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RAIL

SERVICE BULLETIN

MAINTENANCE OF WAY EQUIPMENT

DATE: 12-21-2010 **BULLETIN NO:** 10-011A
REVISED: 1-20-2011

TITLE: LOW HYDRAULIC RESERVOIR FLUID LEVEL SHUTDOWN

RATING: **DIRECTIVE** (Action Is Required) **ALERT** (Potential Problem)
 INFORMATION (Action Is Optional) **PRODUCT IMPROVEMENT** (Enhance Product)

PRODUCT SERIES / MODEL: All RGH10C1-45 / 46 Rail Grinders
All RGH10C2-36 / 37 Rail Grinders

SERIAL NO: China Beijing Airport Model RGH10C1-45
China Shenyang Metro Model RGH10C1-46
China MOR #3 and Up Models RGH10C2-36 / 37

SUMMARY: Harsco Rail is aware of a potential problem caused by the absence of a power wire from the engine junction box to the low hydraulic fluid level switch on the reservoir. An improperly wired fluid level switch will not allow the engine to shutdown due to low hydraulic fluid level in the reservoir.

OPERATIONAL IMPACT: If the low hydraulic fluid level switch is not properly wired to power-up, possible damage can occur to the engine and/or hydraulic system due to low hydraulic fluid level in the reservoir.

ACTION: Follow the instruction in this service bulletin to inspect the current wiring and if required, to add additional wiring from the engine junction box to the low hydraulic fluid level switch.

CONTACT: If you have any questions or if we can be of any service, please contact:
Harsco Rail Service Department
Columbia, SC Facility
803.822.7546

SAFETY INFORMATION

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

INSPECTION - See Figures 1, 2, 3, 4 and 5

1. Make sure the master disconnect switch is shut off. The master disconnect switch is located on the right side of the machine towards the rear of the dust collector.
2. The low hydraulic fluid level switch (S1630) is mounted on the top of the hydraulic reservoir as illustrated in Figure 5. Unscrew the cap from the top of the switch and inspect the current wiring of the switch. There should be a wire from the cable connected to terminals 2, 3, 5 and 6 as follows and as illustrated in Figure 1 or 2. If needed, rewire the cable.

RGH10C1-45 / 46 MODELS

Terminal 2 - Wire 2 - 000 From TB 30-59)
 Terminal 3 - Wire 1 - 1660 From TB 32-20)
 Terminal 5 - Wire 4 - 941 From TB 32-14)
 Terminal 6 - Wire 3 - 914 From TB 32-13)

RGH10C2-36 / 37 MODELS

Terminal 2 - Black - Wire 2 - 000
 Terminal 3 - Red - Wire 1 - 1660
 Terminal 5 - Green - Wire 4 - 941
 Terminal 6 - White - Wire 3 - 914

3. The engine junction box is located on the left side of the machine next to the engine. Find the other end of the cable from the low hydraulic fluid level switch (S1630) in the engine junction box. Check to make sure the wires of the cable are properly connected based off of the cable wiring diagram as illustrated in Figure 3 or 4. If needed, rewire the cable.
4. Verify the internal settings of the low hydraulic fluid level switch (S1630) match the settings of the switch as illustrated in Figure 1 or 2. If needed, set the dial to "Dry ON" at "1 Second Delay". Then re-install the cap on the top of the low hydraulic fluid level switch (S1630).
5. After inspection and/or rewiring, verify the low hydraulic fluid level switch (S1630) is functional. With the engine operating, check the LED that is visible through the cap.
 - a. If the fluid level is above the switch, the LED will flash (blink).
 - b. If the fluid level is below the switch, the LED will illuminate (on steady).

