

30 Type CDW BRAKE VALVES

Upgrade & Replacement Procedure for the Quadrant Latch Assembly

AUGUST, 1998
(Replaces Service Bulletin 26-19)

This Service Bulletin is being issued to notify customers of an available upgrade to the 30 Type CDW Brake Valves Quadrant Latch. Previously, the quadrant latch had been manufactured as a machined steel part. During assembly of the latch to the cam housing, the latch was lubricated as described in WABCO Locomotive Products Service Bulletin 26-17. The quadrant latch has been improved by adding an enhanced lubricity coating to the outer surfaces of the latch. This coating, lubricated as described in Service Bulletin 26-17, acts to improve the frictional characteristics of the latch during operation. As a result, forces required to move the 30 Type CDW Brake Valve Automatic Handle to various handle positions will be more consistent.

The upgraded latch is available as **Pc. No. 593617** which includes the latch and key. Previously, the latch and key could be ordered separately as Pc. No. 559888 for the latch and Pc. No. 536397 for the key. The latch used in the 30E CDW was available as Pc. No. 5598880001. The upgraded latch is easily identifiable by the red color of the enhanced lubricity coating. The new assembly is interchangeable with the previous standard latch. **ONLY NEW ENHANCED LUBRICITY COATED LATCHES** are to be used when assembling a cam housing. New latches can be distinguished by the red coating visible on **ALL** external surfaces.

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The following lubricant is required for installing the upgraded latch:

Wabtec Corporation Specification M-07689-02; approved source of supply is Nye Rheolube 362F, by Nye Lubricants, Inc.

Procedure (refer to Figure 1)

Review and observe all railroad or operating authority safety procedures before beginning the following procedure.

Note: Prior to latch replacement, pertinent information concerning the date of OEM manufacture and/or repair of the brake valve is to be recorded. The nameplate with the OEM serial number and part number are located on the back end of the handle assembly. Using the attached form or preprinted envelope, write down the serial number, part number, COTS date and location, locomotive number and customer name. This form or envelope, along with the replaced latch are to be returned to WABCO.

•Remove the latch cap nut from the back of the cam housing. Remove the latch spring and latch assembly from the cam housing. Return latches to Wabtec Corporation to the attention of:

Patricia Karczewski
Manager of Quality - Locomotive Products Division
1001 Air Brake Ave.
Wilmerding, PA 15148

Note: Do NOT remove any excess grease, etc. from the latch before sending.

•On the new latch, Pc. No. 593617, apply a coating of Nye Rheolube 362F to the latch surface (see figure 2) that contacts the Suppression Cam and to the outer diameter of the latch and key that are in contact with the cam housing bushing.

•Install the latch into the cam housing bushing making sure that the latch key aligns with the keyway slot in the bushing. Insert the spring into the back end of the latch. Place a small amount of Nye Rheolube 362F to the threads of the latch cap nut to reduce assembly friction, install the latch cap nut and tighten to 20 ft-lb.

•Slowly rotate the automatic handle through its complete stroke (from release to emergency for a total of 20 times). This assures that the new latch has contacted the entire mating area of the cam and that

lubrication has been spread to all desired areas. Assure that no abnormally excessive forces are required to move the handle between any of the positions.

Configuration Control Designation

Upon completion of the upgrade, the configuration control level of the brake valve must be changed. The following shows the correct configuration control level for the brake valves listed. The correct configuration letter is to be stenciled after the serial number on the body nameplate which gives the portion part number. The various suffix numbers for the portion part numbers are not shown but all portion part numbers should be upgraded regardless of the suffix number.

<u>30 Type Brake Valve</u>	<u>Portion Part Number</u>	<u>Configuration Letter</u>
30 CDW	583676	F
	583960	F
	584201	F
	591058	F
	593290	F
	593319	F
	593359	F
	593363	F
30A CDW	592914	E
	592932	E
	592976	E
	593145	E
	593355	E
30E CDW	592704	I
30R CDW	593536	A

Important: After modification to the 30 Type CDW Brake Valve, a stationary vehicle air brake test **MUST BE** made to assure that the 30 Type CDW Brake Valve functions properly in the Brake Equipment Arrangement. When the locomotive is coupled to a train consist, an air brake terminal test and running test are to be performed to ensure that the air brake system functions as intended.

