1296.76   |  |
| Air Conditioning                 | 64.5   | 54209.34  |  |
| Drive Axle Tire                  | 919.5  | 40584.52  |  |
| Spindles                         | 531    | 2404.39   |  |
| Vehicle Doors                    | 587.5  | 18016.51  |  |
| Motor Box                        | 587.5  | 929.05    |  |
| AUX BOX                          | 93     | 2140.49   |  |
| ATO & Communication              | 123    | 67616.44  |  |
| Interior & Exterior              | 100.5  | 40584.52  |  |
| Totals                           | 3427.7 | 228782.02 |  |

| Drive Axle Tire                             |               |     |                      |                |               |                |                |                   |        |                      |               |                |             |                     |              |                 |              |                |
|---------------------------------------------|---------------|-----|----------------------|----------------|---------------|----------------|----------------|-------------------|--------|----------------------|---------------|----------------|-------------|---------------------|--------------|-----------------|--------------|----------------|
| Train                                       | Page          | Hub | Hub/<br>Break<br>Job | Pinion<br>Seal | Hub<br>Oiling | Drive<br>Tires | Drive<br>Shaft | Tire for<br>other | TPMS   | Axle<br>Breath<br>er | serv<br>break | Shock<br>lizer | Sway<br>Bar | Sway<br>Bar<br>Ends | Bushin<br>gs | Air Bag<br>ware | Hard<br>ware | Leaf<br>Spring |
| File: "1"MAINTENANCE LOG EAST - CARS 1-2"   |               |     |                      |                |               |                |                |                   |        |                      |               |                |             |                     |              |                 |              |                |
| East                                        | AIRPORT-00028 |     | 2                    |                | 2             | 7              |                | 1                 |        |                      |               | 3              |             |                     |              | 1               | 3            |                |
|                                             | AIRPORT-00030 |     |                      |                |               |                |                |                   |        |                      |               |                |             |                     |              |                 |              |                |
| File: "1"MAINTENANCE LOG WEST - CARS 3-4"   |               |     |                      |                |               |                |                |                   |        |                      |               |                |             |                     |              |                 |              |                |
| West                                        | AIRPORT-00066 | 3   |                      |                | 1             | 7              |                |                   | 2      |                      |               | 6              | 2           |                     |              |                 |              |                |
|                                             | AIRPORT-00076 |     |                      |                |               | 2              |                |                   |        |                      |               |                |             |                     |              |                 |              |                |
|                                             | AIRPORT-00080 |     |                      |                |               |                |                |                   |        |                      |               | 6              | 2           |                     |              |                 |              | 1              |
| File: "1"MAINTENANCE LOG NORTH - CARS 5-7"  |               |     |                      |                |               |                |                |                   |        |                      |               |                |             |                     |              |                 |              |                |
| North                                       | AIRPORT-00136 | 2   |                      |                | 7             | 5              |                |                   |        | 1                    |               |                |             |                     |              |                 |              |                |
|                                             | AIRPORT-00137 |     | 1                    |                | 5             | 3              | 3              |                   |        | 2                    |               |                |             |                     |              |                 |              |                |
|                                             | AIRPORT-00138 | 6   |                      |                | 2             | 3              |                |                   | 1      | 1                    |               |                |             |                     |              |                 |              |                |
|                                             | AIRPORT-00139 | 1   | 1                    |                | 3             | 3              |                |                   |        |                      | 1             |                |             |                     |              |                 |              |                |
|                                             | AIRPORT-00140 | 1   |                      |                | 4             |                |                |                   | 4      | 2                    |               |                |             |                     |              |                 |              |                |
|                                             | AIRPORT-00142 |     |                      |                |               |                |                |                   |        |                      |               | 4              |             | 6                   | 8            |                 |              |                |
|                                             | AIRPORT-00144 |     |                      |                |               |                |                |                   |        |                      |               | 4              | 7           |                     | 4            |                 |              |                |
| File: "1"MAINTENANCE LOG SOUTH - CARS 8-10" |               |     |                      |                |               |                |                |                   |        |                      |               |                |             |                     |              |                 |              |                |
| South                                       | AIRPORT-00203 | 4   |                      |                | 3             | 2              |                |                   |        |                      |               |                |             |                     |              |                 |              |                |
|                                             | AIRPORT-00204 | 1   | 1                    |                | 2             | 7              |                |                   |        | 1                    |               |                |             |                     | 2            |                 |              |                |
|                                             | AIRPORT-00205 |     |                      |                | 4             | 6              | 2              |                   |        | 2                    |               |                |             |                     |              |                 |              |                |
|                                             | AIRPORT-00206 |     |                      |                | 9             | 4              |                |                   |        |                      | 1             |                |             |                     |              |                 |              |                |
|                                             | AIRPORT-00207 | 10  |                      |                | 4             | 3              |                |                   |        |                      |               |                |             |                     |              |                 |              |                |
|                                             | AIRPORT-00209 |     |                      |                |               |                |                |                   |        |                      |               | 1              | 1           | 1                   | 2            | 2               |              |                |
|                                             | AIRPORT-00209 |     |                      |                |               |                |                |                   |        |                      |               | 7              | 4           |                     | 6            |                 |              |                |
| Hours / Job                                 |               | 28  | 5                    | 46             | 3             | 49             | 5              | 1                 | 8      | 9                    | 2             | 31             | 16          | 1                   | 8            | 22              | 1            | 3              |
| Hours per                                   |               | 6   | 8                    | 6              | 2             | 3              | 2.5            | 2.5               | 1      | 1.5                  | 2             | 2              | 2           | 4                   | 3            | 2.5             | 8            | 1              |
| Total hours                                 | 919.5         | 168 | 40                   | 276            | 6             | 147            | 12.5           | 2.5               | 8      | 13.5                 | 4             | 62             | 32          | 4                   | 24           | 55              | 8            | 3              |
| Total for Parts                             | 40584.52      | 0   | 1903.3               |                | 35.01         | 15803          | 1000           | 0                 | 8455.2 | 1319.7               | 9.08          | 8718.8         | 278.24      | 766.06              | 202.08       | 68.86           | 169.59       | 0              |
| Parts                                       |               |     | 380.65               | 32.79          | 11.67         | 322.5          | 200            |                   | 1056.9 | 146.63               | 4.53          | 281.25         | 17.39       | 766.06              | 25.26        | 3.13            | 169.59       | 618.75         |

03565

| Spindles                                       |               |               |       |     |     |  |
|------------------------------------------------|---------------|---------------|-------|-----|-----|--|
| Train                                          | Page          | Guide<br>Tire | Unsch | PM  | Adj |  |
| File: "1MAINTENANCE LOG EAST - CARS 1-2"       |               |               |       |     |     |  |
| East                                           | AIRPORT-00024 | 5             | 2     | 2   | 2   |  |
|                                                | AIRPORT-00025 | 19            |       | 8   | 2   |  |
| File: "1MAINTENANCE LOG WEST - CARS 3 - 4"     |               |               |       |     |     |  |
| West                                           | AIRPORT-00074 | 5             |       | 24  | 6   |  |
| File: "1MAINTENANCE LOG NORTH - CARS 5 6 - 7"  |               |               |       |     |     |  |
| North                                          | AIRPORT-00131 | 2             |       | 28  |     |  |
|                                                | AIRPORT-00132 | 12            | 9     | 44  |     |  |
|                                                | AIRPORT-00138 |               |       |     |     |  |
|                                                | AIRPORT-00139 |               |       |     |     |  |
|                                                | AIRPORT-00140 |               |       |     |     |  |
|                                                | AIRPORT-00142 |               |       |     |     |  |
|                                                | AIRPORT-00144 |               |       |     |     |  |
| File: "1MAINTENANCE LOG SOUTH - CARS 8 9 - 10" |               |               |       |     |     |  |
| South                                          | AIRPORT-00199 | 1             |       | 24  |     |  |
|                                                | AIRPORT-00200 | 8             | 2     | 24  | 2   |  |
|                                                | AIRPORT-00205 |               |       |     |     |  |
|                                                | AIRPORT-00206 |               |       |     |     |  |
|                                                | AIRPORT-00207 |               |       |     |     |  |
|                                                | AIRPORT-00209 |               |       |     |     |  |
|                                                | AIRPORT-00209 |               |       |     |     |  |
| Hours / Job                                    |               | 52            | 13    | 154 | 10  |  |
| Hours per                                      |               | 3             | 4     | 2   | 1.5 |  |
| Total hours                                    | 531           | 156           | 52    | 308 | 15  |  |
| Total for Parts                                | 2404.39       | 2404.4        | 0     |     | 0   |  |
| Parts                                          |               | 82.91         |       |     |     |  |

