

Leading Railcar Mobility Since 1948



8 Heavy Duty Pivoting Guide Wheels



Comfortable and Spacious Cab

Distributed by:



60,000 lbf. of Tractive Effort

INNOVATIVE RELIABLE EFFICIENT

Tractive Effort*

Tractive Effort 60,000 lbf [267 kN]

Dimensions / Performance**

Wheel Base 142" [3,607 mm]

Rail & Road Clearance 11.5" [292 mm]

Rail & Road Height 152" [3,860 mm]

Length 340" [8,636 mm]

Width 120" [3,048 mm]

Weight 103,000 lbs [46,818 kg]

Rail Gauge AAR Standard 56.5" [1,435 mm]

Speeds (Forward & Reverse)***

	On Rail	On Road
Low	2.4 mph [3.9 km/h]	2.4 mph [3.9 km/h]
2nd Gear	4.7 mph [7.6 km/h]	4.7 mph [7.6 km/h]
3rd Gear	9.5 mph [15.3 km/h]	9.5 mph [15.3 km/h]
4th Gear	15 mph [24 km/h]	N/A on Road

Engine

Cummins electronic turbo-charged 8.9 Liter [543 In³] engine: In-line 6 cylinder, 4 valves per cylinder, 350 hp [261 kW] @ 2,100 rpm, Max torque 990 ft-lb [1,342 N-m] @ 1,900 rpm

Fuel Tank - Steel One hundred twenty (120) gallon [454 liter] capacity

Air Intake¹

Intake Air heater Preheats incoming combustion air prior to start.

Air Filtration Tier IV 3-stage filtration, High-efficiency Pre-cleaner, Primary and Safety Filter

Powertrain

Transmission Funk, DF 250-series, constant mesh spur gearing. Four-speed forward and reverse with selectable power-shift manual or automatic with 4th gear or 3rd and 4th gear lock-out for rail, road, or both.

Axles Two (2) out-board internal planetary type with high strength ductile iron axle housing.

Differential Two (2) Rigid, outboard planetary, air actuated, auto-control differential locking.

Safety Features

Automatic shutdown as a result of: High engine temperature; Low engine coolant level; High compressor temperature; High hydraulic system oil temperature; (Optional low hydraulic system oil level)

Brake System

Machine Braking Hydraulic disc brakes with Dual Front Calipers & Triple Rear Calipers (19" rotors)

Machine Parking Brake Hydraulic transmission mounted, self-constrained, spring-activated wet disc park brake.

Train Air Brakes 100 gallon [378 liter] capacity train air reservoir with glad hand connections

Train Air Compressors

100 cfm Rotary Screw Air Compressor STANDARD

NOTE: All Train Air System options feature in-cab train air valves.

Hydraulic System

- Constant pressure hydraulic system, piston pump and o-ring face seal fittings and oil filtered below ISO 18/16/13.
- Provides on-road and on-rail braking power.
- Provides hydraulic steering on road.

Electrical System

Alternator HD 12-Volt DC, 160 AMP

Batteries Two (2) - 925 CCA

Digital Instrumentation SAE-J1939 CAN-Bus Control System

Digital Control Display 10" display for real-time machine statistics and diagnostic data.

Cameras Guide wheel railing cameras with 10" color monitor

Additional Cameras Safe-T-View camera/monitor setup included with two (2) additional outputs for extra camera locations

- Alarms
- Automatic backup road mode alarm
 - Selectable electronic warble type alarm
 - Blast type air horn
 - Amber strobe warning lights

Wheels / Tires

On Road Four (4), Michelin XZM 32 PLY 14.00 x 24 rated rubber tires

On Rail Eight (8), 15.75" [400 mm], heat-treated, cast steel guide wheels manufactured to AAR M107/M-208.

Rail Sanders

Eight (8) individual, air-operated, electronically-controlled sanders and track cleaning system.

Chassis / Frames

Main Frame Heavy-duty, high-strength welded 3" [76.2 mm] structural plates

Pivoting Guide Wheels Heavy-duty, pivoting guide wheels with 3 axes of rotation that pivot up to 10°, assuring all guide wheels contact the rail at all times.

Body Frame Heavy-duty, all-welded construction using pre-formed steel plates and structural forms.

Suspension

Air-ride suspension, four (4) Firestone airbags and shock absorbers between body frame and fully suspended cab with leveling adjustment capability.

Couplers / Coupler Beams

Couplers Two (2) heavy-duty cast steel positive coupling and uncoupling with AAR contour coupler and locking knuckles.

Coupler Beams Two (2) coupler beams (descriptor, graphic infused, forged, reinforced) with hydraulic coupler positioning

Note:

¹ **Not to be used in conjunction with Ether starting fluid.**
Additional variations may occur due to options selected.

*** Maximum Tractive Effort can be affected by grades and adverse track conditions.**

**** Subject to change without notice**

***** Actual speeds obtained will depend on grade, load, altitude, and other factors.**