



# Harsco Track Technologies

Harsco

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## SERVICE BULLETIN MAINTENANCE OF WAY EQUIPMENT

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**DATE:** 8-1-2001 **BULLETIN NO:** 01-003

**TITLE:** REAR SUSPENSION CRACKS

**RATING:**

<input checked="" type="checkbox"/>	<b>ALERT</b> (Potential Problem)	<input type="checkbox"/>	<b>INFORMATION</b> (Action Is Optional)
<input type="checkbox"/>	<b>DIRECTIVE</b> (Action Is Required)	<input type="checkbox"/>	<b>PRODUCT IMPROVEMENT</b> (Enhance Product)

**PRODUCT SERIES / MODEL:** 6700S TAMPER

**SERIAL NO:** All Models

**SUMMARY:** One machine has experienced cracks on the side plates of the rear suspension members (P/N 412411-1 and 412412-1). This is due to the side plates being welded in the wrong position and consequently riding on the axle bearing casting. This was evidenced by the peening of the plates against the casting and the fretting corrosion evidenced on the casting. The peening of the plates caused fatigue cracks at the inside corners of the plates.

**OPERATIONAL IMPACT:** No impact on the operation of the machine. However if cracks do occur, the cracks are not detrimental because the load on the suspension member is in the opposite direction.

**ACTION:** Visually inspect the side plates for contact with the bearing castings and for cracks:

- If there is contact, lower the axle out of the suspension frame and relieve the plate by grinding to obtain ample relief.
- If there is evidence of cracks, drill a 1/8" hole at the end of the crack to stop the crack from propagating any further. Then grind out the crack part way through the plate thickness, and weld up the crack and the hole.

**CONTACT:** If you have any questions or if we can be of any service, please contact Bill Perry at the Ludington, MI. facility, (231) 843-7416.

**SAFETY INFORMATION**

- **FOLLOW APPLICABLE RAILROAD LOCKOUT - TAGOUT PROCEDURE TO REMOVE MACHINE FROM ENERGY SOURCE. FAILURE TO COMPLY COULD RESULT IN SEVERE BODILY INJURY.**

**INSPECTION** - See Figure 1

1. Visually inspect the side plates for contact with the bearing housings and for cracks.
  - 1.1 If contact is found between the side plate and bearing housing, proceed to Contact Rework.
  - 1.2 If cracks are found in the side plate, proceed to Cracks Rework.

**CONTACT REWORK** - See Figure 1

2. Lower the axle out of the suspension frame.
3. Relieve the side plate by grinding out the area illustrated by a dotted line to obtain ample relief.

**CRACKS REWORK** - See Figure 1

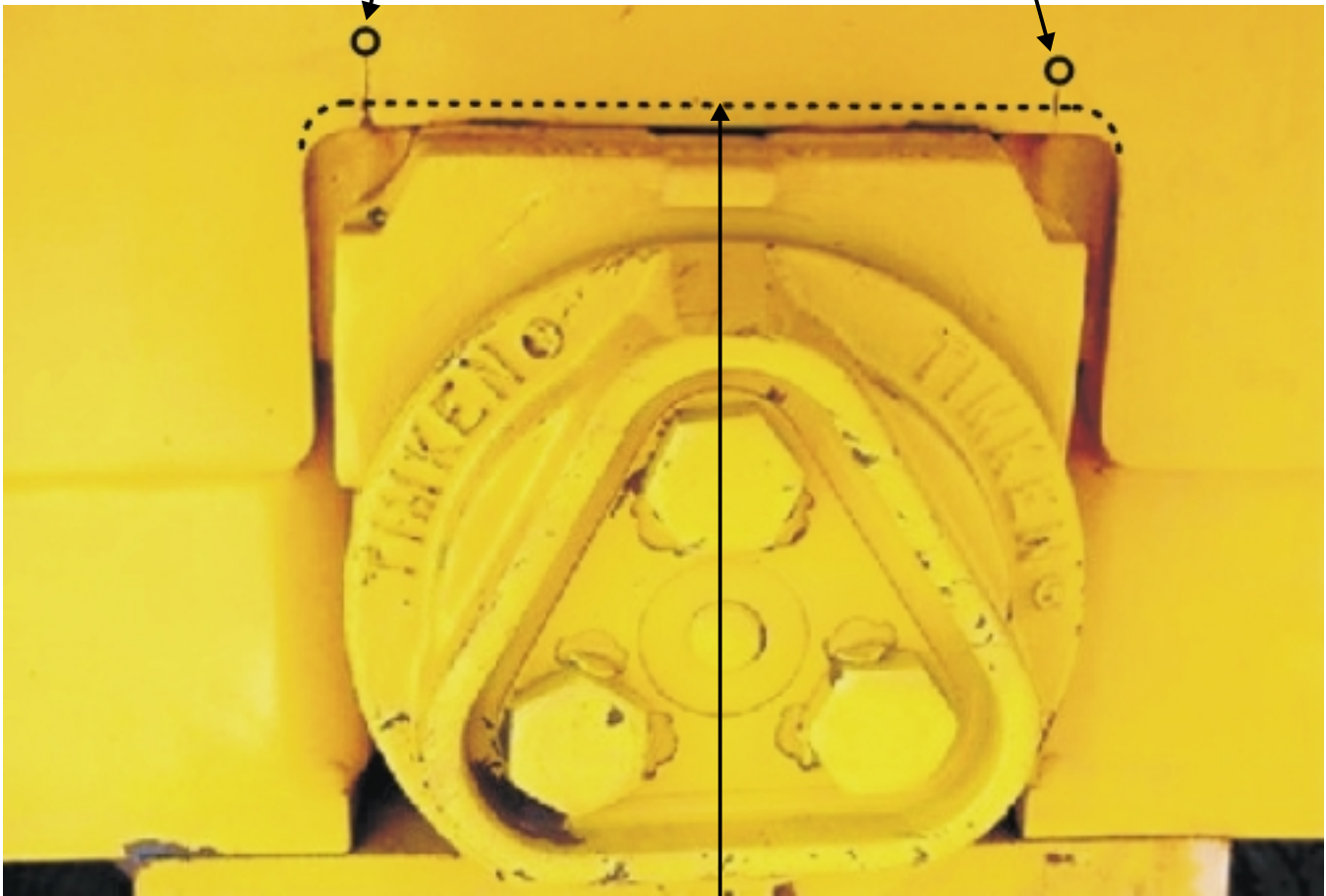
4. Drill a 1/8" hole at the end of the crack in the side plate.
5. Grind out the crack part way through the side plate thickness.
6. **Important:** Before welding on the machine:
  - 6.1 Shut off the battery disconnect switch.
  - 6.2 Disconnect all electrical wires from the alternator.
  - 6.3 If the machine has the Auto Curve Computer, disconnect cable #15.
  - 6.4 If the machine has the Auto Workhead Computer, disconnect cable #14.
  - 6.5 Disconnect cables #12 and #13 going to the module panels.
7. Weld up the crack and the hole in the side plate.
8. Reconnect all wires and cables that were disconnected in Step 6.

## REWORK

**Cracks:**

- Drill a 1/8 " hole at the end of the crack in the side plate.
- Grind out the crack part way through the side plate thickness.
- Weld up the crack and the hole in the side plate.

REWORK

FIGURE 1  
REAR SUSPENSION**Contact:**

- Lower the axle out of the suspension frame.
- Relieve the side plate by grinding out the area illustrated by a dotted line to obtain ample relief.

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