03566

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| Vehicle Door                                  |               |             |                 |           |                |            |           |         |            |        |           |           |       |            |                    |
|-----------------------------------------------|---------------|-------------|-----------------|-----------|----------------|------------|-----------|---------|------------|--------|-----------|-----------|-------|------------|--------------------|
| Train                                         | Page          | Wave Switch | Contact Rollers | LS Switch | Roller Bearing | Arm Roller | Elevato r | Channel | anti riser | repair | Operat or | Track cap | mcr   | anti ratle | door resistor edge |
| File: "1MAIN TENANCE LOG EAST - CARS 1-2"     |               |             |                 |           |                |            |           |         |            |        |           |           |       |            |                    |
| East                                          |               |             |                 |           |                |            |           |         |            |        |           |           |       |            |                    |
|                                               | AIRPORT-00034 | 2           | 4               | 4         |                | 2          | 1         | 2       |            |        |           |           |       |            |                    |
|                                               | AIRPORT-00035 | 4           | 2               | 3         |                | 64         | 2         |         |            | 1      | 0.5       | 1         |       |            |                    |
|                                               | AIRPORT-00036 | 9           | 1               | 16        |                | 64         |           |         |            | 4      |           |           |       |            |                    |
|                                               | AIRPORT-00037 | 5           | 16              | 6         | 16             |            | 1         |         |            |        |           |           |       |            |                    |
| File: "1MAIN TENANCE LOG WEST - CARS 3-4"     |               |             |                 |           |                |            |           |         |            |        |           |           |       |            |                    |
|                                               | AIRPORT-00084 | 2           | 1               | 12        |                |            | 1         | 1       |            |        |           | 1         | 3     | 1          |                    |
|                                               | AIRPORT-00085 | 1           | 11              | 5         | 11             | 44         | 3         |         |            |        | 1         | 1         | 1     | 1          |                    |
|                                               | AIRPORT-00086 | 5           |                 | 1         |                |            |           | 2       |            |        |           | 2         | 3     | 1          |                    |
|                                               | AIRPORT-00087 | 1           | 2               | 8         | 5              | 32         | 1         |         |            |        | 1         |           |       |            | 2                  |
|                                               | AIRPORT-00088 | 1           |                 | 6         |                |            |           | 2       |            |        | 1         | 2         | 2     | 1          | 1                  |
| File: "1MAIN TENANCE LOG NORTH - CARS 5-6-7"  |               |             |                 |           |                |            |           |         |            |        |           |           |       |            |                    |
| North                                         |               |             |                 |           |                |            |           |         |            |        |           |           |       |            |                    |
|                                               | AIRPORT-00147 | 1           |                 |           |                |            |           | 6       |            |        |           |           |       |            |                    |
|                                               | AIRPORT-00148 | 7           | 1               | 4         |                |            |           |         | 1          |        |           | 1         |       |            |                    |
|                                               | AIRPORT-00149 | 5           | 5               | 2         |                |            | 1         |         |            |        |           |           |       |            |                    |
|                                               | AIRPORT-00150 | 17          | 2               | 3         |                |            |           |         |            |        |           |           |       |            |                    |
|                                               | AIRPORT-00151 | 3           | 24              | 3         | 8              | 96         | 2         |         |            |        | 2         | 1         |       |            |                    |
|                                               | AIRPORT-00152 | 6           | 7               | 1         |                |            |           |         |            |        |           | 3         |       |            |                    |
|                                               | AIRPORT-00153 | 5           | 2               | 24        | 2              | 96         | 2         | 1       |            |        |           | 1         |       |            |                    |
| File: "1MAIN TENANCE LOG SOUTH - CARS 8-9-10" |               |             |                 |           |                |            |           |         |            |        |           |           |       |            |                    |
| South                                         |               |             |                 |           |                |            |           |         |            |        |           |           |       |            |                    |
|                                               | AIRPORT-00212 | 1           | 3               | 1         |                |            |           |         |            |        |           |           | 1     |            |                    |
|                                               | AIRPORT-00213 | 4           | 1               | 12        | 4              |            |           |         |            |        |           |           |       |            |                    |
|                                               | AIRPORT-00214 | 9           | 5               |           |                |            |           |         |            |        |           | 1         |       |            |                    |
|                                               | AIRPORT-00215 |             | 2               | 11        |                |            |           | 1       |            |        |           |           |       |            | 1                  |
|                                               | AIRPORT-00216 | 12          |                 | 1         |                |            |           |         |            |        | 1         |           |       |            |                    |
|                                               | AIRPORT-00217 | 9           |                 | 3         |                |            | 2         |         |            |        |           |           |       |            |                    |
| Hours / Job                                   |               |             |                 |           |                |            |           |         |            |        |           |           |       |            |                    |
|                                               |               | 109         | 38              | 99        | 83             | 75         | 14        | 398     | 16         | 13     | 5         | 10        | 12    | 5          | 4                  |
| Hours per                                     |               | 1           | 1               | 0.5       | 1              | 0.5        | 0.5       | 0.25    | 2          | 1.5    | 2         | 1         | 4     | 2.5        | 1.5                |
| Total hours                                   | 587.5         | 109         | 38              | 49.5      | 83             | 37.5       | 7         | 99.5    | 32         | 19.5   | 8         | 5         | 40    | 30         | 7.5                |
| Total for Part                                | 19016.51      | 14225       | 0               | 0         | 0              | 0          | 0         | 0       | 1518.8     | 849.03 | 0         | 675.6     | 283.1 | 0          | 31.88              |
| Parts                                         |               | 130.5       |                 |           |                |            |           |         | 94.8       | 65.31  | 168.9     | 56.62     | 40.05 | 15.94      | 238.75             |

03567

| Motor box                                    |               |       |    |           |     |       |    |       |    |     |    |       |     |         |      |        |      |       |        |       |       |         |        |      |
|----------------------------------------------|---------------|-------|----|-----------|-----|-------|----|-------|----|-----|----|-------|-----|---------|------|--------|------|-------|--------|-------|-------|---------|--------|------|
| Train                                        | Page          | PBR   |    | LS Switch |     | ZSR   |    | LSR   |    | Arm |    | Block |     | L/S B/S |      | Boards |      | prccb |        | prcca |       | Contact |        | Caps |
|                                              |               | Unsch | PM | Unsch     | PM  | Unsch | PM | Unsch | PM |     |    |       |     | Main    | Test | Unsch  | Test |       |        |       |       | Rever   | repair |      |
| File: "1MAINTENANCE LOG EAST - CARS 1-2"     |               |       |    |           |     |       |    |       |    |     |    |       |     |         |      |        |      |       |        |       |       |         |        |      |
| East                                         | AIRPORT-00017 |       |    | 2         |     | 4     |    | 2     |    |     |    |       |     |         |      |        |      |       |        |       |       |         |        |      |
|                                              | AIRPORT-00018 |       |    |           |     |       |    |       |    |     |    |       |     |         |      | 1      |      |       |        |       |       |         |        |      |
|                                              | AIRPORT-00019 |       |    | 2         | 2   | 4     | 1  | 2     |    | 2   | 3  | 4     |     |         |      | 1      |      |       | 1      |       |       |         |        |      |
|                                              | AIRPORT-00020 |       |    | 2         | 1   | 4     |    | 2     |    | 2   | 1  | 1     | 2   |         |      |        |      |       |        |       |       |         |        |      |
| File: "1MAINTENANCE LOG WEST - CARS 3-4"     |               |       |    |           |     |       |    |       |    |     |    |       |     |         |      |        |      |       |        |       |       |         |        |      |
| West                                         | AIRPORT-00069 | 1     | 4  | 2         | 4   | 1     | 4  | 1     |    | 4   | 1  |       |     |         |      |        |      |       |        |       |       |         |        |      |
|                                              | AIRPORT-00070 |       | 2  | 4         |     | 2     |    |       |    | 1   | 1  |       |     |         |      | 3      | 1    |       |        |       |       |         |        |      |
| File: "1MAINTENANCE LOG NORTH - CARS 5-6-7"  |               |       |    |           |     |       |    |       |    |     |    |       |     |         |      |        |      |       |        |       |       |         |        |      |
| North                                        | AIRPORT-00125 |       |    |           |     | 1     |    |       |    |     |    |       |     |         |      |        |      |       |        |       |       |         |        |      |
|                                              | AIRPORT-00126 | 3     |    |           |     | 6     | 1  | 3     |    | 6   | 8  | 4     | 1   |         |      | 1      |      |       |        |       |       | 1       |        |      |
|                                              | AIRPORT-00127 | 1     |    |           |     |       |    |       |    |     | 2  | 5     | 1   |         |      | 1      |      |       |        |       |       |         | 1      | 2    |
| File: "1MAINTENANCE LOG SOUTH - CARS 8-9-10" |               |       |    |           |     |       |    |       |    |     |    |       |     |         |      |        |      |       |        |       |       |         |        |      |
| South                                        | AIRPORT-00191 |       |    | 3         |     | 2     |    |       |    |     |    |       |     |         |      |        |      |       |        |       |       |         |        |      |
|                                              | AIRPORT-00192 |       | 3  | 5         |     | 1     |    |       | 3  |     | 1  | 3     | 1   |         |      |        |      |       | 1      |       |       |         |        |      |
|                                              | AIRPORT-00193 |       |    |           |     | 6     | 0  | 3     |    |     | 13 | 8     | 1   |         |      |        |      |       | 1      |       |       |         |        |      |
|                                              | AIRPORT-00194 | 1     | 3  |           |     |       |    |       | 2  | 4   |    |       | 1   |         |      |        |      |       |        |       |       |         |        | 2    |
| Hours / Job                                  |               | 3     | 21 | 17        | 28  | 9     | 16 | 1     | 20 | 38  | 26 | 13    | 2   | 4       | 2    | 1      | 2    | 1     | 1      | 1     | 1     | 1       | 2      | 3    |
| Hours per                                    |               | 2.5   | 1  | 2         | 0.5 | 2     | 1  | 2     | 1  | 2   | 2  | 2     | 1.5 | 2       | 0.5  | 2.5    | 2.5  | 2.5   | 1      | 2     | 2     | 2       | 1      |      |
| Total hours                                  | 318.5         | 7.5   | 21 | 34        | 14  | 18    | 16 | 2     | 20 | 76  | 52 | 26    | 3   | 8       | 1    | 2.5    | 5    | 2.5   | 1      | 2     | 4     | 4       | 3      |      |
| Total for Part                               | 929.05        | 0     | 0  | 0         | 0   | 0     | 0  | 0     | 0  | 0   | 0  | 0     | 0   | 0       | 0    | 0      | 0    | 0     | 284.73 | 497.5 | 44.12 | 66.3    | 0      |      |
| Parts                                        |               |       |    |           |     |       |    |       |    |     |    |       |     |         |      |        |      |       | 284.73 | 497.5 | 22.06 | 33.15   |        |      |

