



W. H. MINER DIVISION

Perfecting Railcar Performance

Reconditioned Draft Gear Guidelines

630-232-3000

www.minerent.com

ACCEPTED MODELS

Qualified Models for Reconditioning. Please refer to AAR Rule 21 for official acceptance criteria.

Miner AAR M-901E (Group J)



AAR M-901G (Group K)



Cardwell

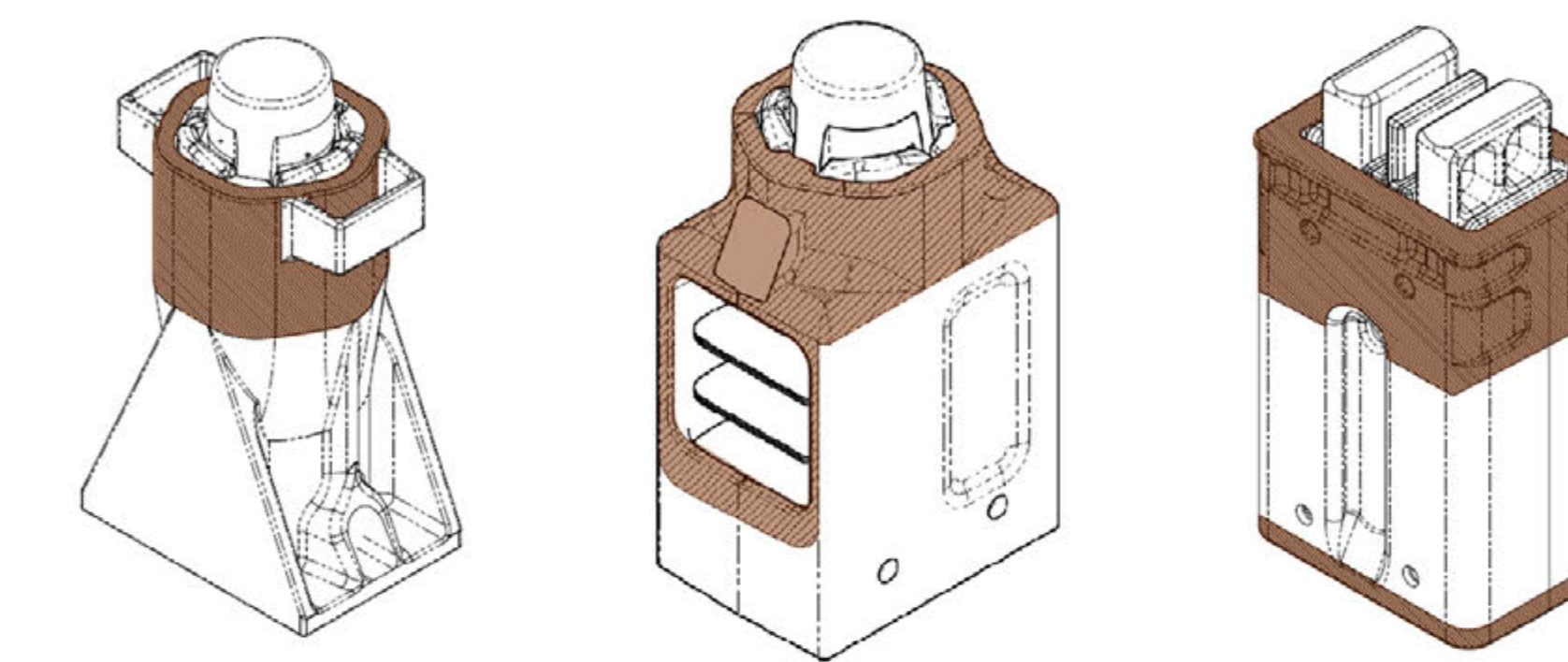


Miner is AAR certified to recondition these non-OEM draft gears.

ACCEPTANCE CRITERIA

Red arrows indicate where to measure for acceptance.

Miner



Any cracks found within the shaded (critical) areas above render the gear unacceptable.

Cracks found in the non-shaded (non-critical) areas less than 1" (25mm) are considered acceptable. See AAR Rule 21.



