

PIN AND RETAINER: NEW CIRCULAR LETTER

On November 19, 2008 Circular letter C-10883 was issued to clarify the Pin Retainer Bolt Replacement.

In January, the 2009 Field Manual will be issued but prior to that you will need to track across several documents and track revisions to get the complete picture.

Below is a summary of the current requirements.

- 1. Any cushioned car with an F shank coupler, when in a repair shop or repair track for any reason will have the 7/8" bolt replaced with a pin.**
- 2. All dimensions and material of the pin are defined in detail in AAR Spec M-119 and requires flats. Strato's pin conforms to the all requirements.**
- 3. The pin is required to be held in place with a cotter pin.**
- 4. Hardened washers are recommended if there is excessive play.**
- 5. The pin is required to be held in place with a keeper or retainer. The keeper must retain the head but can retain both ends. Two ways of retaining the pin are allowed.**
 - a. A keeper that is threaded or inserted such as the Strato L shape or double ended retainer. These keepers must be a minimum of 13 gage steel.**
 - b. A welded retainer such as a cap over the head of the pin. Welded retainers must be 1/4" minimum thickness.**

If there is not room or clearance to insert the retainer, the spec does call for the bracket to be machined to allow for application. Strato does not recommend removing significant material as this could structurally compromise the bracket. Strato's double end retainer was designed to cover these situations as it goes around the lug and is not inserted.

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