
SERVICE BULLETIN

MAINTENANCE OF WAY EQUIPMENT

DATE: 12 - 2025

BULLETIN NO: SBUS000137-25

TITLE: GO4S-III-C LIRR Undercutter Braking Methods

RATING:

DIRECTIVE

(Action Is Required)

ALERT

(Potential Problem)

INFORMATION

(Action Is Optional)

PRODUCT IMPROVEMENT

(Enhance Product)

PRODUCT SERIES / MODEL: GO4S-III-C Undercutter - for LIRR

SERIAL NO's: 4721672

SUMMARY: This machine is equipped with hydraulic dynamic braking (through the use of the Traction Control Joysticks) and pneumatic service brakes (Using the Independent Service Brake Valves). When stopping or slowing down the machine during track travel, the combination of these two braking methods and variability in wheel-to-rail friction, may cause wheel slide.

The hydraulic dynamic braking on the machine uses the backpressure created in the propel circuit to slow the machine down. Dynamic braking is active when the TRACTION CONTROL handle is moved towards center while propelling the machine. When the handle is moved to the center position, the target speed is set to 0 MPH and the machine will stop. This method is very effective at reducing speed and reduces the wear on the brake shoes.

The service brakes on this machine are activated by the SERVICE BRAKE CONTROL handle, located at each travel station. A service brake application of 5 psi or greater, will set the target speed to 0 MPH and dynamic braking will become active. If the service brake control handle is applied rapidly, the wheels may lockup and slide - causing flat spots.

Harsco Rail recommends using dynamic braking as the primary braking method during track travel, reserving the use of service brakes for when a more rapid deceleration may be needed. When applying the service brakes, applying in a gentle manner will reduce the risk of possible wheel slide.

OPERATIONAL IMPACT:

Following these braking instructions will reduce machine speed while limiting brake shoe wear and/or flat-spotting the wheels.

ACTION: Use hydraulic dynamic braking feature offered by the traction control joystick as the primary braking method during track travel.

When applying the service brakes, apply in a gentle manner to reduce the risk of possible wheel slide.

CONTACT: Harsco Rail Service Department

Please contact:

David Thomas - dthomas@harsco.com - phone 803-509-1717

Kelly Gardner - kgardner@harsco.com

SAFETY INFORMATION



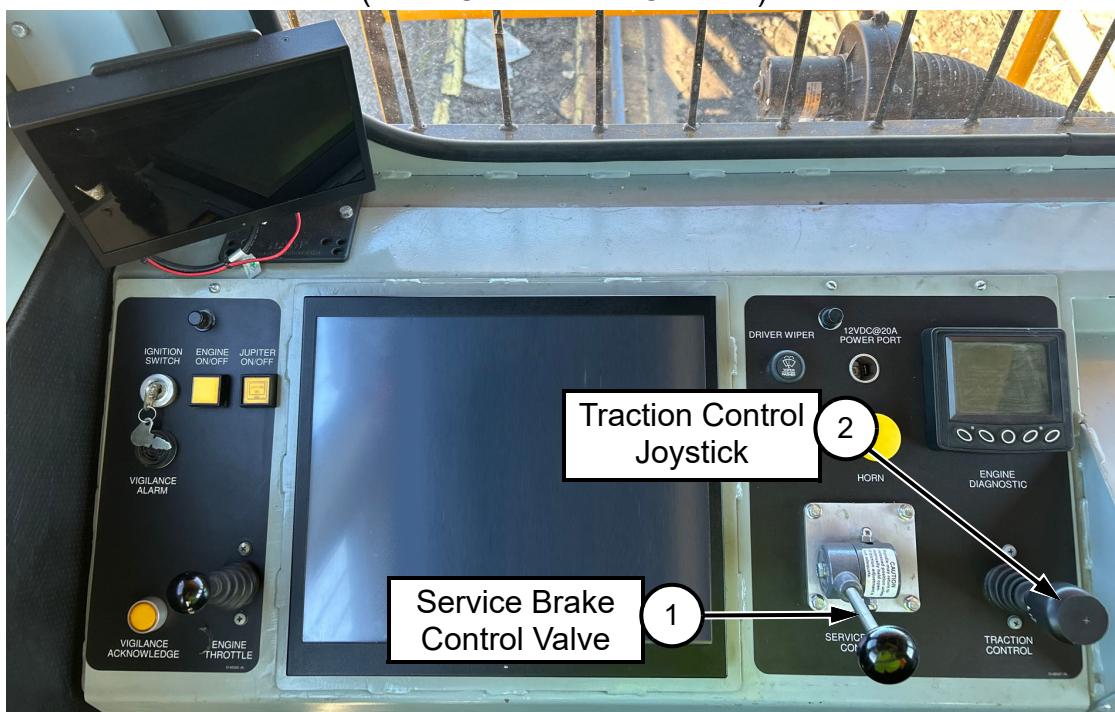
- Follow applicable railroad lockout - tagout procedures to disable energy sources when performing maintenance, making adjustments or repairs to the vehicle or equipment. Failure to heed this warning could result in severe bodily injury.

Front Cab Driver's Station Controls - - See Figure 1

- Independent Service Brake Control Valve** - This valve is used to apply the service brakes on the machine only. Gently pull the handle towards yourself to apply the brakes and push the handle away from yourself to release the brakes. When towing other cars, the Automatic Brake Lever shall be used.
- Traction Control Joystick** - The Traction Control Joystick controls the travel direction of the Undercutter while operating in Work Mode.