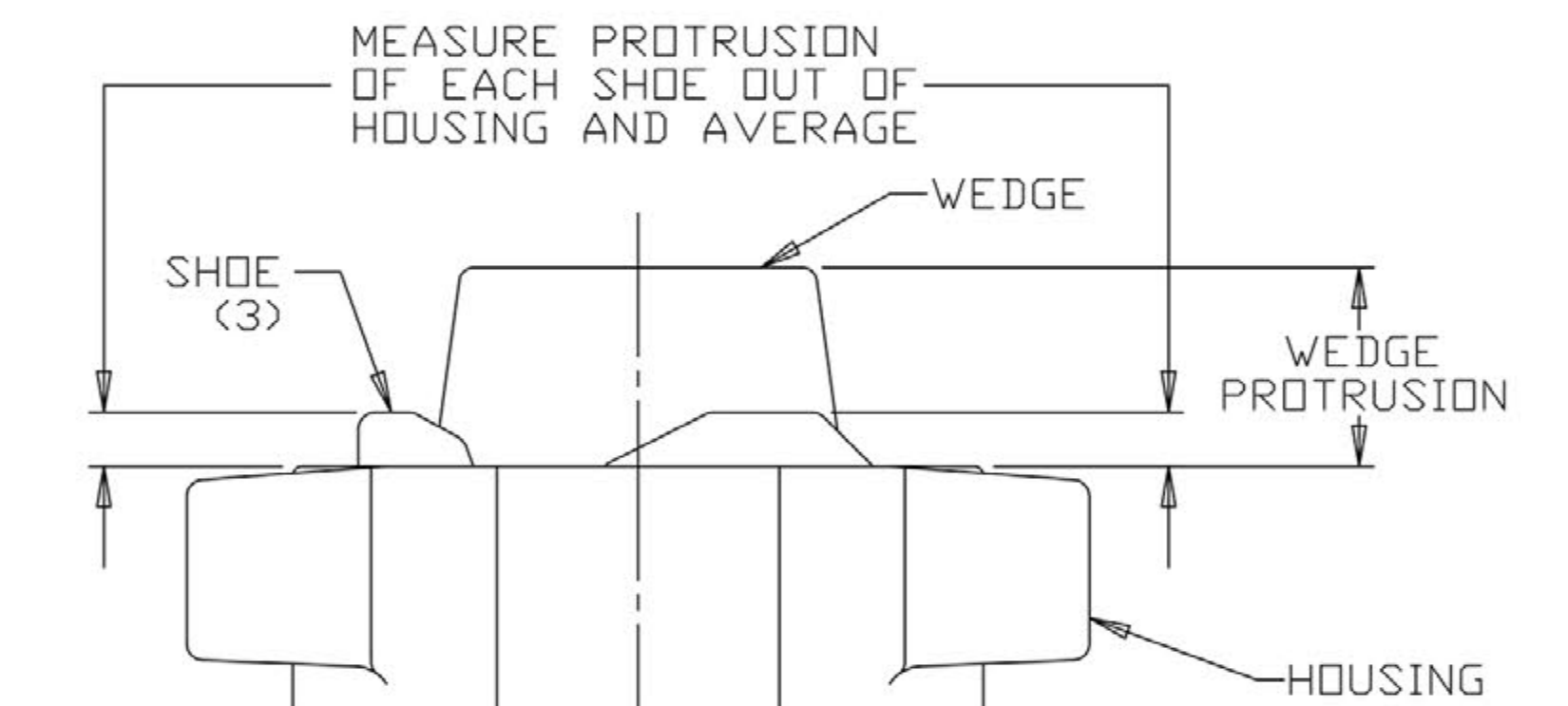
The visible depth of case wear into bore cannot exceed 1/16" (1.5mm) max.



A maximum of one broken shoe. Fracture must be less than 1" (25mm) below top of gear bore.

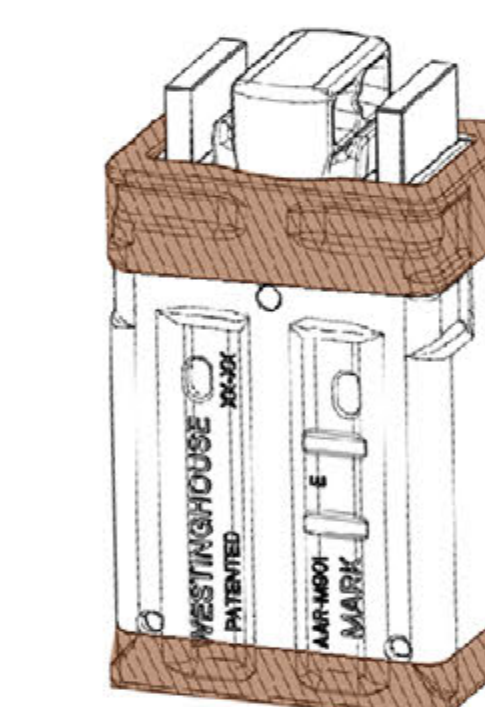


The visible depth of case wear into housing cannot exceed 1/4" (6mm) max.



