

*This Procedure was developed for a typical aluminum coal car with tubular top ties and may not be applicable to all.
Please consult your original drawings or contact Freightcar America, Inc. for details.*

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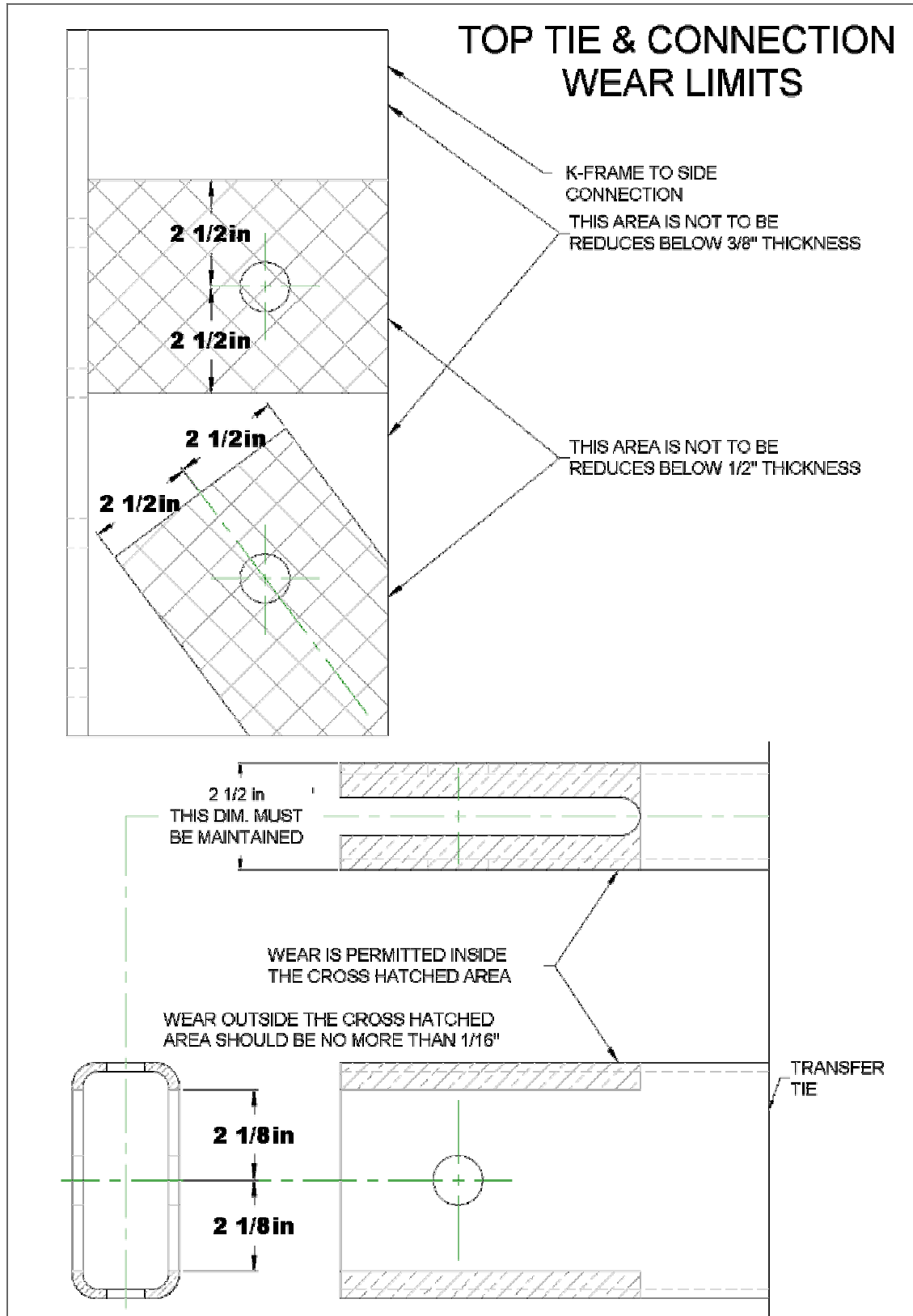
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BILL OF MATERIAL

As information

- (0) as required .. AE-124 (extrusion) Transfer tie (PN vary by build)
- (2) per tie AE-103 (extrusion) K-frame to side connection (PN vary by build)
- (2) per tie 10342-002 K-frame pin (shoulder bolt) 1-1/8"dia x 2-1/2" shoulder, 7/8-9UNC
X1-1/4" hex head, JAC dwg B-87190
- (2) per tie 10342-007 Flanged lock nut 7/8"-9UNC
- (2) per tie 10298-101 Sleeve, 1.375" OD X 1.135" ID X 2.532"
- (2) per tie 10292-040 Transfer tie isolator

