

# RK297 G7

## Rail King<sup>®</sup>

MOBILE RAILCAR MOVER

Up to 46,300 lbs  
Tractive Effort



### Standard Equipment

**Cab** Air ride operator command pod with easy controls, jump seat, integrated air conditioning and heating systems, floor mat

**Windows** tinted, full view on front, safety glass

**Lights** LED light package with strobe lights

**Air** 100 CFM total, dual air compressors

**Cameras** Live view, 360 degree camera system

### Design Features

- Cummins QSB 6.7L Tier 4F
- Funk DF150 4-speed automatic transmission
- John Deere Inboard planetary axles
- Cushioned coupler system
- Friction road wheel drive
- Full width integral bumpers to protect drive train
- RoyalGlide operator comfort system
- Ergonomically designed side mount cab layout



**Innovative  
weight  
transfer  
system**



**Self-  
contained  
operator  
cab**





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### SPECIFICATIONS

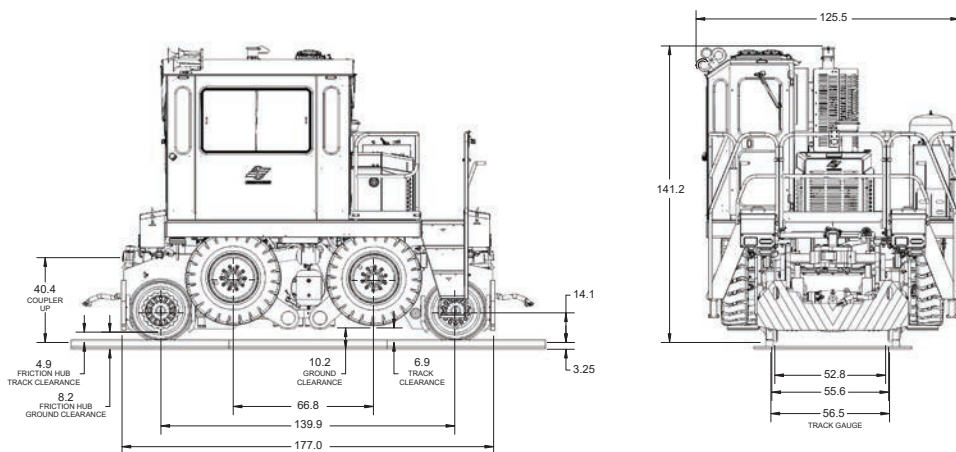
Weight	40,500 lbs
Length	177" 449.6 cm
Width	120" 304.8 cm
Height (on road)	142" 360.7 cm
Height (on rail)	132" 335.28 cm
Rail Clearance	3" 7.62 cm
Road Clearance	10" 25.4 cm
Speeds (Fwd & Rev)	4
On road, top speed	9 mph 14.4 km/h
On rail, top speed	15 mph 24.1 km/h

### ENGINE

Make	Cummins
Model	QSB 6.7
Type	Electronic, 4-cycle, turbocharged diesel
Rated Power	173 bhp @ 2,300 rpm
Fuel Tank	60 gal (227 liters)
Features	US EPA Tier 4(f) (EU Stage IV) compliant

### MAXIMUM TRACTIVE EFFORT

When both couplers are used	46,300 lb
When one coupler is used	29,800 lb



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

**Engine** Powered by the popular Cummins QSB6.7 Tier 4 final engine with fully integrated EcoFit Ultra-low Emissions systems. 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 or manual shift, operator controlled start in second feature.

**Rail & Road-Drive Axles** John Deere 1200 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.

**Road Wheel:** Heavy duty disc and caliper, hydraulic actuated.

**Train Air Brakes:** Push-button operated to release or fully apply, train air hold feature standard.

### Wheels

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

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

**Pneumatic System** High capacity 100 cfm air compressor system. Includes two compressors, reservoirs with drains and dryers.

**Power Steering** Full hydrostatic power steering with improved turning radius.

**Couplers** Two weight-transfer couplers made from fabricated steel (no castings).

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

Multiple windows with tinted safety glass provide excellent visibility around unit. Ample headroom and full size door permits easy access. Protected from rail shock and vibration by RoyalGlide operator comfort system.

**Controls** Full color touchscreen display with consolidated contours and a canbus electrical network allows operators to view and control in real time.

**Other features** 3 trumpet air blast horn, full LED light package, 6 camera safety monitoring system with live, 360 degree view.

Contact Us Today!  
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