ELECTRO-MOTIVE

M.I. 9652

MAINTENANCE INSTRUCTION

MODERNIZATION RECOMMENDATION

BOLSTER LATERAL CLEARANCE — HT-C TRUCK

PURPOSE: Bolster Lateral Clearance Modification

APPLICATION: All HT-C Trucks Produced Prior to January 1977

REFERENCE: Drawing WS 40711

DISCUSSION: Improvements in high speed ride quality of locomotives using HT-C trucks can be attained by use of a softer rubber spring 9318427 in the secondary suspension. Concurrent with this change is the need to increase lateral clearance between the truck frame and bolster stops. See Fig. 1.

On HT-C trucks with solid bolsters (8428692 typical) the following procedure is recommended.

1. The bolster stops on the open transom end should be removed by burning, and the bolster surface then ground smooth. The new stop is fabricated and applied as shown in Fig. 2.

2. The stops on the opposite end (closed end) should be modified as shown in WS 40711, Lateral Stop Modification "B". This calls for removing a portion of the cast lateral stop and applying a pad as shown in Fig. 3, offset 1/2" from the original stop locations.

3. Note that HT-C trucks with hollow bolsters should continue to be modified as shown on WS 40711, Modification "A", which calls for the lateral stops toward the open transom end to be modified on the truck frame and not on the bolster. The lateral stops on the hollow bolster are located in a high tensile stress area, and any burning/welding operation in this area is to be avoided. See Fig. 4.

4. If the truck is equipped with lateral shock absorbers, it is necessary to use shock absorber 4974695 to obtain the necessary travel. Fig. 5 provides dimensional reference, and details are provided on WS 40711, which may be obtained through your Electro-Motive representative.

These changes effect an increase in lateral clearance from 1-1/4" to 1-3/4" between the bolster and frame stops. Adherence to this change will aid interchangeability, as bolsters on production HT-C trucks since January, 1977 have the same lateral stop locations.