03568

| AUX                                      |               |       |       |       |     |       |     |       |        |       |      |       |     |        |
|------------------------------------------|---------------|-------|-------|-------|-----|-------|-----|-------|--------|-------|------|-------|-----|--------|
| Train                                    | Page          | PRCC  | PRCCa | ABC   | ter | PRC   | PRC | PRC   | PRC    | PRC   | PRC  | PRC   | PRC | PRC    |
| File: "1MAINTENANCE LOG EAST - CARS 1-2" |               | Unsch | PM    | Unsch | PM  | Unsch | PM  | Unsch | PM     | Unsch | PM   | Unsch | PM  | Unsch  |
| East:                                    | AIRPORT-00022 | 4     | 1     |       |     |       |     |       |        |       |      |       |     |        |
| West:                                    | AIRPORT-00072 | 4     | 1     |       |     |       |     |       |        |       |      |       |     |        |
| North:                                   | AIRPORT-00128 | 3     | 1     |       |     |       |     |       |        |       |      |       |     |        |
| South:                                   | AIRPORT-00196 | 1     | 1     |       |     |       |     |       |        |       |      |       |     |        |
| Hours / Job                              |               | 2     | 20    | 4     | 2   | 2     | 1   | 4     | 5      | 4     | 7    | 1     | 4   | 1      |
| Hours per                                |               | 2.5   | 1     | 2.5   | 1   | 2.5   | 1   | 2.5   | 1      | 2.5   | 1    | 2.5   | 1   | 2.5    |
| Total hours                              | 93            | 5     | 20    | 10    | 2   | 5     | 15  | 4     | 12.5   | 12    | 10.5 | 15    | 2   | 2      |
| Total for Part                           | 2140.49       | 0     | 0     | 0     | 0   | 0     | 0   | 463   | 1423.7 | 0     | 0    | 0     | 0   | 253.84 |
| Parts                                    |               |       |       |       |     |       |     |       |        |       |      |       |     | 253.84 |

| ATO & Communications                           |               |           |           |                             |                |      |       |      |        |        |              |      |                 |      |         |                |             |        |
|------------------------------------------------|---------------|-----------|-----------|-----------------------------|----------------|------|-------|------|--------|--------|--------------|------|-----------------|------|---------|----------------|-------------|--------|
| Train                                          | Page          | AVR<br>PM | BIR<br>PM | T/L Box<br>Batteries<br>Mod | Audio<br>Unsch | Test | Radio | Tach | TPMS   | Cable  | MDR<br>Radio | DVR  | Boards<br>Unsch | Test | Monitor | Norm<br>Reader | AMP<br>Gage | Repair |
| File: "1MAINTENANCE LOG EAST - CARS 1-2"       |               |           |           |                             |                |      |       |      |        |        |              |      |                 |      |         |                |             |        |
| East                                           | AIRPORT-00041 | 2         | 2         |                             |                |      |       |      |        |        |              |      |                 | 1    | 1       | 1              |             |        |
|                                                | AIRPORT-00042 |           |           |                             |                |      |       |      |        |        |              |      |                 |      | 2       |                |             |        |
|                                                | AIRPORT-00043 |           |           |                             |                |      |       |      |        |        |              |      | 2               | 3    | 5       |                |             | 3      |
|                                                | AIRPORT-00045 |           |           |                             | 6              | 1    | 1     |      |        |        |              |      |                 |      |         |                |             |        |
|                                                | AIRPORT-00052 |           |           | 1                           |                |      |       |      |        |        |              |      |                 |      |         |                |             |        |
| File: "1MAINTENANCE LOG WEST - CARS 3 - 4"     |               |           |           |                             |                |      |       |      |        |        |              |      |                 |      |         |                |             |        |
| West                                           | AIRPORT-00092 |           |           |                             |                |      |       | 1    |        | 1      |              |      |                 | 1    | 3       |                |             |        |
|                                                | AIRPORT-00094 |           |           |                             |                |      | 2     |      |        |        |              |      |                 |      |         |                |             |        |
|                                                | AIRPORT-00101 |           |           | 1                           |                |      |       |      |        |        |              |      |                 |      |         |                |             |        |
| File: "1MAINTENANCE LOG NORTH - CARS 5-6 - 7"  |               |           |           |                             |                |      |       |      |        |        |              |      |                 |      |         |                |             |        |
| North                                          | AIRPORT-00157 |           |           |                             |                |      |       |      |        |        |              |      |                 | 7    |         |                | 2           | 1      |
|                                                | AIRPORT-00160 |           |           |                             | 1              | 7    |       |      |        |        |              |      |                 |      |         |                |             | 2      |
|                                                | AIRPORT-00167 |           |           | 2                           | 3              |      |       |      |        |        |              |      |                 |      |         |                |             |        |
| File: "1MAINTENANCE LOG SOUTH - CARS 8-9 - 10" |               |           |           |                             |                |      |       |      |        |        |              |      |                 |      |         |                |             |        |
| South                                          | AIRPORT-00221 |           |           |                             |                |      |       |      | 1      |        |              |      | 3               | 1    | 1       | 1              | 1           | 2      |
|                                                | AIRPORT-00223 |           |           |                             |                |      |       | 3    |        |        | 2            | 1    | 1               |      |         |                |             | 3      |
|                                                | AIRPORT-00230 |           |           | 3                           | 1              |      |       |      |        |        |              |      |                 |      |         |                |             |        |
| Hours / Job                                    |               | 2         | 2         | 5                           | 6              | 7    | 10    | 5    | 1      | 1      | 2            | 1    | 1               | 14   | 10      | 7              | 3           | 1      |
| Hours per                                      |               | 1         | 1.5       | 1.5                         | 1.5            | 2.5  | 1     | 1.5  | 2.5    | 1      | 2            | 1.5  | 1.5             | 2    | 0.5     | 1              | 1           | 1      |
| Total hours                                    | 123           | 2         | 3         | 7.5                         | 9              | 17.5 | 10    | 7.5  | 2.5    | 1      | 4            | 1.5  | 1.5             | 28   | 5       | 7              | 3           | 1      |
| Total for Part                                 | 67616.44      | 0         | 0         | 1289.2                      | 0              | 0    | 0     | 0    | 258.75 | 810.26 | 0            | 1398 | 0               | 0    | 0       | 37065          | 26531       | 284.73 |
| Parts                                          |               |           |           | 253.84                      |                |      |       |      | 258.75 | 810.26 |              | 1398 |                 |      |         | 5295           | 8843.5      | 284.73 |

