

RK330 G6

Rail King[®]
MOBILE RAILCAR MOVER

**Up to 50,750 lbs
Tractive Effort**



Popular Options

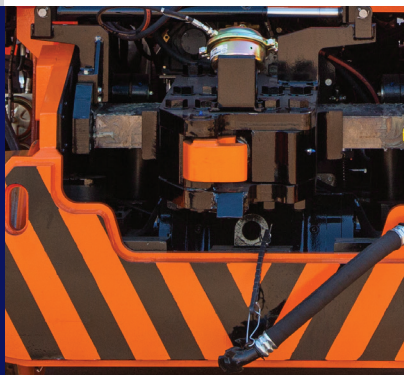
- Air conditioning
- Remote control
- Central lube system
- Cold Weather protection package
- Step extensions
- Spotlights
- Turn signals
- Fire extinguisher
- 100 CFM air compressor

Other options available upon request

Design Features

- Cummins QSB Tier 4 Final Engine
- Four Speed Powershift Transmission
- Royalglide operator comfort system
- Patented Cushion Coupler system
- Friction roadwheel drive
- Full width bumpers to protect powertrain
- Extended length, fabricated steel couplers
- Ergonomically designed full width cab
- Unsurpassed operator visibility
- Easy to use push button controls with color
- LCD display

Innovative weight transfer system



Dual operator stations with full-width cab



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SPECIFICATIONS

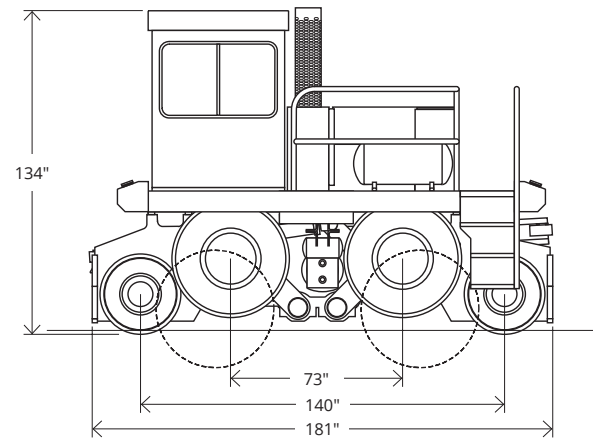
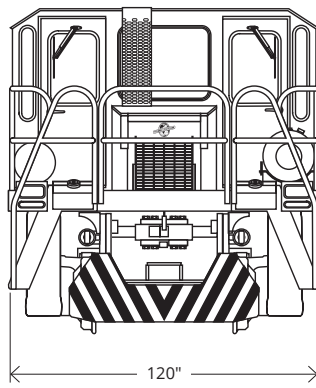
Weight	53,800 lb	23,360 kg
Length	181"	459.7 cm
Width	120"	304.8 cm
Height (on road)	142"	360.7 cm
Height (on rail)	134"	340.4 cm
Rail Clearance	3"	7.62 cm
Road Clearance	10"	25.4 cm
Speeds (Fwd & Rev)	4	
On road, top speed	9 mph	14.4 km/h
On rail, top speed	15 mph	24.1 km/h

ENGINE

Make	Cummins
Model	QSB 6.7
Type	Electronic, 6 cylinder/4-cycle, turbocharged and charge air cooled
Fuel	Ultra Low Sulfur Diesel
Rated Power	195 bhp (145 kw) @ 2,300 rpm
Fuel Tank	60 gal (227 liters)
DEF Tank	5 gal (18.9 liters)
Features	US EPA Tier 4(f) (EU Stage IV) compliant

MAXIMUM TRACTIVE EFFORT

When both couplers are used	50,750 lb
When one coupler is used	34,250 lb



Frame Heavy-duty one piece, welded from 2" steel plate. Full width bumpers incorporates powertrain protection into design.

Engine Powered by the popular Cummins QSB6.7 Tier 4 final engine with fully integrated EcoFit™ Ultra-low Emission Systems. The Selective Catalytic Reduction (SCR) system combined with the Diesel Oxidation Catalyst (DOC) achieves near zero emissions. A higher capacity electronic management system controls everything from air intake to exhaust aftertreatment for peak performance. Results are increased power output, lower fuel consumption and reduced noise and engine vibration. Utilizes Ultra Low Sulfur Diesel fuel and DEF (Diesel exhaust fluid).

Transmission John Deere/Funk DF150 Powershift with torque converter. Four speeds forward and reverse; automatic shift, operator controlled start in second feature.

Rail- & Road-Drive John Deere 1400 Series Heavy Duty High Torque, with no spin differentials and inboard planetary axles. Friction road wheel drive transmitted from rail axle incorporates separate braking system. Does not require special tires. Rail shock absorption system with easily replaceable suspension elements is standard.

Brakes Rail wheel axles: Inboard multiple wet-disk brakes. Protected from contaminants and can last up to four times longer than dry-disk brakes. Spark-free for regulatory compliance in hazardous environments. Road wheel: heavy-duty disc and caliper, hydraulic actuated. Train Air Brakes: Push button operated to release or fully apply, modulating hand valve for controlled apply/release, train air hold feature standard.

Rail Wheels 28" diameter heat-treated cast steel. Bolt on, hardened flange with tapered tread contour.

Road Wheels 12:00 x 20 Heavy duty rock lug industrial tires.

Pneumatic System High-capacity 50 cfm air compressor system. Includes two compressors, three reservoirs with drains and air dryers.

Power Steering Full hydrostatic power steering with improved turning radius.

Couplers Two weight-transfer extended length 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 Large capacity, replaceable steel sandboxes and eight air-operated sanding tubes with easy clean receivers: two for each rail wheel, front and back

Dual-Direction Side Mounted Cab Provides excellent visibility down both sides of the railcar when negotiating curves. Standard equipment includes dual independent control stations, two fully adjustable air ride seats, front and rear wipers with washers, heavy duty cab heater, ventilation fans, large opening side windows and tinted tempered safety glass, foot and hand throttle and brake actuators. Cab & platform assembly protected from rail shock and vibration by the Royalglide operator comfort system.

Controls Center console style layout with full color LCD display, multicolor LED rocker switch panels, canbus electrical system with PLC based mobile controller. Allows operators to view real time engine, transmission and Rail King operating parameters as well as active and stored trouble/diagnostic codes.

Other Features Air blast horn, full LED light package including strobe light, and Live-View 360 degree 4 camera safety monitoring system with separate monitor in cab.

Contact Us Today!
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