

RK330 **G4**

Provides up to 49,250 pounds of tractive effort

DESIGN FEATURES

- Friction roadwheel drive
- Four-speed transmission, autoshift or powershift selection
- Crossover platform
- 360° operator visibility
- Full width bumpers to protect powertrain
- Good floor space and cab height for ease of operator movement
- Extended fabricated steel couplers
- Royalglide operator comfort system
- Easy access pneumatic valve tray

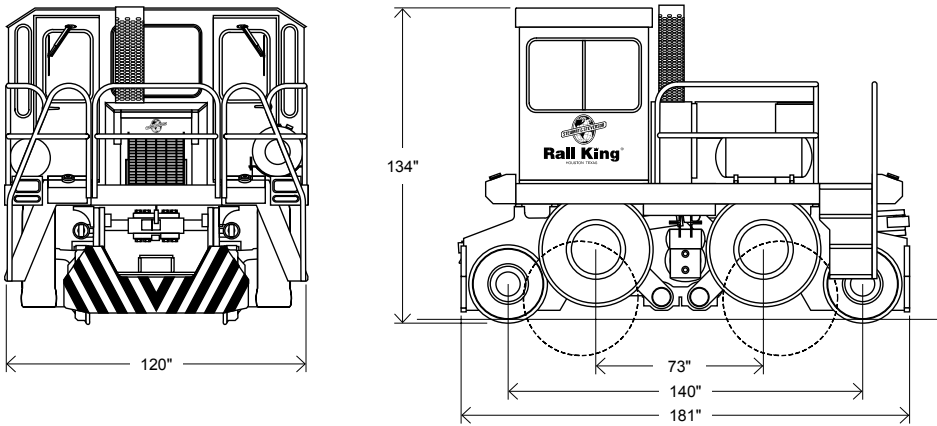
POPULAR OPTIONS

- Air conditioning
- Air-ride seats
- Step extensions
- Spotlights
- Turn signals
- Fire extinguisher
- 75-gallon fuel tank
- Central lube system
- Remote control
- 100 CFM air compressor
- Other options available upon request

OPERATOR COMFORT SYSTEM
Royalglide



RAIL KING MODEL RK330 G4 MOBILE RAILCAR MOVER



SPECIFICATIONS

Weight	51,500 lb	23,360 kg
Length	181"	459.7 cm
Width	120"	304.8 cm
Height (on road)	142"	360.7 cm
Height (on rail)	134"	340.4 cm
Rail Clearance	3"	76.2 cm
Road Clearance	10"	254 mm
Speeds (Forward & Reverse)	4	
On road, top speed	9 mi/h	14.4 km/h
On rail, top speed	15 mi/h	24.1 km/h

ENGINE

Make	Cummins
Model	QSB 6.7
Type	4-cycle, turbocharged diesel
Rated Power	204 bhp @ 1900 rpm
Fuel Tank	40 gal (151 liters)
Features	Tier III compliant

MAXIMUM TRACTIVE EFFORT

When both couplers are used	49,250 lb
When one coupler is used	33,000 lb

Contact us today!

Stewart & Stevenson Rail King

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FRAME

Heavy-duty, welded from 2" steel plate

MUFFLER

Sound-attenuating, spark-arresting with safety shield, raincap

TRANSMISSION

John Deere DF150 with torque converter, four speeds forward and reverse, autoshift or powershift selection

RAIL- & ROAD-DRIVE

John Deere spiral bevel gear set; designed for bi-directional operation, no spin differential with internal planetary axles. Friction drive transmitted from rail-drive axle incorporates separate braking system. Does not require special tires. Rail shock absorption system standard.

BRAKES

Inboard multiple wet-disk brakes. Protected from contaminants and can last up to four times longer than dry-disc brakes. Spark-free for regulatory compliance in hazardous environments.

RAILWHEELS

28" diameter heat-treated cast steel. Tapered tread contour to AAR specifications.

ROADWHEELS

Heavy duty rock lug industrial tires.

PNEUMATIC SYSTEM

High capacity 50-cfm air compressor system. Includes two compressors, three reservoirs with drains, air dryers, lever operated pressure control valve with emergency stop capability.

POWER STEERING

Full hydrostatic power steering.

COUPLERS

Two weight-transfer couplers made from fabricated steel (no castings). Couplers slide on high-density self-lubricating nylon bearings for long life and minimal maintenance. This heavy-duty coupler system operates on a center pivot housed in a massive synthetic rubber cushion pressed into both sides of the frame.

SANDERS

Replaceable steel sandboxes and eight air-operated sanding tubes with easy clean receivers: two for each rail wheel, front and back.

FULL-WIDTH CAB

Provides excellent visibility down both sides of the railcar when negotiating curves. Standard equipment includes dual controls, two seats, front and rear wipers, heater, two defrost fans and tempered safety glass, foot and hand throttle and brake actuators.

CONTROLS

Improved console with electric switches to implement functions at each operating position. Instrument panel positioned for viewing ease of operator.

OTHER FEATURES

Air blast horn and protect-o-seal fuel cap.