| Interior & Exterior                            |               |         |        |         |      |      |      |       |         |       |         |       |         |       |      |       |      |         |        |       |       |       |        |
|------------------------------------------------|---------------|---------|--------|---------|------|------|------|-------|---------|-------|---------|-------|---------|-------|------|-------|------|---------|--------|-------|-------|-------|--------|
| Train                                          | Page          | Dynamic | Lights | Ballast | Clip | Lock | Emer | Over  | Graphic | Over  | Graphic | Over  | Ballast | Cover | Head | LS    | Wave | contact | roller | door  | H/L   | Bezel | repair |
| File: "1MAINTENANCE LOG EAST - CARS 1-2"       |               |         |        |         |      |      |      |       |         |       |         |       |         |       |      |       |      |         |        |       |       |       |        |
| East                                           | AIRPORT-00047 | 2       |        |         | 1    |      | 4    |       | 2       | 1     |         |       |         |       | 1    |       |      |         |        |       |       |       |        |
|                                                | AIRPORT-00050 |         |        |         |      |      |      |       |         |       |         |       |         |       |      | 6     |      |         |        |       |       |       | 3      |
|                                                | AIRPORT-00049 |         |        |         |      |      |      |       |         |       |         |       |         |       |      |       |      |         |        |       |       |       |        |
|                                                | AIRPORT-00050 |         |        |         |      |      |      |       |         |       |         |       |         |       |      |       |      |         |        |       |       |       |        |
|                                                | AIRPORT-00051 |         |        |         |      |      |      |       |         |       |         |       |         |       |      |       |      |         |        |       |       |       |        |
| File: "1MAINTENANCE LOG WEST - CARS 3 - 4"     |               |         |        |         |      |      |      |       |         |       |         |       |         |       |      |       |      |         |        |       |       |       |        |
| West                                           | AIRPORT-00097 | 1       |        |         | 7    | 1    |      |       |         |       |         |       |         |       | 1    |       |      |         |        |       |       |       | 1      |
|                                                | AIRPORT-00099 |         |        |         |      |      |      |       |         |       |         |       |         |       |      | 14    |      |         |        |       |       |       |        |
|                                                | AIRPORT-00101 |         |        |         |      |      |      |       |         |       |         |       |         |       |      |       |      |         |        |       |       |       |        |
| File: "1MAINTENANCE LOG NORTH - CARS 5 6 - 7"  |               |         |        |         |      |      |      |       |         |       |         |       |         |       |      |       |      |         |        |       |       |       |        |
| North                                          | AIRPORT-00162 |         |        |         | 5    | 1    |      |       |         |       |         |       |         |       | 1    |       |      |         |        |       |       |       |        |
|                                                | AIRPORT-00163 | 6       |        |         | 4    |      | 1    |       | 2       |       |         |       |         |       |      |       |      |         |        |       |       |       |        |
|                                                | AIRPORT-00165 |         |        |         |      |      |      |       |         |       |         |       |         |       |      | 8     |      |         |        |       |       |       |        |
| File: "1MAINTENANCE LOG SOUTH - CARS 8 9 - 10" |               |         |        |         |      |      |      |       |         |       |         |       |         |       |      |       |      |         |        |       |       |       |        |
| South                                          | AIRPORT-00225 | 2       |        |         | 4    |      |      |       | 2       |       |         |       |         |       | 1    |       |      |         |        |       |       |       |        |
|                                                | AIRPORT-00226 |         |        |         |      |      |      |       |         |       |         |       |         |       |      |       |      |         |        |       |       |       | 3      |
|                                                | AIRPORT-00228 |         |        |         |      |      |      |       |         |       |         |       |         |       |      | 4     |      | 1       | 2      | 2     | 1     | 1     |        |
| Hours / Job                                    |               | 11      | 0      | 16      | 7    | 0    | 4    | 2     | 6       | 1     | 4       | 34    | 4       | 1     | 2    | 2     | 2    | 2       | 2      | 2     | 1     | 1     | 7      |
| Hours per                                      |               | 2       | 2      | 0.5     | 0.5  | 1.5  | 1.5  | 1.5   | 0.5     | 0.5   | 1       | 1     | 0.5     | 1     | 1    | 0.5   | 1    | 1       | 0.5    | 2     | 1.5   | 1     |        |
| Total hours                                    | 100.5         | 22      | 0      | 8       | 3.5  | 0    | 6    | 3     | 3       | 0.5   | 4       | 34    | 2       | 1     | 2    | 1     | 2    | 1       | 2      | 1     | 2     | 1.5   | 7      |
| Total for Parts                                | 18213.87      | 16026   | 0      | 116     | 52.5 | 0    | 260  | 285   | 167.64  | 14.98 | 32.52   | 892.5 | 0       | 130.5 | 0    | 130.5 | 0    | 130.5   | 0      | 168.9 | 67.65 | 0     |        |
| Parts                                          |               | 1456.9  |        | 7.25    | 7.5  |      | 65   | 142.5 | 27.94   | 14.98 | 8.13    | 26.25 |         |       |      |       |      |         |        | 168.9 | 67.65 |       |        |

03570

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| Data From Log Books Used By the Technicians Performing Work On The Wayside ATC & Guideway Under CBE 552 |               |        |                                  |           |             |     |
|---------------------------------------------------------------------------------------------------------|---------------|--------|----------------------------------|-----------|-------------|-----|
| FILE: "7MAINTENANCE LOG RATC AT GENERATOR UPS GUIDEWAY.PDF"                                             |               |        |                                  |           |             |     |
| Subject                                                                                                 | Page          | Reboot | Repair                           | Labor hrs | Parts cost  | Qty |
| C gate reboot                                                                                           | AIRPORT-00325 | 15     |                                  | 45        |             |     |
|                                                                                                         | AIRPORT-00326 | 40     |                                  | 120       |             |     |
|                                                                                                         | AIRPORT-00327 | 40     |                                  | 120       |             |     |
|                                                                                                         | AIRPORT-00328 | 36     |                                  | 108       |             |     |
|                                                                                                         | AIRPORT-00329 | 13     |                                  | 39        |             |     |
|                                                                                                         | AIRPORT-00330 | 12     |                                  | 36        |             |     |
| Oldest record 07/21/09                                                                                  |               |        |                                  |           |             |     |
| C Cabinet                                                                                               | AIRPORT-00331 |        | FUSE REPLACED                    | 1         |             |     |
| D gate reboot                                                                                           | AIRPORT-00333 | 15     |                                  | 45        |             |     |
|                                                                                                         | AIRPORT-00334 | 37     |                                  | 111       |             |     |
|                                                                                                         | AIRPORT-00335 | 39     |                                  | 117       |             |     |
|                                                                                                         | AIRPORT-00336 | 39     |                                  | 117       |             |     |
|                                                                                                         | AIRPORT-00337 | 18     |                                  | 54        |             |     |
|                                                                                                         | AIRPORT-00338 | 8      |                                  | 24        |             |     |
| D ATO Cabinet                                                                                           | AIRPORT-00339 |        | Replace bad ato computer         | 2         | \$8,200.00  | 1   |
|                                                                                                         |               |        | Replaced bad Monitor             | 1.5       | \$400.00    | 1   |
| Central                                                                                                 | AIRPORT-00341 |        | Replace fuse in I/O Cabinet      | 1.5       |             | 1   |
| C PDS                                                                                                   | AIRPORT-00348 |        | Replace Blue light station light | 0.25      | \$7.82      | 1   |
|                                                                                                         |               |        |                                  |           |             |     |
|                                                                                                         |               |        |                                  |           |             |     |
|                                                                                                         |               |        |                                  |           |             |     |
| D guideway                                                                                              | AIRPORT-00354 |        | Rail covers replace              | 1         | \$5.44      | 1   |
|                                                                                                         |               |        | Deburring Rails                  | 6         | \$0.00      | 6   |
|                                                                                                         |               |        | Expansion Joints replace         | 33        | \$4,413.42  | 11  |
|                                                                                                         |               |        | Washers replaced                 | 1         | \$0.00      | 1   |
|                                                                                                         |               |        | Fabrica pads adjusted            | 3         | \$0.00      | 2   |
|                                                                                                         | AIRPORT-00355 |        | Rail covers replace              | 1         | \$10.88     | 2   |
|                                                                                                         |               |        | Replaced Radix cable clamps      | 2         | \$0.00      | 2   |
|                                                                                                         |               |        |                                  |           |             |     |
|                                                                                                         |               |        | Repaired Power feed clam shells  | 3         | \$0.00      | 2   |
|                                                                                                         |               |        | Replaced Red lights              | 4         | \$31.28     | 4   |
| C guideway                                                                                              | AIRPORT-00364 |        | Rail covers replace              | 2         | \$10.88     | 2   |
|                                                                                                         |               |        | Replaced Red lights              | 0.5       | \$7.82      | 1   |
|                                                                                                         |               |        | Expansion Joints replace         | 6         | \$802.44    | 2   |
|                                                                                                         |               |        | Replace jumper cable             | 2         |             | 1   |
|                                                                                                         |               |        | Totals                           | 1006.75   | \$13,889.98 |     |