To operate, lift the joystick knob upwards and move in the direction of desired travel. To disengage travel, move joystick back toward its neutral position. Dynamic Braking will occur when the joystick is moved to the center of its travel.

FIGURE 1
SERVICE BRAKE CONTROL HANDLE / TRACTION CONTROL HANDLE -
(Front Cab Driver's Console)

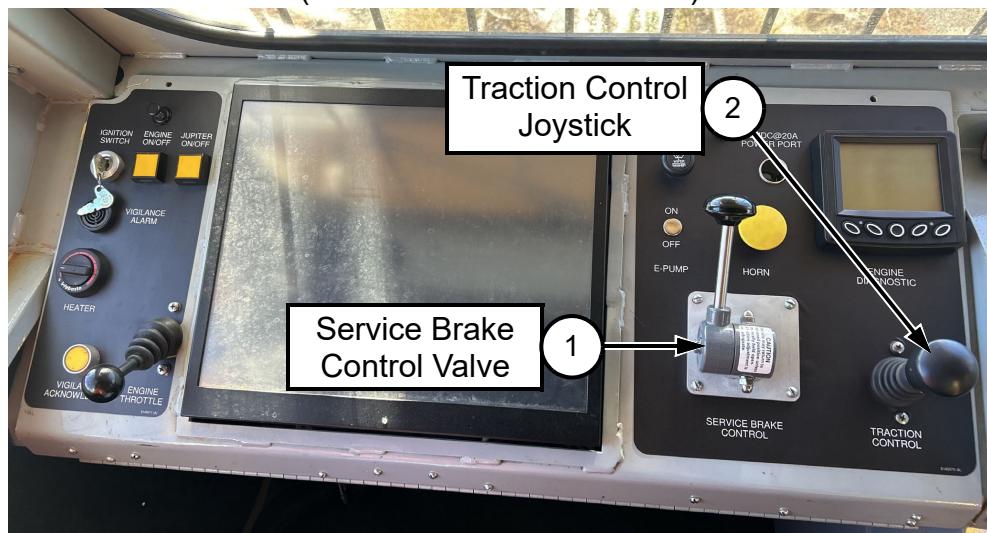


Rear Cab Driver's Station Controls - - See Figure 2

1. **Independent Service Brake Control Valve** - This valve is used to apply the service brakes on the machine only. Gently pull the handle towards yourself to apply the brakes and push the handle away from yourself to release the brakes. When towing other cars, the Automatic Brake Lever shall be used.
2. **Traction Control Joystick** - The Traction Control Joystick controls the travel direction of the Undercutter while operating in Work Mode.

To operate, lift the joystick knob upwards and move in the direction of desired travel. To disengage travel, move joystick back toward its neutral position. Dynamic Braking will occur when the joystick is moved to the center of its travel.

FIGURE 2
SERVICE BRAKE CONTROL HANDLE AND TRACTION CONTROL HANDLE -
(Rear Cab Driver's Console)



FACILITY LOCATIONS

HARSCO RAIL, LLC

306 West Fourth Street
Fairmont, MN
56031-1837
Tel: +1 (507) 235-7376
Parts: +1 (800) 800-6410
Fax: +1 (507) 235-7372

HARSCO RAIL, LLC

2401 Edmund Road, Box 20
Cayce-West Columbia, SC
29171-0020
Tel: +1 (803) 822-7420
Parts: +1 (800) 800-6410
Fax: +1 (803) 822-7403

HARSCO RAIL, LLC

200 South Jackson Road
Ludington, MI
49431
Tel: +1 (231) 843-3431
Parts: +1 (800) 800-6410
Fax: +1 (231) 843-1644

**HARSCO RAIL
GLOBAL HEADQUARTERS**

3440 Toringdon Way
Suite 107, Building 3
Charlotte, NC 28277
56031-1837
Tel: +1 (980) 960-2624

HARSCO RAIL, LTDA

Av. Marechal Câmara
160 / 1615, Centro
Rio de Janeiro RJ 20020-080
Brazil
Tel: +55 21 2510-5164 / -5151

HARSCO RAIL EUROPE, GmbH

Luetticher Str. 130
40547 Duesseldorf, Germany
Tel: +49 (0) 211 60116 0

HARSCO RAIL CHINA

Room C1201 Tower 2,
No.36 BeiSanHuan Dong Lu,
DongCheng District,
Beijing 100013, P.R. China
Phone: +87 10-6590-6399

**HARSCO TRACK MACHINES AND
SERVICES PRIVATE**

Limited India
2nd Floor, Building Alpha,
Bengal Intelligent Park Block EP &
GP,
Sector V, Salt Lake, Kolkata
700091 West Bengal, India
Phone: +91 33 2357 5651

HARSCO RAIL MALAYSIA

3-5, Block A, Jaya One
72A Jalan Profesor Diraja Ungku
Aziz,
46200 Petaling Jaya,
Selangor, Malaysia

HARSCO RAIL LTD

Unit 1 Chewton Street
Eastwood, Nottingham, NG16 3HB
United Kingdom
Tel: +44 (0) 1773 539480

HARSCO RAIL PTY LTD

157 Granite St
Geebung, Queensland 4034
Australia
Tel: 61 7 3205 6500
Fax: 61 7 3205 7369