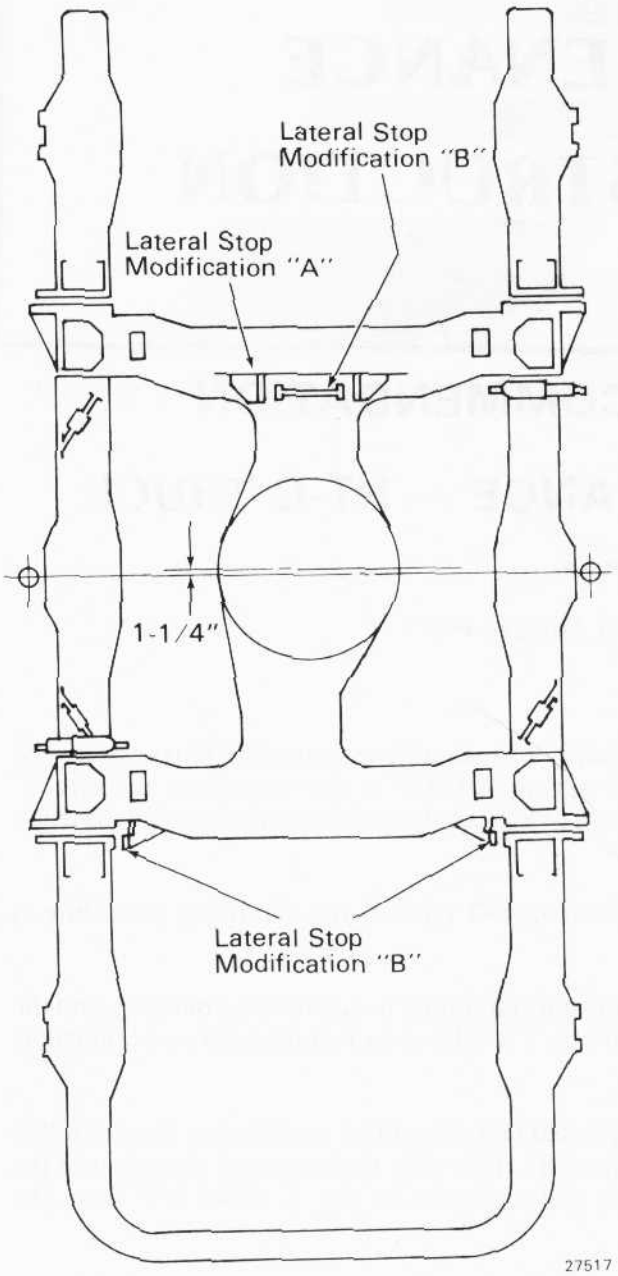

Fig.1 – Locations Of Bolster Lateral *Stop Modifications*

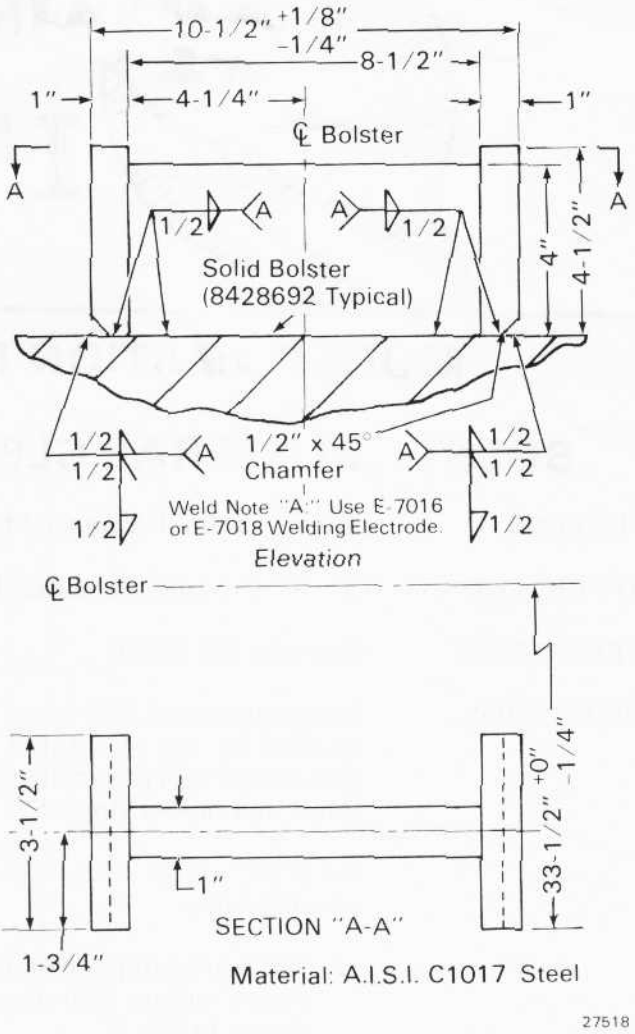