03571



| Data From Maintenance Records Of Work Performed By the Technicians On The Wayside Under CBE 552 |                  |              |            |            |                                                                |           |            |                               |  |
|-------------------------------------------------------------------------------------------------|------------------|--------------|------------|------------|----------------------------------------------------------------|-----------|------------|-------------------------------|--|
| Lane/ PM/ Task                                                                                  | Document File    | Page Numbers | Date       | Work Order | Parts                                                          | Man/Hours | Parts Cost | Comments                      |  |
| North/ 506/506                                                                                  | N-506(360).PDF   | 04849-04850  | 1/5/2011   | 101000283  |                                                                |           |            |                               |  |
| North/ 1102/1102                                                                                | N-1102 (90).PDF  | 04923/04924  | 10/15/2012 | 121000327  | Broken hardware on bridge                                      | 6         |            |                               |  |
| North/ 1102/1102                                                                                | N-1102 (90).PDF  | 04938-04939  | 1/19/2011  | 111000012  | Broken hardware on bridge                                      | 4         |            |                               |  |
| North/ 1102/1102                                                                                | N-1102 (90).PDF  | 04952-04953  | 5/12/2009  | 91000098   | Structural integrity                                           | 4         |            |                               |  |
| North/ 1200/1200                                                                                | N-1200 (90).PDF  | 05036-05037  | 2/18/2011  | 111000034  | 2 Autolocks                                                    | 2.5       |            |                               |  |
| North/ 1200/1200                                                                                | N-1200 (90).PDF  | 05038-05039  | 1/31/2011  | 111000017  | 1 Autolock                                                     | 2         |            |                               |  |
| North/ 1200/1200                                                                                | N-1200 (90).PDF  | 05040-05041  | 8/21/2010  | 101000182  | See Pass Down                                                  |           |            |                               |  |
| West/ 510/510                                                                                   | W-510 (365).PDF  | 07603-07604  |            | 121000065  | 1 Clamshell Bracket                                            | 2         |            |                               |  |
| West/ 1102/1102                                                                                 | W-1102 (90).PDF  | 07627-07628  | 10/31/2011 | 111000268  | 1 B Phase Slider Expansion Joint                               | 2.5       | 562.5      |                               |  |
| West/ 1102/1102                                                                                 | W-1102 (90).PDF  | 07633-07634  |            | 111000030  | Replaced 1 Broken Clamshell Bolt                               | 2.5       |            |                               |  |
| West/ 1200/1200                                                                                 | W-1200 (180).PDF | 07660-07661  | 10/19/2011 | 111000243  | 1 Autolock                                                     | 2         |            |                               |  |
| West/ 1200/1200                                                                                 | W-1200 (180).PDF | 07664-07665  | 4/13/2011  | 111000084  | 2 Autolocks                                                    | 2.5       |            |                               |  |
| West/ 1200/1200                                                                                 | W-1200 (180).PDF | 07666-07667  | 4/4/2011   | 111000069  | 2 Autolocks                                                    | 2.5       |            |                               |  |
| West/ 1200/1200                                                                                 | W-1200 (180).PDF | 07668-07669  | 10/20/2010 | 101000226  | 8 Close Monitor Strike Brackets, Filed 8 Enclosure Sharp Edges | 15        |            | Strike Plate Bracket Retrofit |  |
| West/ 1200/1200                                                                                 | W-1200 (180).PDF | 07678-07679  | 10/7/2009  | 91000208   | 1 Closed Monitor Plunger Switch Strike Bracket                 | 2         |            |                               |  |
| West/ 1200/1200                                                                                 | W-1200 (180).PDF | 07680-07681  | 4/13/2009  | 91000088   | 1 E-Handle                                                     | 2.5       |            | Repaired                      |  |
| East/ 1102/1102                                                                                 | E-1102 (90).PDF  | 03795-03796  | 1/16/2012  | 121000003  | 2 Clamshell Bolts                                              | 1.75      |            | Drilled out, Replaced         |  |
| East/ 1102/1102                                                                                 | E-1102 (90).PDF  | 03815-03816  | 7/23/2009  | 91000152   | 1 Power Feed Connector Cover                                   | 1.75      | 8          | Replaced                      |  |
| East/ 1200/1200                                                                                 | E-1200 (180)     | 03834-03835  | 3/22/2011  | 111000058  | 1 Station Door Rubber Nosing                                   | 2         |            | Replaced                      |  |
| East/ 1200/1200                                                                                 | E-1200 (180)     | 03836-03837  | 3/18/2011  | 111000054  | 2 Autolocks                                                    | 2.25      |            | Replaced                      |  |
| East/ 1200/1200                                                                                 | E-1200 (180)     | 03838-03839  | 9/23/2010  | 101000206  | Repaired 1 E-Handle Release Rod                                | 2         |            | Repaired                      |  |
| East/ 1200/1200                                                                                 | E-1200 (180)     | 03840-03841  | 9/18/2010  | 101000204  | 1 Closed & Lock Switch Actuator Bracket                        | 2         |            | Replaced                      |  |

| Data From Maintenance Records Of Work Performed By the Technicians On The Wayside Under CBE 552 |                  |             |            |           |                                                  |       |       |                         |  |
|-------------------------------------------------------------------------------------------------|------------------|-------------|------------|-----------|--------------------------------------------------|-------|-------|-------------------------|--|
| East/ 1200/1200                                                                                 | E-1200 (180)     | 03844-03845 | 3/23/2010  | 10100057  | 1 Autolock, Replaced<br>Missing Hardware         | 2     |       | Replaced                |  |
| South/ 1102/1102                                                                                | S-1102 (90).PDF  | 07198-07199 | 11/23/2011 | 111000286 | 2 C Phase Expansion Joint<br>Sliders             | 3.5   |       | Repaired                |  |
| South/ 1102/1102                                                                                | S-1102 (90).PDF  | 07210-07211 | 6/2/2010   | 101000123 | 2 Power Feed Connectors                          | 2     | 5     | Replaced                |  |
|                                                                                                 |                  |             |            |           | 2 Clamshell Nuts Replaced,<br>1 Power Feed Cable |       |       |                         |  |
| South/ 1102/1102                                                                                | S-1102 (90).PDF  | 07218-07219 | 6/10/2009  | 91000123  | Repaired                                         | 2.5   |       |                         |  |
| South/ 1102/1102                                                                                | S-1102 (90).PDF  | 07220-07221 | 2/5/2009   | 91000047  | See Open Items, Log Book                         |       |       |                         |  |
| South/ 1200/1200                                                                                | S-1200 (180).PDF | 07295-07296 | 1/17/2012  | 121000009 | 2 Autolocks                                      | 2.5   |       | Replaced                |  |
| South/ 1200/1200                                                                                | S-1200 (180).PDF | 07299-07300 | 7/20/2011  | 111000160 | 3 Autolocks                                      | 3     |       | Replaced for<br>upgrade |  |
| South/ 1200/1200                                                                                | S-1200 (180).PDF | 07301-07302 | 7/1/2011   | 111000144 | 2 Autolocks                                      | 2.5   |       | Replaced for<br>upgrade |  |
| South/ 1200/1200                                                                                | S-1200 (180).PDF | 07307-07308 | 7/24/2010  | 101000162 | Autolocks                                        |       |       | See log Book            |  |
|                                                                                                 |                  |             |            |           |                                                  | 81.75 | 575.5 |                         |  |

