

## §210.29

unless the locomotive has been certified to be in compliance with the Standards.

(b) The certification prescribed in this section shall be determined for each locomotive model, by either—

(1) Load cell testing in accordance with the criteria prescribed in the Standards; or

(2) Passby testing in accordance with the criteria prescribed in the Standards.

(c) If passby testing is used under paragraph (b)(2) of this section, it shall be conducted with the locomotive operating at maximum rated horsepower output.

(d) Each new locomotive certified under this section shall be identified by a permanent badge or tag attached in the cab of the locomotive near the location of the inspection Form F 6180.49. The badge or tag shall state:

(1) Whether a load cell or passby test was used;

(2) The date and location of the test; and

(3) The A-weighted sound level reading in decibels obtained during the passby test, or the readings obtained at idle throttle setting and maximum throttle setting during a load cell test.

## §210.29 Operation standards (moving locomotives and rail cars).

The operation standards for the noise emission levels of moving locomotives, rail cars, or consists of locomotives and rail cars are prescribed in the Standards and duplicated in appendix A of this part.

(a) Measurements for compliance shall be made in compliance with the provisions of subpart C of the Standards and the following:

(1) Consists of locomotives containing at least one locomotive unit manufactured prior to December 31, 1979, shall be evaluated for compliance in accordance with §201.12(a) of the Standards, unless a locomotive within the consist is separated by at least 10 rail car lengths or 500 feet from other locomotives in the consist, in which case such separated locomotives may be evaluated for compliance according to their respective built dates.

(2) Consists of locomotives composed entirely of locomotive units manufac-

## 49 CFR Ch. II (10-1-02 Edition)

tured after December 31, 1979, shall be evaluated for compliance in accordance with §201.12(b) of the Standards.

(3) If the inspector cannot establish the built dates of all locomotives in a consist of locomotives measured under moving conditions, evaluation for compliance shall be made in accordance with §201.12(a) of the Standards.

(b) Noise emission standards for rail cars operating under moving conditions are contained in §201.13 of the Standards and are stated in appendix A of this part. If speed measurement equipment used by the inspector at the time of the measurement is not operating within an accuracy of 5 miles per hour, evaluation for compliance shall be made in accordance with §201.13(2) of the Standards.

(c) Locomotives and rail cars tested pursuant to the procedures prescribed in this part and in the Standards shall be considered in noncompliance whenever the test measurement, minus the appropriate tolerance (§210.25), exceeds the noise emission levels prescribed in appendix A of this part.

## §210.31 Operation standards (stationary locomotives at 30 meters).

(a) For stationary locomotives at load cells:

(1) Each noise emission test shall begin after the engine of the locomotive has attained the normal cooling water operating temperature as prescribed by the locomotive manufacturer.

(2) Noise emission testing in idle or maximum throttle setting shall start after a 40 second stabilization period in the throttle setting selected for the test.

(3) After the stabilization period as prescribed in paragraph (a)(2) of this section, the A-weighted sound level reading in decibels shall be observed for an additional 30-second period in the throttle setting selected for the test.

(4) The maximum A-weighted sound level reading in decibels that is observed during the 30-second period of time prescribed in paragraph (a)(3) of this section shall be used for test measurement purposes.

(b) The following data determined by any locomotive noise emission test conducted after December 31, 1976, shall be recorded in the 'Remarks' section on the reverse side of Form F 6180.49:

- (1) Location of test;
- (2) Type of test;
- (3) Date of test; and
- (4) The A-weighted sound level reading in decibels obtained during the passby test, or the readings obtained at idle throttle setting and maximum throttle setting during a load cell test.

(c) Any locomotive subject to this part that is found not to be in compliance with the Standards as a result of a passby test shall be subjected to a load cell test or another passby test prior to return to service, except that no such retest shall be required if the cause of the noise defect is readily apparent and is corrected by the replacement of defective components or by a normal maintenance or repair procedure.

(d) The last entry recorded on Form F 6180.49 as required in paragraph (b) of this section shall be transcribed to a

new Form FRA F 6180.49 when it is posted in the locomotive cab.

(e) Locomotives tested pursuant to the procedures prescribed in this part and in the Standards shall be considered in noncompliance wherever the test measurement, minus the appropriate tolerance (§210.25), exceeds the noise emission levels prescribed in appendix A of this part.

**§210.33 Operation standards (switcher locomotives, load cell test stands, car coupling operations, and retarders).**

(a) Measurement on receiving property of the noise emission levels from switcher locomotives, load cell test stands, car coupling operations, and retarders shall be performed in accordance with the requirements of 40 CFR part 201 and §210.25 of this part.

(b) These sources shall be considered in noncompliance whenever the test measurement, minus the appropriate tolerance (§210.25), exceeds the noise emission levels prescribed in appendix A of this part.

APPENDIX A TO PART 210—SUMMARY OF NOISE STANDARDS, 40 CFR PART 201

Paragraph and section	Noise source	Noise standard—A weighted sound level in dB	Noise measure <sup>1</sup>	Measurement location
<i>All Locomotives Manufactured on or Before 31 December 1979</i>				
201.11(a) .....	Stationary, Idle Throttle Setting .....	73	L <sub>max</sub> (slow) .....	30 m (100 ft)
201.11(a) .....	Stationary, All Other Throttle Settings .....	93	.....do .....	Do.
201.12(a) .....	Moving .....	96	L <sub>max</sub> (fast) .....	Do.
<i>All Locomotives Manufactured After 31 December 1979</i>				
201.11(b) .....	Stationary, Idle Throttle Setting .....	70	L <sub>max</sub> (slow) .....	Do.
201.11(b) .....	Stationary, All Other Throttle Settings .....	87	.....do .....	Do.
201.12(b) .....	Moving .....	90	L <sub>max</sub> (fast) .....	Do.
201.11(c) and 201.12(c).	<i>Additional Requirement for Switcher Locomotives Manufactured on or Before 31 December 1979 Operating in Yards Where Stationary Switcher and other Locomotive Noise Exceeds the Receiving Property Limit of.</i>	65	L <sub>90</sub> (fast) <sup>2</sup> .....	Receiving property
201.11(c) .....	Stationary, Idle Throttle Setting .....	70	L <sub>max</sub> (slow) .....	30 m (100 ft)
201.11(c) .....	Stationary, All Other Throttle Settings .....	87	.....do .....	Do.
201.12(c) .....	Moving .....	90	L <sub>max</sub> (fast) .....	Do.
<i>Rail Cars</i>				
201.13(1) .....	Moving at Speeds of 45 mph or Less .....	88	.....do .....	Do.
201.13(2) .....	Moving at Speeds Greater than 45 mph .....	93	.....do .....	Do.
<i>Other Yard Equipment and Facilities</i>				
201.14 .....	Retarders .....	83	L <sub>adjavemax</sub> (fast) ....	Receiving property
201.15 .....	Car-Coupling Operations .....	92	.....do .....	Do.
201.16 .....	<i>Locomotive Load Cell Test Stands, Where the Noise from Locomotive Load Cell Operations Exceeds the Receiving Property Limits of.</i>	65	L <sub>90</sub> (fast) <sup>2</sup> .....	Do.
201.16(a) .....	Primary Standard .....	78	L <sub>max</sub> (slow) .....	30 m (100 ft).