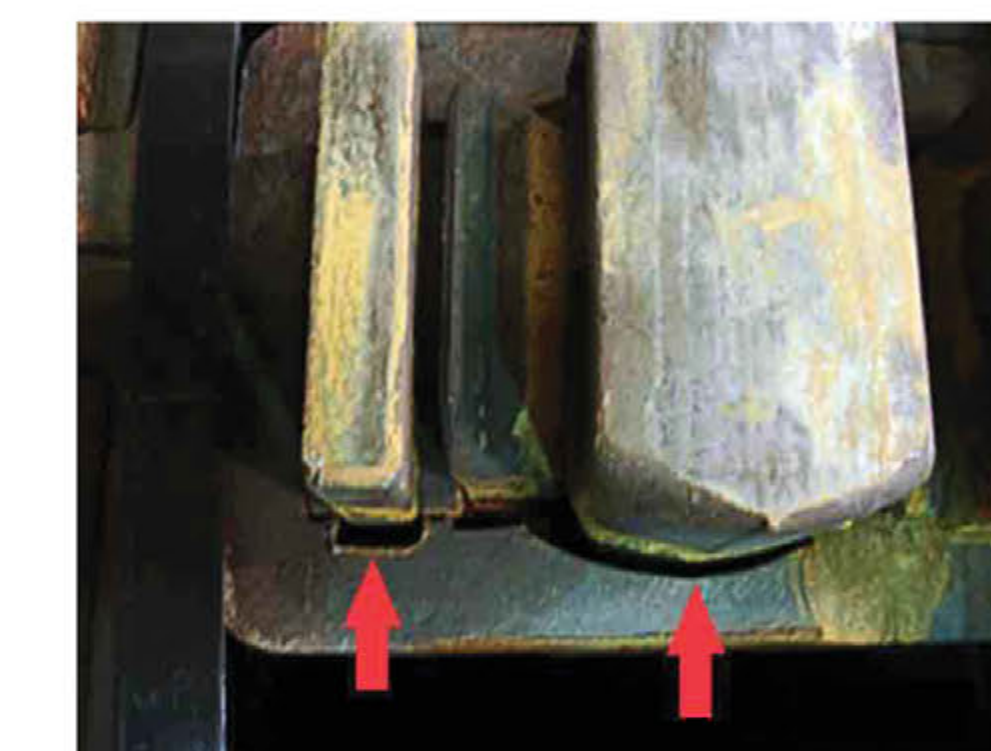
Average shoe (without notch) protrusion cannot exceed 1-5/16" (33mm).

Cardwell



Any cracks found within the shaded (critical) areas to the left render the gear unacceptable.

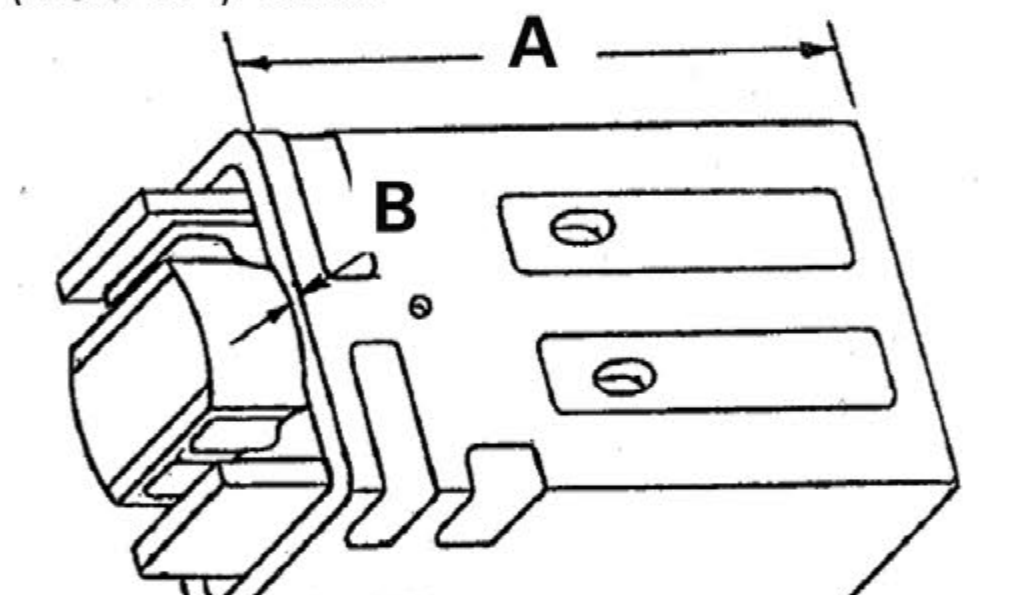
Cracks found in the non-shaded (non-critical) areas less than 1" (25mm) are considered acceptable. See AAR Rule 21.



