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## SERVICE BULLETIN

### MAINTENANCE OF WAY EQUIPMENT

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**DATE:** 12 - 2025

**BULLETIN NO:** SBUS000137-25

**TITLE:** GO4S-III-C LIRR Undercutter Braking Methods

**RATING:**

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**DIRECTIVE**  
(Action Is Required)

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**ALERT**  
(Potential Problem)

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**INFORMATION**  
(Action Is Optional)

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**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.

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## SAFETY INFORMATION



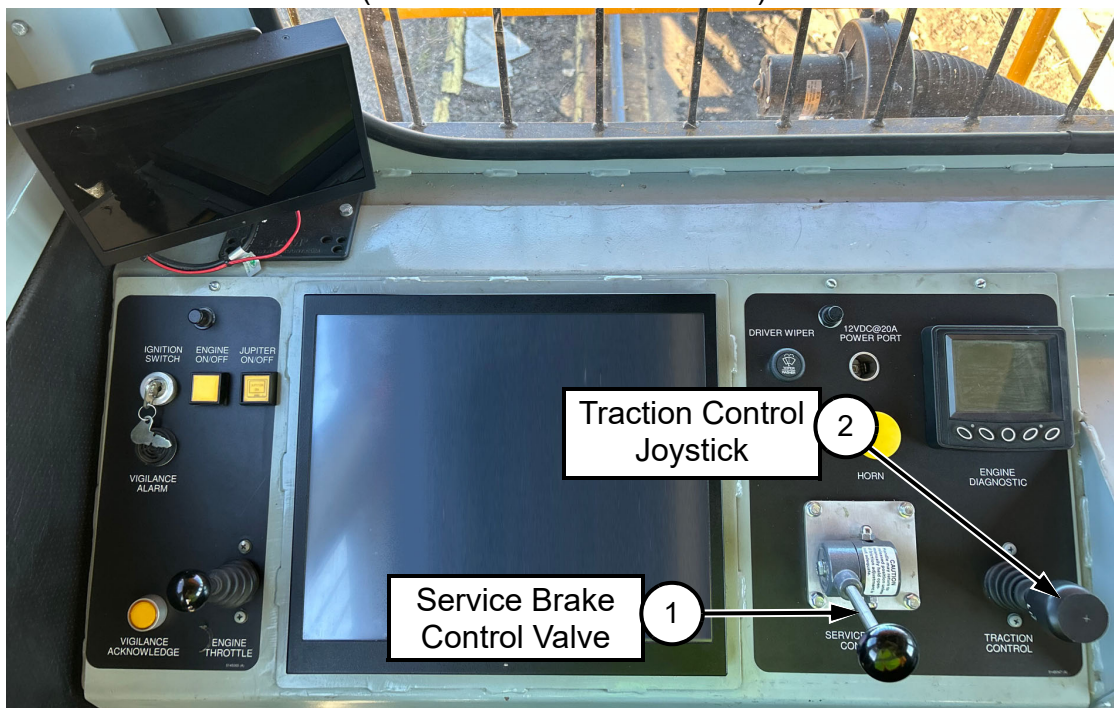
- Follow applicable railroad lockout - tagout procedures to disable energy sources when performing maintenance, making adjustments or repairs to the vehicle or equipment. Failure to heed this warning could result in severe bodily injury.

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

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 it's travel.

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

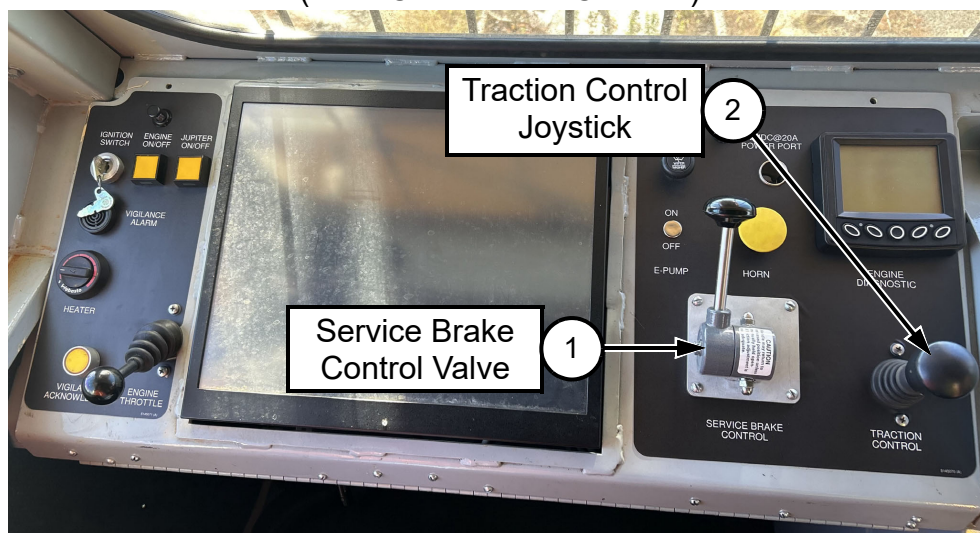


**Rear Cab Driver's Station Controls - - See Figure 2**

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 it's travel.

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



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