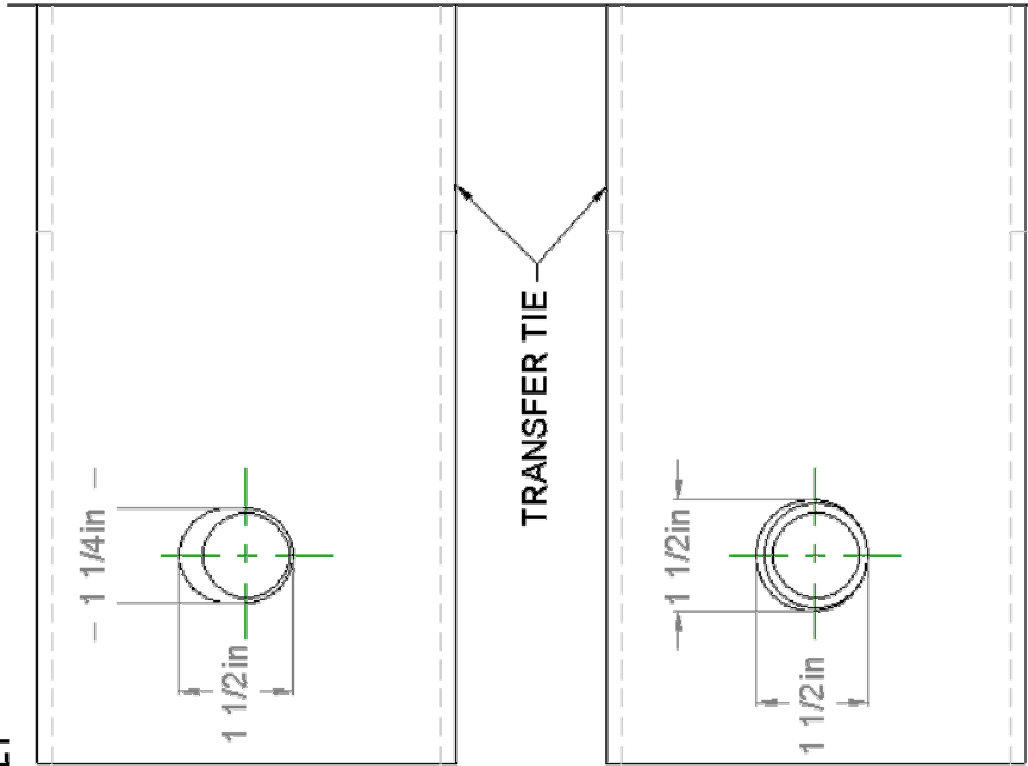
1. This procedure assumes that the transfer tie will be retro fitted with a transfer tie isolator (PN 10292-040).
2. Any sharp edges on the transfer tie or side connection should be ground smooth prior to the application of the isolator.
3. Sleeves may be added when the hole(s) exceed the "W/O SLEEVE" tolerance. The holes in both the transfer tie and the side connection must be reamed or drilled out with a 1-13/32" bit for the sleeve to be inserted.
4. Torque Shoulder bolt to 125-170 ft. lbs. with a minimum of two threads showing beyond the nut.



