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## SERVICE BULLETIN

### MAINTENANCE OF WAY EQUIPMENT

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**DATE:** 10-2012

**BULLETIN NO:** 12-017

**TITLE:** Electronic Stability Control

**RATING:**

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

**PRODUCT SERIES / MODEL:** Vehicles Equipped with Electronic Stability Control and Light Duty HY-RAIL® Guide Wheel Equipment

**SERIAL NO:** NA

**SUMMARY:** New Law Change: FMVSS 126 requires new vehicles under 10,000 lb GVWR be equipped with an Electronic Stability Control (ESC) system. Any model vehicle later than September 2010 which is equipped with HarSCO Rail HY-RAIL® Guide Equipment will most likely have an ESC system installed by the vehicle manufacturer.

**OPERATIONAL IMPACT:** None indicated by Conclusion.

**ACTION:** HarSCO Rail has worked with the NTEA and other Rail Gear Manufacturers in determining if the FMVSS 126 will impact current applications of Rail Gear. The major Vehicle Manufacturers were contacted and requested to include Rail Gear in their FMVSS 126 testing. General Motors and Ford agreed to the testing of their respective 3/4 ton and 1 ton Pickups. Vehicles with Rail Gear & wheel modifications were provided to GM and Ford for the testing. HarSCO Rail provided a vehicle and 3 different sets of tires for the testing phase. Three other vehicles with Rail Gear and tires were also provided by other Rail Gear Manufacturers so that the tests would cover the range of available options and configurations the selected Vehicles have to offer. GM and Ford selected model configurations that would test the extremes of that model. Vehicles with crew cabs and long boxes offered the longest wheel base for testing. NTEA reported to HarSCO Rail that by using the longest wheel base, the testing phase would apply to all configurations of that model.

**Conclusion:** The testing phase has been completed and the result as provided by the Vehicle Manufactures is as follows;

**GM:** Based on the combination of physical vehicle tests, vehicle performance for the MY2012, K20743 and K30903 modified rail gear equipped with Electronic Stability Control meet the Sine with Dwell requirements of FMVSS 126 Section 5.2.

**Ford:** A 2012 MY F350 SRW 4x4, 172" wheel base, 6.2L engine equipped with rail gear equipment and with three different tire options was evaluated and they meet or exceed the Sine with Dwell requirements of FMVSS 126 Section 5.2.

*Note: Sport Utility Vehicles (SUV) were not included in the test phase by any of the Vehicle Manufactures. The tire brands and models used in the testing must be used for rail gear applications. There maybe other requirements provided by the Vehicle Manufactures that must be adhered to that may effect FMVSS 126 compliance.*

**CONTACT:** Harsco Rail HY-RAIL® Product Group.

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