

SUBJECT: HYDRAULIC STABILIZER INTERCHANGEABILITY

THIS BULLETIN IS PROVIDED AS A GENERAL GUIDE FOR THE REPLACEMENT OF VARIOUS MODELS OF HYDRAULIC STABILIZERS, AND THE APPROPRIATE SUBSTITUTIONS FOR MODELS NO LONGER AVAILABLE.

A. Stucki Company currently manufactures three models of Hydraulic Stabilizers, the HS-7, HS-7-100 and HS-10. Each unit is produced in a standard version and can also be produced in versions with damping characteristics suited to a specific application. It is extremely important, when replacing an old unit with a new or rebuilt unit that the stabilizer selected have identical damping characteristics to the unit being replaced. Caution must be exercised when replacing units with a different

model. Not all units are directly interchangeable. Although the models may have the same damping characteristics they can differ physically. When changing from one model to another, it should be done by truck set and preferably the entire car should be converted. The following table should be used as a guide when applying replacement hydraulic stabilizers.

MODEL REMOVED	INTENDED APPLICATION	MODELS THAT CAN BE APPLIED	REMARKS
Stucki HS-3	100-ton cars	Stucki HS-3 Stucki HS-7-100 Stucki HS-10	Note 5 Notes 1,2,4 Notes 2,4
Stucki HS-3A	125-ton cars	Stucki HS-3A Stucki HS-7A	Note 5 Notes 3,4
Stucki HS-6	100-ton cars	Stucki HS-6 Stucki HS-7 Stucki HS-7-100 Stucki HS-10	Note 5 Note 3 Notes 1,2 Note 2
Stucki HS-6B	70-ton cars	Stucki HS-6B Stucki HS-7B Stucki HS-10B	Note 5 Note 3 Note 2
Stucki HS-6C	100-ton cars with D-3 springs	Stucki HS-6C Stucki HS-7C Stucki HS-7-100C Stucki HS-10C	Note 5 Note 3 Notes 1,2 Note 2
Stucki SV-6	Variable damping rate unit for 100-ton cars	Stucki SV-6 Stucki SV-7 Stucki SV-10	Note 5 Note 3 Note 2
Stucki SV-6B	Variable damping rate unit for 70-ton cars	Stucki SV-6B Stucki SV-10	Note 5 Note 2
Stucki HS-7	100-ton cars	Stucki HS-7 Stucki HS-7-100 Stucki HS-10	Notes 1,2 Note 2
Stucki HS-7A	125-ton cars	Stucki HS-7A	
Stucki HS-7B	70-ton cars	Stucki HS-7B Stucki HS-7-100B Stucki HS-10B	Notes 1,2 Note 2
Stucki HS-7C	100-ton cars with D-3 springs	Stucki HS-7C Stucki HS-10C	Note 2
Stucki SV-7	Variable damping rate unit for 100-ton cars	Stucki SV-7 Stucki SV-10	
Stucki SV-7B	Variable damping rate unit for 70-ton cars	Stucki SV-7B Stucki SV-10	
Stucki HS-7-100	100-ton cars	Stucki HS-7-100 Stucki HS-10	Note 1
Stucki HS-7-100C	100-ton cars with D-3 springs	Stucki HS-7-100C Stucki HS-10C	Note 1
Stucki HS-10	100-ton cars, 70-ton cars with D-3 springs	Stucki HS-10 Stucki HS-7-100	Note 1
Stucki HS-10B	70-ton cars	Stucki HS-10B	
Stucki HS-10C	100-ton cars with D-3 springs	Stucki HS-10C	
Stucki SV-10	Variable damping rate unit for 70-ton and 100-ton cars	Stucki SV-10	
RDI MDA D-3	100-ton cars with D-3 springs	Stucki HS-7C Stucki HS-7-100C Stucki HS-10C	Notes 2,3 Note 1
RDI MDA D-5	100-ton cars with D-5 springs	Stucki HS-7 Stucki HS-7-100 Stucki HS-10	Notes 2,3 Note 1

- NOTE 1: The HS-7-100 will only fit into the center position of the 7-position combination-style truck. If necessary, trim the lugs on the side frame spring seat to a lower height to clear the stabilizer casting.
- NOTE 2: Any spring retaining boss at the position where the snubber is to be applied should be removed.
- NOTE 3: Exterior rim, or fence, around the side frame spring seat should be no higher than 1-1/2 inches.
- NOTE 4: Stabilizer should be placed in spring group, not in the original HS-3 position.
- NOTE 5: No longer manufactured new or rebuilt.