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| Data From Maintenance Records Of Work Performed By the Technicians On The C System Tram Under CBE 552 |               |              |            |            |                                     |           |            |          |  |
|-------------------------------------------------------------------------------------------------------|---------------|--------------|------------|------------|-------------------------------------|-----------|------------|----------|--|
| Lane/ PM/ Task                                                                                        | Document File | Page Numbers | Date       | Work Order | Parts                               | Man/Hours | Parts Cost | Comments |  |
| East/ 102/102                                                                                         |               | 06222-06223  | 8-Jan      |            | 3 Collector Shoes                   | 2.25      | 122.43     | 122.43   |  |
| East/ 102/102                                                                                         |               | 06114-06115  | 7/16/2011  |            | 1 Collector Shoe, 1 T/M Brush       | 2         | 53.26      | 53.26    |  |
| East/ 102/102                                                                                         |               | 06116-06117  | 7/10/2011  |            | 1 Collector Shoe                    | 1.75      | 40.81      |          |  |
| East/ 102/102                                                                                         |               | 06122-06123  | 7/2/2011   |            | 1 T/M Brush                         | 1.75      | 12.45      |          |  |
| East/ 102/102                                                                                         |               | 06138-06139  | 6/4/2011   |            | 3 T/M Brushes                       | 2         | 37.35      | 37.35    |  |
| East/ 102/102                                                                                         |               | 06140-06141  | 5/29/2011  |            | 1 Main Running Tire, 1 Guide Tire   | 3.5       | 322.5      |          |  |
| East/ 102/102                                                                                         |               | 06148-06149  | 5/15/2011  |            | 1 Collector Shoe                    | 1.75      | 40.81      |          |  |
| East/ 102/102                                                                                         |               | 06154-06155  | 5/7/2011   |            | 1 Collector Shoe                    | 1.75      | 40.81      |          |  |
| East/ 102/102                                                                                         |               | 06156-06157  | 5/1/2011   |            | 2 Collector Shoes                   | 2         | 81.62      | 81.62    |  |
| East/ 102/102                                                                                         |               | 06162-06163  | 4/23/2011  |            | 2 T/M Brushes                       | 1.75      | 24.9       | 24.9     |  |
| East/ 102/102                                                                                         |               | 06170-06171  | 4/9/2011   |            | 2 Collector Shoes, 1 T/M Brush      | 2.25      | 94.07      | 94.07    |  |
| East/ 102/102                                                                                         |               | 06172-06173  | 4/3/2011   |            | 3 Guide Tires                       | 3         |            |          |  |
| East/ 102/102                                                                                         |               | 06178-06179  | 3/26/2011  |            | 5 T/M Brushes                       | 2.5       | 62.25      | 62.25    |  |
| East/ 102/102                                                                                         |               | 06194-06195  | 2/26/2011  |            | 1 Collector Shoe                    | 1.75      | 40.81      |          |  |
| East/ 102/102                                                                                         |               | 06198-06199  | 2/19/2011  |            | 2 T/M Brushes                       | 1.75      | 24.9       |          |  |
| East/ 102/102                                                                                         |               | 06214-06215  | 1/22/2011  |            | 2 Collector Shoes, 2 T/M Brushes    | 2.25      | 106.52     | 106.52   |  |
| East/ 102/102                                                                                         |               | 05923-05924  | 11/7/2010  |            | 1 Guide Tire                        | 2         |            |          |  |
| East/ 102/102                                                                                         |               | 05929-05930  | 10/30/2010 |            | 2 Collector Shoes, 2 T/M Brushes    | 2.25      | 65.71      | 65.71    |  |
| East/ 102/102                                                                                         |               | 05931-05932  | 10/24/2010 |            | 2 T/M Brushes                       | 1.75      | 24.9       |          |  |
| East/ 102/102                                                                                         |               | 05939-05940  | 10/10/2010 |            | 1 Collector Shoe Shunt, 1 T/M Brush | 1.75      | 42.31      | 42.31    |  |
| East/ 102/102                                                                                         |               | 05965-05966  | 8/9/2010   |            | 2 Guide Tires                       | 2.5       |            |          |  |
| East/ 102/102                                                                                         |               | 05985-05986  | 7/25/2010  |            | 3 T/M Brushes                       | 2         | 37.35      |          |  |
| East/ 102/102                                                                                         |               | 06029-06030  | 5/8/2010   |            | 6 Collector Shoes                   | 6         | 244.86     | 244.86   |  |
| East/ 102/102                                                                                         |               | 05897-05898  | 4/25/2010  |            | 1 Main Running Tire                 | 3         | 322.5      |          |  |
| East/ 102/102                                                                                         |               | 06055-06056  | 3/21/2010  |            | 1 Collector Shoe                    | 1.75      | 40.81      |          |  |
| East/ 102/102                                                                                         |               | 06061-06062  | 3/13/2010  |            | 2 Collector Shoes, 3 T/M Brushes    | 3         | 118.97     | 118.97   |  |
| East/ 102/102                                                                                         |               | 06069-06070  | 2/27/2010  |            | 3 Collector Shoes, 4 T/M Brushes    | 3         | 172.23     | 172.23   |  |
| East/ 102/102                                                                                         |               | 06077-06078  | 2/13/2010  |            | 1 Collector Shoe                    | 1.75      | 40.81      |          |  |
| East/ 102/102                                                                                         |               | 06085-06086  | 1/30/2010  |            | 8 Collector Shoes                   | 3.5       | 326.48     | 326.48   |  |
| East/ 102/102                                                                                         |               | 05688-05689  | 12/29/2009 |            | 1 Guide Tire                        | 2         |            |          |  |
| East/ 102/102                                                                                         |               | 05702-05703  | 11/14/2009 |            | See Log Book                        | ?         |            |          |  |

| Data From Maintenance Records Of Work Performed By the Technicians On The C System Tram Under CBE 552 |             |            |                                              |      |        |        |
|-------------------------------------------------------------------------------------------------------|-------------|------------|----------------------------------------------|------|--------|--------|
| East/ 102/102                                                                                         | 05726-05727 | 10/18/2009 | 2 Service Brake Chamber Diaphragms           | 2.5  | 9.06   | 9.06   |
| East/ 102/102                                                                                         | 05732-05733 | 10/10/2009 | 1 Collector Shoe                             | 1.75 | 40.81  |        |
| East/ 102/102                                                                                         | 05744-05745 | 9/19/2009  | 2 Collector Shoes                            | 2    | 81.62  |        |
| East/ 102/102                                                                                         | 05748-05749 | 9/12/2009  | 1 Collector shoe                             | 1.75 | 40.81  |        |
| East/ 102/102                                                                                         | 05752-05753 | 9/5/2009   | 2 Collector Shoes, 1 T/M Brush               | 2.25 | 94.07  |        |
| East/ 102/102                                                                                         | 05758-05759 | 8/23/2009  | 1 Collector, Shoe Shunt                      | 1.75 | 29.86  |        |
| East/ 102/102                                                                                         | 05780-05781 | 7/18/2009  | 3 Collector Shoes, some Brushes (log book) ? |      | 131.49 | 131.49 |
| East/ 102/102                                                                                         | 05792-05793 | 6/27/2009  | 1 Collector Shoe                             | 1.75 | 40.81  |        |
| East/ 102/102                                                                                         | 05802-05803 | 6/8/2009   | 4 Guide Tires                                | 3.5  |        |        |
| East/ 102/102                                                                                         | 05810-05811 | 5/24/2009  | 1 Collector Shoe, 1 Shoe Holder Assembly     | 1.75 | 104.56 | 104.56 |
| East/ 102/102                                                                                         | 05824-05825 | 5/2/2009   | 1 Collector Shoe                             | 1.75 | 40.81  |        |
| East/ 102/102                                                                                         | 05834-05835 | 4/12/2009  | 1 Collector Shoe, 2 Collector Shoe Shunts    | 2.25 | 141.34 | 141.34 |
| East/ 102/102                                                                                         | 05698-05699 | 2/6/2009   | 1 Collector Shoe, 1 T/M Brush                | 1.75 | 50.41  | 50.41  |
| East/ 102/102                                                                                         | 05888-05889 | 1/9/2009   | 1 Collector Shoe, 8 T/M Brushes              | 3    | 117.61 | 117.61 |
| East/ 202/202                                                                                         | 03144-03145 | 4/22/2012  | 1 T/M Brush                                  | 1.75 | 9.6    |        |
| East/ 202/202                                                                                         | 03350-03351 | 4/14/2012  | 1 Collector Shoe                             | 1.75 | 40.81  |        |
| East/ 202/202                                                                                         | 03352-03353 | 4/8/2012   | 2 AR2, 1 Levelling Valve, 2 Graphic Lamps    | 2.75 | 14.5   | 14.5   |
| East/ 202/202                                                                                         | 03358-03359 | 3/31/2012  | 1 T/M Brush                                  | 1.75 | 9.6    |        |
| East/ 202/202                                                                                         | 03360-03361 | 3/25/2012  | 1 Collector Shoe, 1 T/M Brush                | 2    | 50.41  |        |
| East/ 202/202                                                                                         | 00370-03371 | 3/10/2012  | 4 T/M Brushes, 1 Shock Bolt                  | 2    | 48.06  | 48.06  |
| East/ 202/202                                                                                         | 03378-03379 | 2/25/2012  | 3 T/M Brushes                                | 1.75 | 27.18  | 27.18  |
| East/ 202/202                                                                                         | 03390-03391 | 2/4/2012   | 1 Collector Shoe                             | 1.75 | 40.81  |        |
| East/ 202/202                                                                                         | 03392-03393 | 1/29/2012  | 1 Main Running Tire                          | 4.5  | 322.5  |        |
| East/ 202/202                                                                                         | 03398-03399 | 1/21/2012  | 4 T/M Brushes                                | 2    | 36.24  | 36.24  |
| East/ 202/202                                                                                         | 03406-03407 | 1/7/2012   | 3 T/M Brushes                                | 2    | 27.18  |        |
| East/ 202/202                                                                                         | 03408-03409 | 1/1/2012   | 1 Collector Tree Assembly, 2 Guide Tires     | 3.5  |        |        |
| East/ 202/202                                                                                         | 03139-03140 | 12/18/2011 | 1 Collector Shoe                             | 1.75 | 40.81  |        |
| East/ 202/202                                                                                         | 03145-03146 | 12/10/2011 | 3 T/M Brushes                                | 2    | 27.18  |        |
| East/ 202/202                                                                                         | 03155-03156 | 11/20/2011 | 1 Main Running Tire, 1 AR2                   | 3.5  | 322.5  |        |
| East/ 202/202                                                                                         | 03161-03162 | 11/12/2011 | 1 T/M Brush, 1 Overhead Lamp                 | 1.75 | 16.1   | 16.1   |
| East/ 202/202                                                                                         | 03169-03170 | 10/29/2011 | 2 Collector Shoes, 1 Shock Bolt              | 2.25 | 93.44  | 93.44  |