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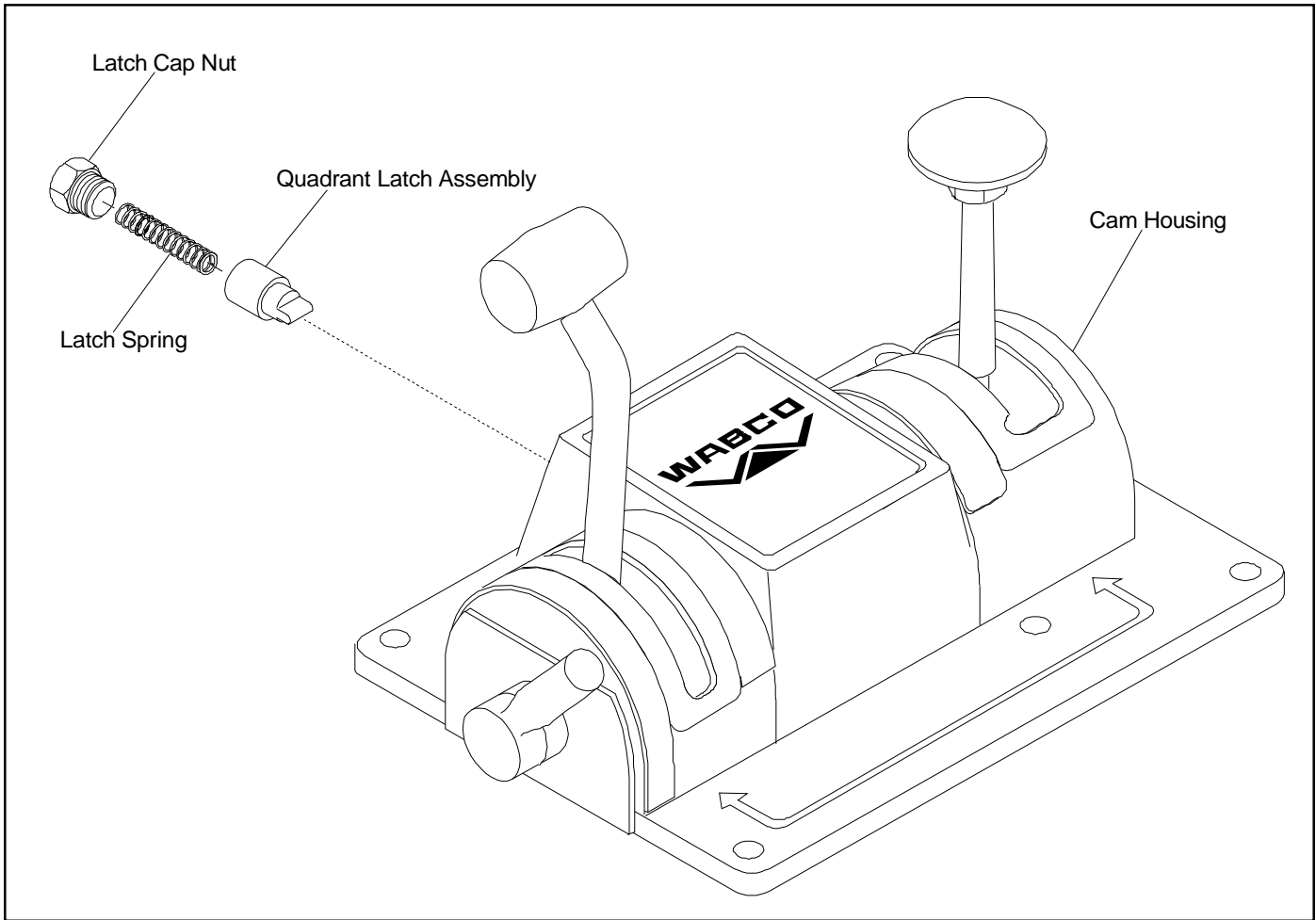


Figure 1 - Assembly View for the 30 Type CDW Brake Valve Quadrant Latch

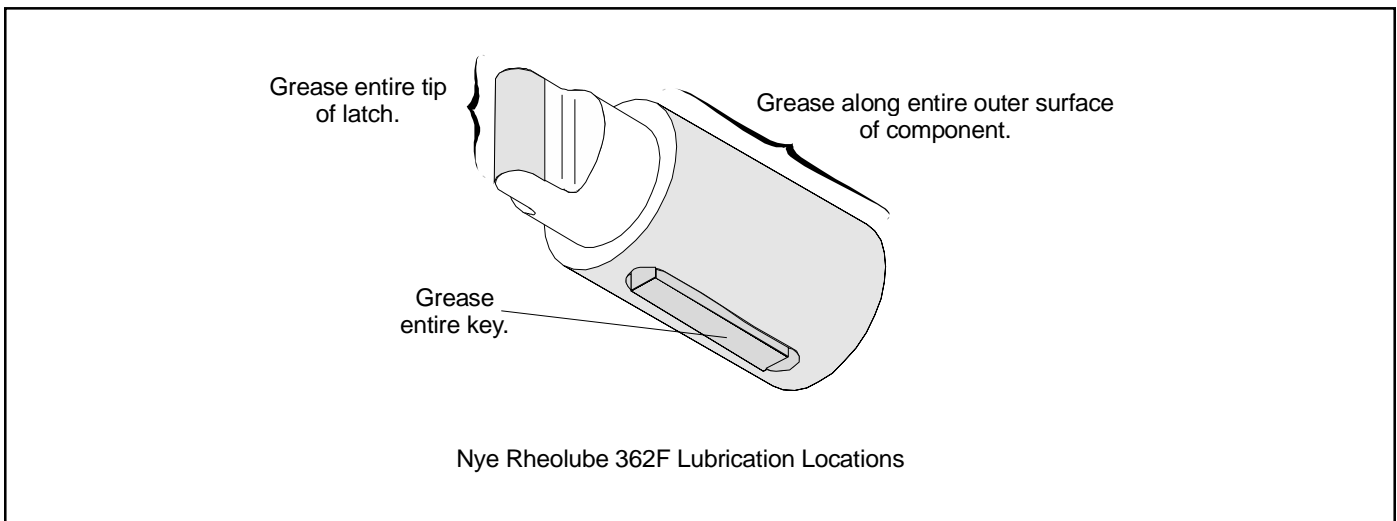


Figure 2 - 30 Type CDW Brake Valve Quadrant Latch