Fig.2 – Solid Bolster Stops Applied To Open *Transom End Of HT-C Truck*

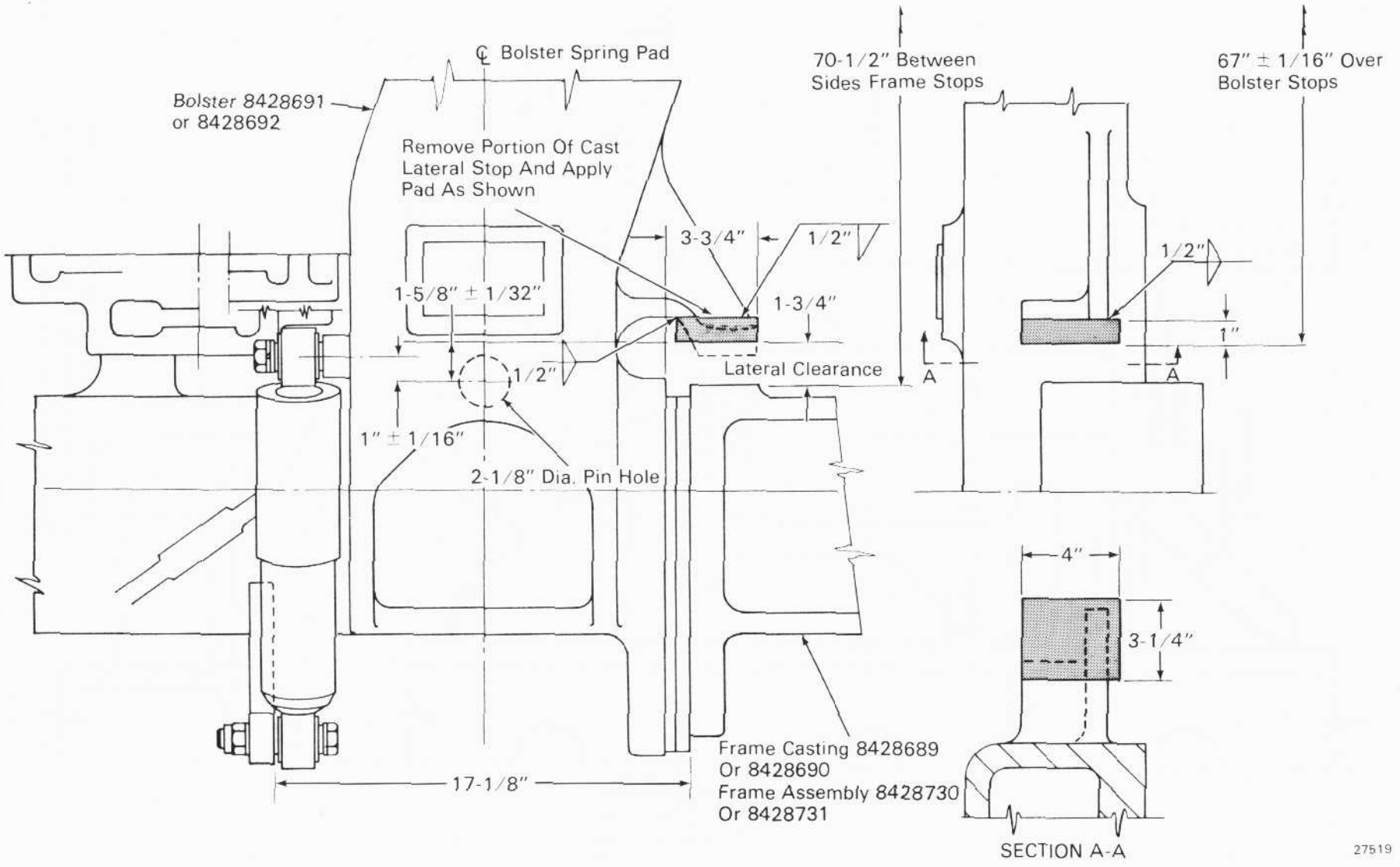

Fig.3 - Bolster Lateral Stop Modification "B"