INSPECTION

FIGURE 1
RGH10C1-45 / 46 SWITCH S1630

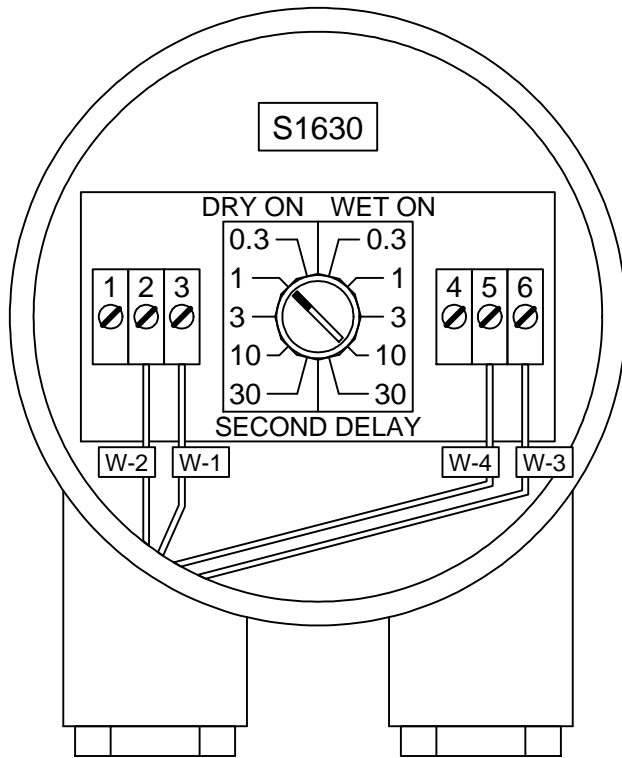


FIGURE 2
RGH10C2-36 / 37 SWITCH S1630

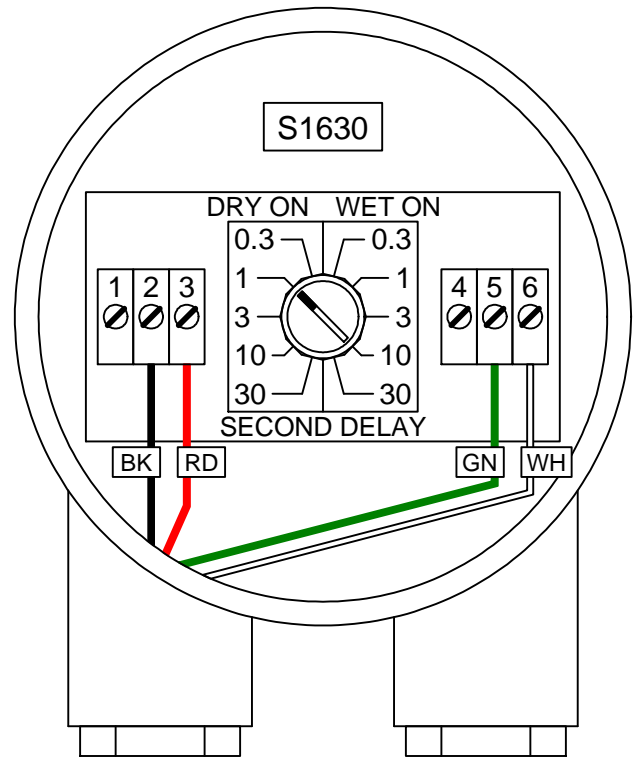


FIGURE 3
RGH10C1-45 / 46 CABLE WIRING DIAGRAM

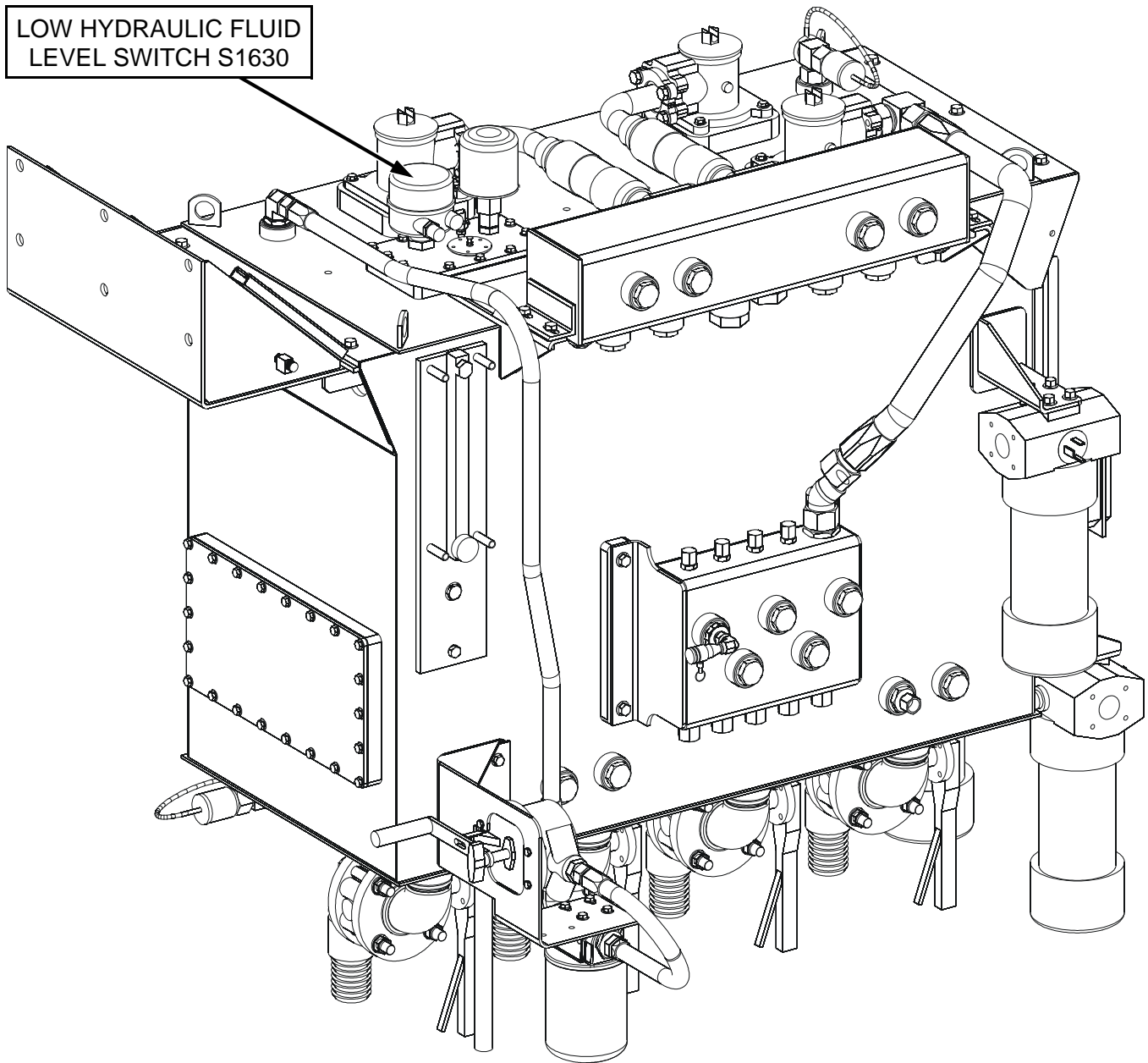
ENGINE PROTECTION I/C			S1630 3401339		CUT TO LENGTH LF JBOX	
RUN	COLOR	WIRE #	FROM	TERM NO.	TO	TERM NO.
1	W-1	1660	S1630-3	EXISTS	TB32-20	NONE
2	W-2	000	S1630-2	EXISTS	TB30-59	NONE
3	W-3	914	S1630-6	EXISTS	TB32-13	NONE
4	W-4	941	S1630-5	EXISTS	TB32-14	NONE

FIGURE 4
RGH10C2-36 / 37 CABLE WIRING DIAGRAM

ENGINE PROTECTION I/C			S1630 409737		CUT TO LENGTH LF JBOX	
RUN	COLOR	WIRE #	FROM	TERM NO.	TO	TERM NO.
1	RD	1660	S1630-3	EXISTS	TB32-20	NONE
2	BK	000	S1630-2	EXISTS	TB30-26	NONE
3	WH	914	S1630-6	EXISTS	TB32-13	NONE
4	GN	941	S1630-5	EXISTS	TB32-14	NONE

INSPECTION

**FIGURE 5
TYPICAL HYDRAULIC RESERVOIR**



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