

SUPERSEDES PO/CE 404FOR INFORMATION

Ref : 172-9-2

Date: July 79

DISPENSATIONS :- U.I.C. TYPE DOUBLE LINK SUSPENSION, AUXILIARY SUSPENSION
RUBBERS, BEARING SPRINGS.1. U.I.C. Type Suspension

- 1.1 The allowable wear on the link (Item 1 on Drg. No. UIC 3.02.00.01) to be increased from 1mm to 2mm per wearing face, viz.,

A-A', Drg. R.C.H. 3130, Limit of Wear increased to 2mm i.e. minimum diameter 23mm.

- 1.2 The allowable wear on the intermediate link (Item 3 on Drg. No. UIC 3.02.00.03) to be increased from 1.5mm to 2.5mm per wearing surface viz.,

D-D' Drg. R.C.H. 3130 increased from 1.5mm to 2.5mm i.e. maximum distance between worn surfaces increased from 63 to 65mm.

- 1.3 It is emphasized that the maximum overall distance between the suspension link pin centres, i.e. 303mm must not be exceeded.

- 1.4 Individual components of the suspension may be replaced as necessary, when the maximum wear limits have been reached.

- 1.5 Limits (Overall), of Components on same spring.

- 1.6 The overall difference in total length of suspension link pin centres on one spring, should not exceed 3mm, See Fig. 1, i.e.
 $x_1 - x_2 = 3\text{mm}$.

- 1.7 The overall length of the two suspension link pin centres on one end of a spring, should be equal. See Fig. 2 i.e. y_1 & y_2 should be equal.

- 1.8 The difference of the average suspension link pin centres, each side of the wheelset, i.e. z_1 & z_2 should be checked, and it is desirable that the difference should not exceed 6mm. See Fig. 3.

2. Eyebolt Suspension

- 2.1 Defective rubber springs can be replaced on a "ONE FOR ONE" basis, instead of the complete set, as is the present practice.

3. General

- 3.1 It must be clearly understood that the above dispensations can only be applied to P.O. Wagons working in the U.K., and NOT to any wagons used on continental workings.

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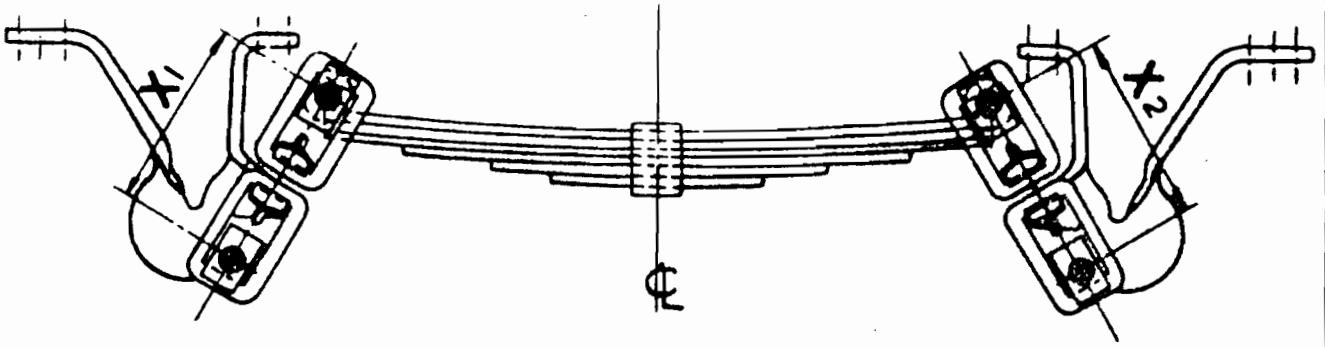


FIG. 1.

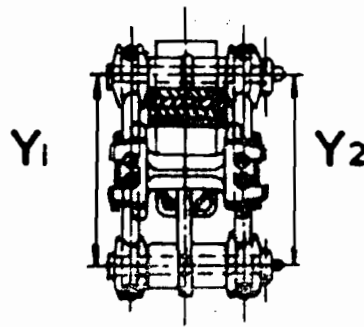


FIG. 2.

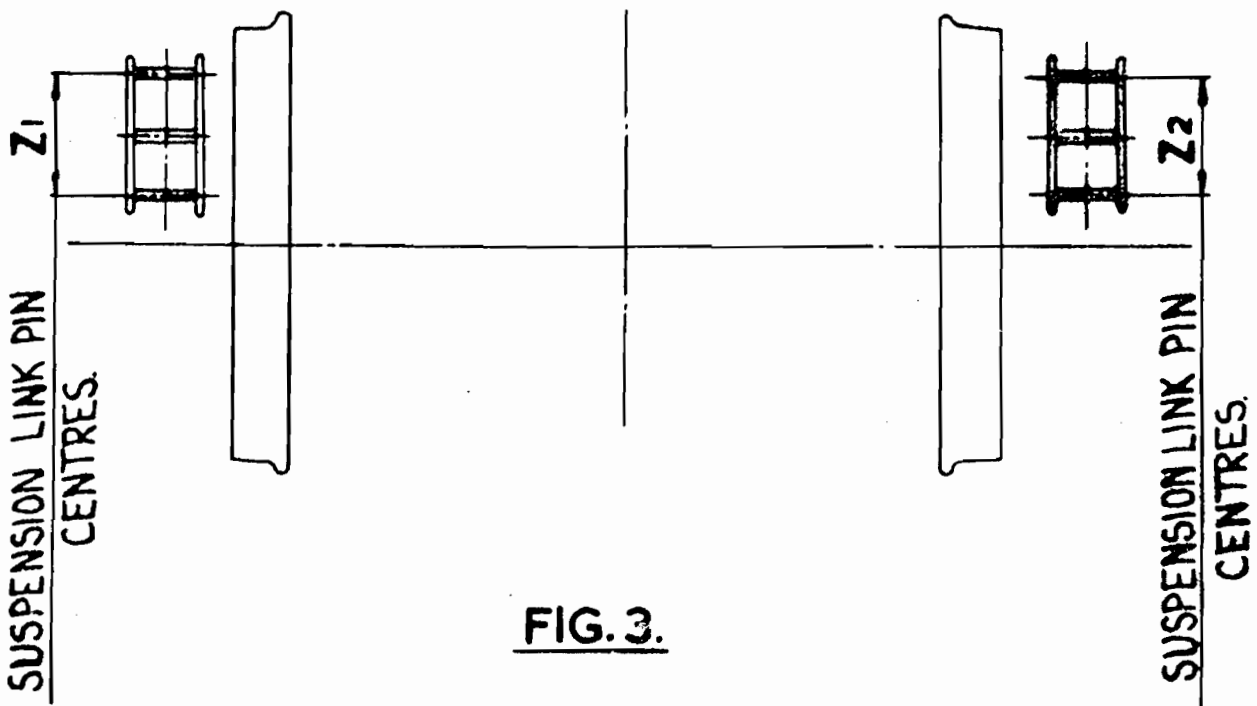


FIG. 3.