| Data From Maintenance Records Of Work Performed By the Technicians On The C System Tram Under CBE 552 |             |            |                                                           |      |        |        |
|-------------------------------------------------------------------------------------------------------|-------------|------------|-----------------------------------------------------------|------|--------|--------|
| East/ 102/102                                                                                         | 03171-03172 | 10/23/2011 | 3 Guide Tires                                             | 3    |        |        |
| East/ 102/102                                                                                         | 03177-03178 | 10/15/2011 | 2 Guide Tires                                             | 2.5  |        |        |
| East/ 102/102                                                                                         | 03179-03180 | 10/9/2011  | 2 T/M Brushes                                             | 1.75 | 18.12  | 18.12  |
| East/ 102/102                                                                                         | 03193-03194 | 9/17/2011  | 3 Collector Shoes                                         | 2.25 | 122.43 | 122.43 |
| East/ 102/102                                                                                         | 03195-03196 | 9/11/2011  | 1 Guide Tire                                              | 2    |        |        |
| East/ 102/102                                                                                         | 03201-03202 | 9/3/2011   | 1 Collector Shoe, 3 T/M Brushes                           | 2.25 | 67.99  | 67.99  |
| East/ 102/102                                                                                         | 03213-03214 | 8/13/2011  | 1 Collector Shoe                                          | 1.75 | 40.81  |        |
| West/ 102/102                                                                                         | 06110-06111 | 9/23/2011  | 2 T/M Brushes                                             | 1.75 | 19.2   |        |
| West/ 102/102                                                                                         | 06126-06127 | 6/25/2011  | 1 Collector Shoe                                          | 1.75 | 40.81  |        |
| West/ 102/102                                                                                         | 06128-06129 | 6/19/2011  | 1 Main Running Tire                                       | 3    | 322.5  |        |
| West/ 102/102                                                                                         | 06134-06135 | 6/11/2011  | 1 T/M Brush                                               | 1.75 | 9.6    |        |
| West/ 102/102                                                                                         | 06142-06143 | 5/28/2011  | 2 Collector Shoes                                         | 2    | 81.62  | 81.62  |
| West/ 102/102                                                                                         | 06144-06145 | 5/22/2011  | 1 Collector Shoe                                          | 1.75 | 40.81  |        |
| West/ 102/102                                                                                         | 06150-06151 | 5/14/2011  | 2 T/M Brushes                                             | 1.75 | 19.2   |        |
|                                                                                                       |             |            | 2 Headlights, 1 Guide Tire, 1 Collector Shoe, 1 T/M Brush | 2.75 | 102.91 | 102.91 |
| West/ 102/102                                                                                         | 06152-06153 | 5/8/2011   | 1 Main Running Tire                                       | 3    | 322.5  | 322.5  |
| West/ 102/102                                                                                         | 06166-06167 | 4/16/2011  | 1 T/M Brush                                               | 1.75 | 9.6    |        |
| West/ 102/102                                                                                         | 06168-06169 | 4/10/2011  | 1 T/M Brush                                               | 1.75 | 9.6    |        |
| West/ 102/102                                                                                         | 06174-06175 | 4/2/2011   | 1 T/M Brush                                               | 1.75 | 9.6    |        |
| West/ 102/102                                                                                         | 06182-06183 | 3/19/2011  | 1 Collector Shoe                                          | 1.75 | 40.81  |        |
| West/ 102/102                                                                                         | 06202-06203 | 2/12/2011  | 1 T/M Brush                                               | 1.75 | 9.6    |        |
| West/ 102/102                                                                                         | 06204-06205 | 2/6/2011   | 1 T/M Brush                                               | 1.75 | 9.6    |        |
| West/ 102/102                                                                                         | 06218-06219 | 1/15/2011  | 10 T/M Brushes                                            | 2.25 | 96     |        |
| West/ 102/102                                                                                         | 05901-05902 | 12/18/2010 | 1 T/M Brush                                               | 1.75 | 9.6    |        |
| West/ 102/102                                                                                         | 05911-05912 | 11/28/2010 | 1 Main Running Tire, 1 Collector Shoe                     | 3.25 | 363.31 | 363.31 |
| West/ 102/102                                                                                         | 05917-05918 | 11/20/2010 | 3 T/M Brushes                                             | 2.25 | 28.8   | 28.8   |
| West/ 102/102                                                                                         | 05919-05920 | 11/14/2010 | 1 Guide Tire                                              | 2    |        |        |
| West/ 102/102                                                                                         | 05933-05934 | 10/23/2010 | 1 Main Running Tire, 1 T/M Brush                          | 3.25 | 332.1  | 332.1  |
| West/ 102/102                                                                                         | 05935-05936 | 10/17/2010 | 1 T/M Brush                                               | 1.75 | 9.6    |        |
| West/ 102/102                                                                                         | 05941-05942 | 10/9/2010  | 1 Guide Tire                                              | 2    |        |        |
| West/ 102/102                                                                                         | 05949-05950 | 9/23/2010  | 1 Collector Shoe                                          | 1.75 | 40.81  |        |
| West/ 102/102                                                                                         | 05955-05956 | 9/12/2010  | 4 L9 Bolts                                                | 3    | 80     |        |