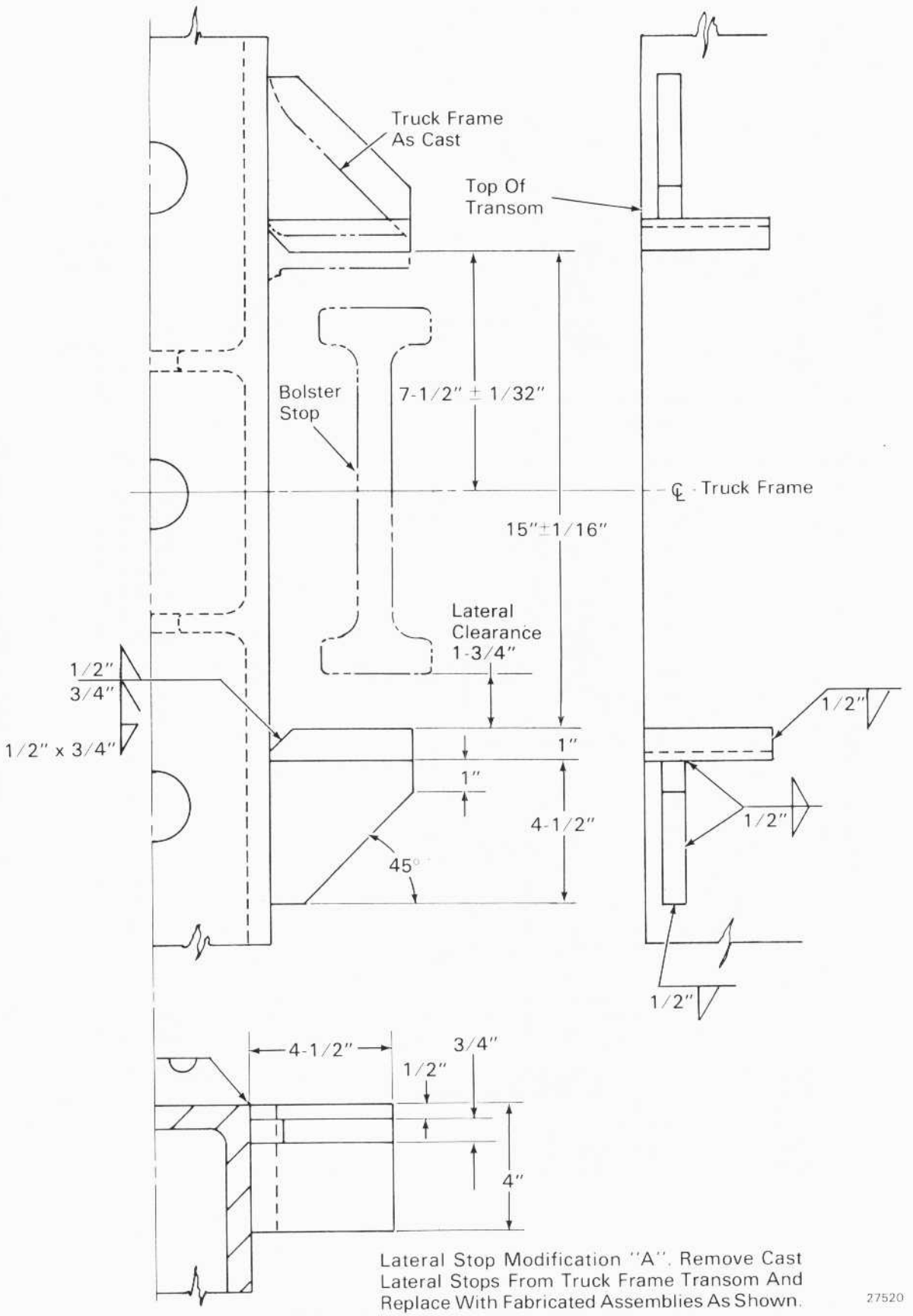

Fig.4 - Lateral Stop Modification "A"

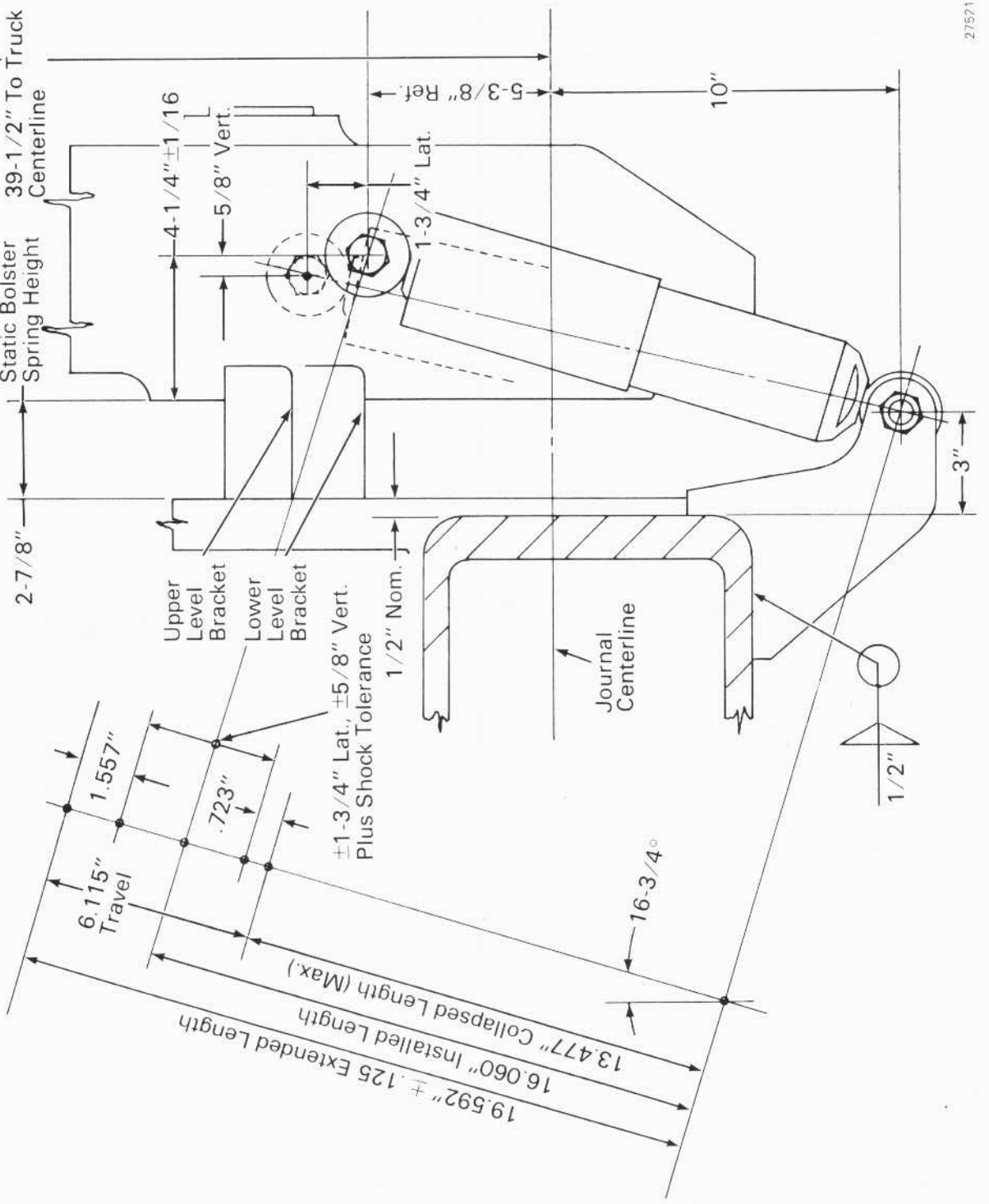

Fig.5 – Dimensional Reference For Shock Absorber Relocation