The visible depth of case wear into housing cannot exceed 1/4" (6mm) max.



A - 19" (483mm) min.
B - 5/8" (16mm) min.

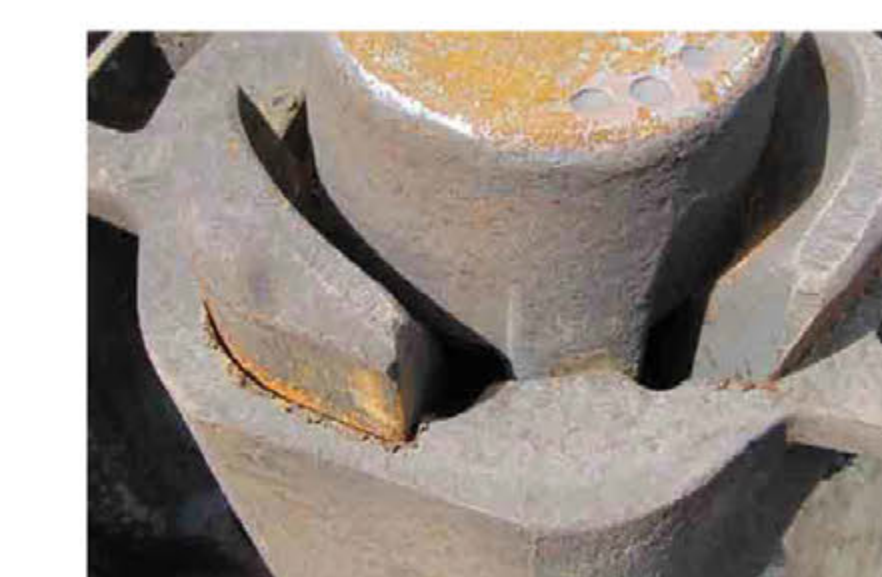


Minimum housing dimensions.

UNACCEPTABLE CRITERIA



Non-critical areas with cracks 1" (25mm) or longer. See AAR Rule 21.



Excessive wear in housings.



Hollow or cracked wedge.



Two or more friction components missing or broken.



Torch marks more than 1/4" (6mm) deep or 3" (76mm) long.



Rear wall more than 1/8" (3mm) out of flat.

⚠ DANGER

Impact Hazard

Keep away from ends of stuck draft gear. Projectile parts will cause serious injury or death.

LUG FOLLOWER LUG

YOKE

STUCK GEAR

A B GAPS C

IF TOTAL GAP A+B+C > 1/4" (6mm) MEASURE GAPS IN POCKET AND CARS UNCOUPLED ONLY

Never remove a stuck draft gear from the yoke! Contact the supervisor in charge of safety immediately.

Go to www.minerent.com/stuckDG for safe handling instructions. Call 630-232-3000.

Only the models listed above are currently accepted for reconditioning. Draft gear ID markings must be referenced. Miner will also **Test and Pass** the above accepted models and more. Don't see your gear pictured? Need clarification on acceptance criteria? Contact us first for a current list of Test and Pass accepted models.

Ultimate acceptance of a core will depend on an inspection by Miner. Chart information may have changed, and the website should be referenced for more detail and current information. Current AAR Rule 21 requirements supersede chart information.