| Data From Maintenance Records Of Work Performed By the Technicians On The C System Tram Under CBE 552 |             |            |                                         |      |        |        |  |  |  |
|-------------------------------------------------------------------------------------------------------|-------------|------------|-----------------------------------------|------|--------|--------|--|--|--|
| West/ 102/102                                                                                         | 05979-05980 | 8/1/2010   | 9 T/M Brushes                           | 3    | 86.4   | 86.4   |  |  |  |
| West/ 102/102                                                                                         | 06003-06004 | 6/19/2010  | 2 Collector Shoes                       | 2    | 81.62  | 81.62  |  |  |  |
| West/ 102/102                                                                                         | 06007-06008 | 6/13/2010  | 1 Brake Chamber Diaphragm               | 2    | 4.53   | 4.53   |  |  |  |
| West/ 102/102                                                                                         | 06013-06014 | 6/5/2010   | 5 T/M Brushes, 3 Collector Shoes        | 2.75 | 170.43 | 170.43 |  |  |  |
| West/ 102/102                                                                                         | 06021-06022 | 5/22/2010  | 3 Collector Shoes                       | 2.25 | 122.43 | 122.43 |  |  |  |
| West/ 102/102                                                                                         | 06041-06042 | 4/17/2010  | 1 Collector Shoe                        | 1.75 | 40.81  | 40.81  |  |  |  |
| West/ 102/102                                                                                         | 06043-06044 | 4/11/2010  | 1 Levelling Valve                       | 2.5  |        |        |  |  |  |
| West/ 102/102                                                                                         | 06049-06050 | 4/3/2010   | 2 Collector Shoes, 1 T/M Brush          | 2.25 | 50.41  | 50.41  |  |  |  |
| West/ 102/102                                                                                         | 06051-06052 | 3/28/2010  | 2 Collector Shoes                       | 2    | 81.62  | 81.62  |  |  |  |
| West/ 102/102                                                                                         | 06067-06068 | 2/28/2010  | 1 AR2                                   | 2    |        |        |  |  |  |
| West/ 102/102                                                                                         | 06081-06082 | 2/6/2010   | 3 Collector Shoes, 3 T/M Brushes        | 2.75 | 151.23 | 151.23 |  |  |  |
| West/ 102/102                                                                                         | 06083-06084 | 1/31/2010  | 1 Collector Shoe                        | 2.75 | 40.81  | 40.81  |  |  |  |
| West/ 102/102                                                                                         | 06089-06090 | 1/23/2010  | 8 Collector Shoes                       | 3.5  | 326.48 | 326.48 |  |  |  |
| West/ 102/102                                                                                         | 06091-06092 | 1/17/2010  | 2 T/M Brushes                           | 1.75 | 19.2   | 19.2   |  |  |  |
| West/ 102/102                                                                                         | 06097-06098 | 1/9/2010   | 4 Collector Shoes                       | 2.5  | 163.24 | 163.24 |  |  |  |
| West/ 102/102                                                                                         | 05700-05701 | 12/5/2009  | 3 Collector Shoes                       | 2.25 | 122.43 | 122.43 |  |  |  |
| West/ 102/102                                                                                         | 05716-05717 | 11/7/2009  | 10 T/M Brushes                          | 3.25 | 96     | 96     |  |  |  |
| West/ 102/102                                                                                         | 05720-05721 | 10/31/2009 | 1 Collector She, 4 T/M Brushes          | 2.5  | 79.21  | 79.21  |  |  |  |
| West/ 102/102                                                                                         | 05730-05731 | 10/11/2009 | 2 T/M Brushes                           | 1.75 | 19.2   | 19.2   |  |  |  |
| West/ 102/102                                                                                         | 05738-05739 | 9/27/2009  | 1 T/M Brush                             | 1.75 | 9.6    | 9.6    |  |  |  |
| West/ 102/102                                                                                         | 05750-05751 | 9/6/2009   | 1 Shock                                 | 2    | 281.25 | 281.25 |  |  |  |
| West/ 102/102                                                                                         | 05794-05795 | 6/21/2009  | 1 Collector Shoe, 1 Collecto Shoe Shunt | 2    | 70.67  | 70.67  |  |  |  |
| West/ 102/102                                                                                         | 05828-05829 | 4/25/2009  | 1 Collector Shoe Shunt                  | 1.75 | 29.86  | 29.86  |  |  |  |
| West/ 102/102                                                                                         | 05830-05831 | 4/19/2009  | 2 Collector Shoes                       | 2    | 81.62  | 81.62  |  |  |  |
| West/ 102/102                                                                                         | 05838-05839 | 4/5/2009   | 5 Collector Shoes                       | 3.75 | 204.05 | 204.05 |  |  |  |
| West/ 102/102                                                                                         | 05844-05845 | 3/29/2009  | 1 Collector Shoe                        | 1.75 | 40.81  | 40.81  |  |  |  |
| West/ 102/102                                                                                         | 05858-05859 | 3/1/2009   | Some Shoes, 1 Shoe Assembly             | ?    | 104.56 | 104.56 |  |  |  |
| West/ 102/102                                                                                         | 05862-05863 | 2/22/2009  | 1 Collector Shoe Shunt                  | 1.75 | 29.86  | 29.86  |  |  |  |
| West/ 102/102                                                                                         | 05868-05869 | 2/14/2009  | 1 Collector Shoe                        | 1.75 | 40.81  | 40.81  |  |  |  |
| West/ 102/102                                                                                         | 05872-05873 | 2/7/2009   | 1 Collector Shoe Shunt                  | 1.75 | 29.86  | 29.86  |  |  |  |
| West/ 102/102                                                                                         | 05886-05887 | 1/11/2009  | Carpet Retention Strips (log book)      | ?    |        |        |  |  |  |
| West/ 202/202                                                                                         | 03346-03347 | 4/21/2012  | 1 T/M Brush                             | 1.75 | 9.6    | 9.6    |  |  |  |
| West/ 202/202                                                                                         | 03354-03355 | 4/7/2012   | 2 Collector Shoes, 2 T/M Brushes        | 2.25 | 100.82 | 100.82 |  |  |  |

| Data From Maintenance Records Of Work Performed By the Technicians On The C System Tram Under CBE 552 |             |                                                                        |                                    |      |          |        |
|-------------------------------------------------------------------------------------------------------|-------------|------------------------------------------------------------------------|------------------------------------|------|----------|--------|
| West/ 202/202                                                                                         | 03362-03363 | 3/24/2012                                                              | 1 Collector Shoe, 2 T/M Brushes    | 2    | 60.01    | 60.01  |
| West/ 202/202                                                                                         | 03366-03337 | 3/17/2012                                                              | 6 T/M Brushes                      | 2    | 57.6     | 57.6   |
| West/ 202/202                                                                                         | 03374-03375 | 3/3/2012                                                               | 2 Collector Shoes, 2 T/M Brushes   | 2.25 | 100.82   |        |
| West/ 202/202                                                                                         | 03380-03381 | 2/19/2012                                                              | 1 Shock /bolt                      | 1.75 | 11.82    |        |
| West/ 202/202                                                                                         | 03386-03387 | 2/11/2012                                                              | 4 T/M Brushes                      | 2    | 38.4     | 38.4   |
| West/ 202/202                                                                                         | 03394-03395 | 1/28/2012                                                              | 1 T/M Brush                        | 1.75 | 9.6      |        |
| West/ 202/202                                                                                         | 03396-03397 | 1/22/2012                                                              | 2 Main Running Tires               | 4.5  | 645      | 645    |
| West/ 202/202                                                                                         | 03133-03134 | 12/31/2011                                                             | 4 T/M Brushes                      | 2    | 38.4     |        |
| West/ 202/202                                                                                         | 03141-03142 | 12/17/2011                                                             | 1 Collector Shoe                   | 1.75 | 40.81    |        |
| West/ 202/202                                                                                         | 03143-03144 | 12/11/2011                                                             | 1 T/M Brush                        | 1.75 | 9.6      |        |
| West/ 202/202                                                                                         | 03149-03150 | 12/8/2011                                                              | 4 T/M Brushes                      | 2    | 38.4     |        |
| West/ 202/202                                                                                         | 03159-03160 | 11/13/2011                                                             | 1 T/M Brush, 1 Guide Tire          | 2    | 9.6      |        |
| West/ 202/202                                                                                         | 03175-03176 | 10/16/2011                                                             | 1 T/M Brush                        | 1.75 | 9.6      |        |
| West/ 202/202                                                                                         | 03181-03182 | 10/8/2011                                                              | 2 T/M Brushes                      | 1.75 | 19.2     |        |
| West/ 202/202                                                                                         | 03183-03184 | 10/2/2011                                                              | 1 Collector Shoe                   | 1.75 | 40.81    |        |
| West/ 202/202                                                                                         | 03189-03190 | 9/24/2011                                                              | 3 Collector Shoes                  | 2.25 | 122.43   |        |
| West/ 202/202                                                                                         | 03191-03192 | 9/18/2011                                                              | 2 Collector Shoes, 2 T/M Brushes   | 2.25 | 100.82   |        |
| West/ 202/202                                                                                         | 03197-03198 | 9/10/2011                                                              | 1 Collector Shoe, 1 T/M Brush      | 2    | 50.41    |        |
| West/ 202/202                                                                                         | 03199-03200 | 9/4/2011                                                               | 2 Collector Shoes, 4 Graphic Lamps | 2.25 | 110.62   | 110.62 |
| West/ 202/202                                                                                         | 03203-03204 | 8/28/2011                                                              | 1 Guide Tire                       | 2    |          |        |
| West/ 202/202                                                                                         | 03216-03217 | 8/6/2011                                                               | 1 Collector Shoe                   | 1.75 | 40.81    |        |
|                                                                                                       |             | East & West logs for collectors are total of 143 above is only for 123 |                                    |      | 816.2    | 816.2  |
|                                                                                                       |             |                                                                        | Totals                             | 492  | 11910.51 |        |

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