1. When mounting the LCU and EPI boxes 2 people should be involved.
2. When the daily locomotive inspection is taking place the condition of the quick connect needs to be checked.
3. Another name for the Rio Grande Pacific Control Locomotive System (RCLS) is throttle and brake.
4. RCLS operators are required by the FRA to be a certified engineer AND conductor.
5. When operating the Remote Control Equipment always be aware of direction of movement, were your body is in relation to tracks and moving equipment and make sure to provide point protection where required.
6. A brake application will occur when the OCU is tilted more than 45 degrees for 5 seconds.
7. The emergency brake is used when the tilt feature is allowed to time out.
8. The LCU contains the electronic controls for communicating between the locomotive and the OCU, it is easily distinguished by cable receptacles on it’s side.
9. The EPI unit allows the automatic and independent braking systems to be operated under Remote Control it is distinguishable by the air hose connectors on the bottom of the box.
10. The digital read out on the top of the OCU displays Throttle, independent brake, and train brake.
11. A RCL is a locomotive that can be operated from the ground using an operator control unit.
12. The Primary RCO is the primary Remote Control Operator that controls the movements at all couplings.
13. The term RCLS is used to describe the entire system for operating a Remote Control Locomotive.
14. Remote Control operator designed for the purpose of controlling entrance of other trains, engines, employees and contractors into the remote control zone is the RCLS-EIC.

15. The OCU is a portable unit attached to the RCO with a harness or specially designed vest, equipped with controls in the locomotive cab.

16. A ROC is a locomotive Engineer with a valid engineer’s license that has been trained and certified as a Remote Control Locomotive System Operator.

17. The RCZ is any section of track, including main line and/or yard or industry tracks, the limits of which are designated by general order or timetable and/or by posted signs on the right of way, in which a Remote Control System may operate according to rules established for that purpose.

18. The vigilance switch is a safety device that requires the operator to either press the switch button or operate some other switch on the OCU every 60 seconds.

19. The throttle is the only one of the 4 paddles on the OCU that is spring loaded.

20. The first step to initiating movement with the throttle in idle, reverser in FWD, independent fully applied and the automatic released, is to press the vigilance switch.

21. If the battery is low than the battery LED will flash red and beep.

22. The LED panel provides the “real time” status indications for locomotive direction, throttle advanced, wheel slip, and engine alarm.

23. The Independent Locomotive Brake Control has release plus 8 steps of breaking (5 pound increments up to 45 pounds).

24. The Automatic Train Brake has release plus 4 steps, 7, 10, 15, and 27 pounds reduction.

25. The tilt extend switch allows the operator to bend over the line switches, make air, etc., without triggering a emergency brake application.

26. Employees assigned to and working on a remote control crew are required to have a current copy of the remote control locomotive system rules and instructions for reference while on duty.
27. Before operating an OCU for controlling a RCL a **job briefing** must be held among all crewmembers and all RCL crewmembers must know who the **primary ROC** and **RCL-EIC** are.

28. When control of the OCU is being transferred between crewmembers the receiving RCO must be notified and be in position to assume control.

29. The control stand should be in the **trailing position** when starting up the RCL.

30. After properly setting up the RCL the **tilt** and **timeout** tests are required to insure the OCU’s safety functions are operating properly.

31. How many of the OCU’s should be tested when testing the safety functions? **All of them.**

32. The controlling locomotive should be placed in **lead** condition when the remote equipment is no longer in use.

33. After properly setting up the RCL, fully apply independent and train brakes, press the vigilance button and release the train button to recover from the air brake fault using the OCU.

34. To alert others that the locomotive consist is being used in remote control operation use these warning signs: **strobe lights / beacons and “remote control” tag on control stand.**

35. The **primary RCO** is responsible for making all couplings.

36. The **RCLS-ECI** is responsible for all movement in and out of the RCZ.

37. Once the RCZ is activated and the track is seen to be clear and all switches are clearly lined it allows the crew to make pullout moves without meeting the requirements of restricted speed.

38. While wearing the OCU do not get on and off moving equipment.

39. Couplings should be made at **4 mph.**

40. After coupling it is not always necessary to **stretch the slack** to ensure all couplings are made before initiating the next movement.

41. If the RCL seems to be unresponsive to commands from the OCU, then the RCO must immediately set the OCU throttle control to idle and fully apply independent brake.
42. A **motion indicator (LED) on the OCU is illuminated** when RCL movement is detected in either direction.

43. When the RCL equipment exceeds 7 miles per hour the **locomotive horn will begin to pulse and the throttle will be disabled**.

44. If the RCL exceeds 9.5 mph it results in **an emergency brake application**.