THIS DRAWING REVISED 3/27/03

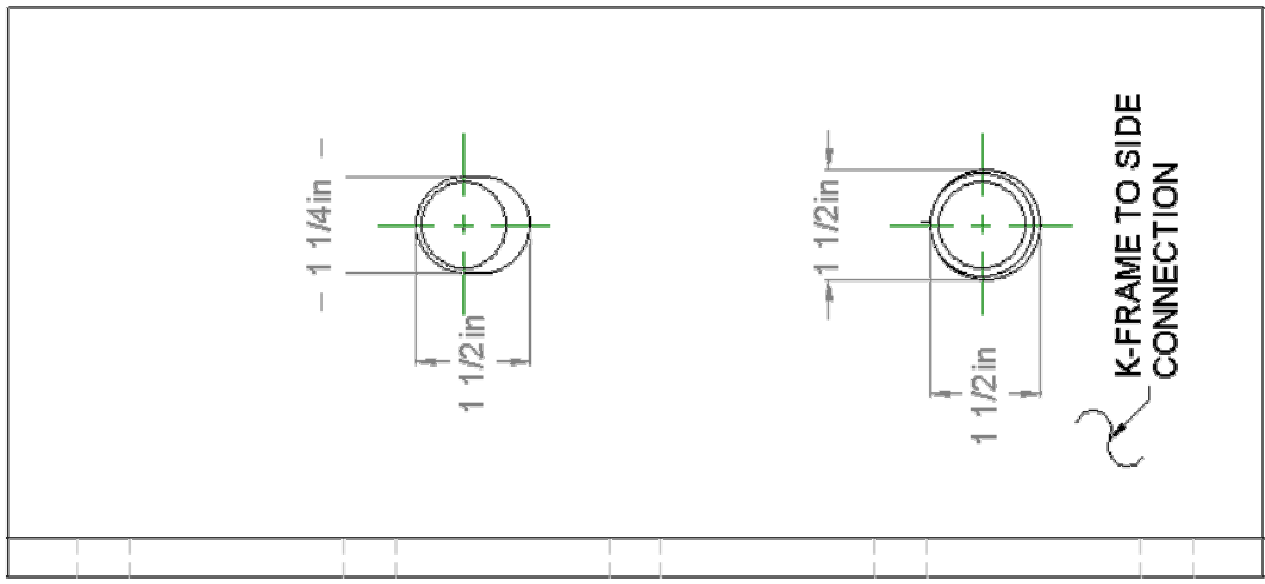
**TOP TIE & CONNECTION
PIN HOLE WEAR LIMITS**

SLEEVE (PN 10298-101) WAS ORIGINALLY USED ON THE CENTER K-FRAME DIAGONAL AND MAY BE USED AS A REPAIR AT ALL PIN LOCATIONS USING THE 10342-002 SHOULDER BOLT



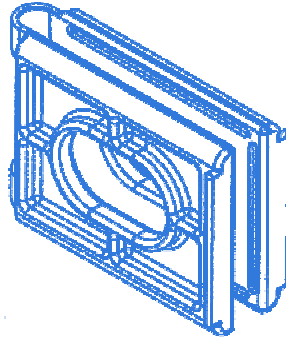
**W/O SLEEVE
max. hole size**

**W/ SLEEVE
max. hole size**



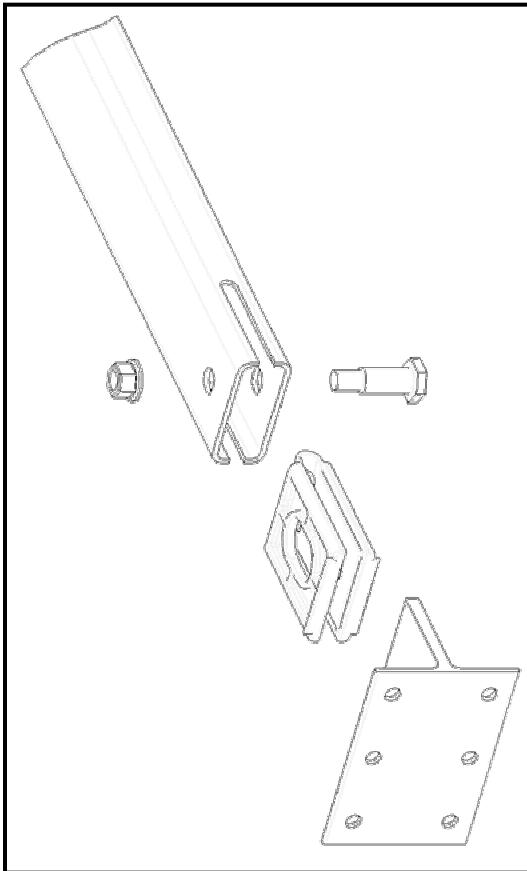
**K-FRAME TO SIDE
CONNECTION**

New Product Bulletin



JAC PN 10292-040

Transfer Tie Isolator



Freightcar America, Inc. has developed another way to make the BethGon® and AutoFlood™ coal cars even better. Our coal cars have a unique pinned internal bracing system that is designed to flex in response to today's rigorous service requirements

As with all moving parts, they eventually wear. The Transfer Tie Isolator is made from an injection-molded polypropylene and is formed so that it is easily inserted into our standard AE-124 tubular extruded aluminum Transfer Tie. Once inserted, the isolator forms a barrier between the Transfer Tie and the Side Connection, greatly reducing the amount of wear.

The Transfer Tie Isolator will become available late in the first quarter of 2003. The isolator can be purchased through the Freightcar America, Inc. Parts Department, by contacting them at (877) 739-2006, or by logging on to our web site at www.freightcaramerica.com.