

912GS RAIL

**HIGH PERFORMANCE
BOTH ON AND OFF RAIL**



**A compact rail ready
Dump Truck with great
features and performance,
on or off rail.**

Key features

- 10 ton articulated dump truck
- Factory mounted rail wheel system
- MultiTip with 180° tipping range
- Easy switch between on and off rail
- Works in both high and low rail

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 **HYDREMA**

Technical data.

Construction

The standard version of the 912GS RAIL is mounted with a MultiTip body enabling the load to be tipped anywhere in a 180° range. The rail modules are bolted to the chassis and fitted with hydraulic quick couplings allowing the modules to be easily removed if and when the truck shall be used for standard earth moving duties.

Chassis

Articulated chassis with center pivot, and two double acting hydraulic stabilizers. The stabilizers offers very high stability when driving and tipping. When on rails, the oscillation in the pivot point automatically locks. The articulated steering is hydraulically locked from within the cab. The fuel- and hydraulic tanks are integrated in the front frame. Fuel tank: 140 L. AdBlue tank: 14L. Pivot oscillation +/- 12°.

Steering

Hydrostatic load sensing pivot steering with two double acting cylinders, priority valve and integrated emergency steering. Steering cylinders with damping. Max. steering angle +/- 35°.

Hydraulic system

Hydraulic pump with 84 L/min for tipping and steering. Priority valve for steering. Separate pump for brakes and stabilizers.

Safety features

Two cameras pointing directly at the rail wheels, help via displays in the cabin to lower them down on the track. A manual emergency pump is available for emergency operation.

Axles

The 912GS RAIL has electrohydraulic suspension, with two independent suspension cylinders on the front axle. The axles have planetary hub reduction, and separate oil reservoirs in the hubs. The front axle has an automatic limited slip differential lock, and the rear axle has a 100% electrohydraulic differential lock.

Brakes

Dual circuit hydraulic servo system, with oil immersed brake discs at all 4 wheels. The brakes are self-adjusting and maintenance free. The parking brake is a maintenance free electrohydraulic fail-safe brake activating the brake discs in the front axle. On rail, the service- and parking brake works directly on the rail wheels.

Transmission

Automatic ZF WG 115 ERGO POWER transmission, with 6 forward and 3 reverse gears. Electronic soft shift control system without traction interruption. Constant 4WD.

Engine

Cummins B4.5 Stage 5 engine with DOC, DPF and SCR catalysts with AdBlue additive. 4.5 litre, 16 valve common rail turbo diesel with intercooler and electronically variable turbo charger. Max power: 108 kW (147 hp) at 2000 rpm. Max. torque: 600 Nm at 1500 rpm.

Operator cab

Spacious ROPS/FOPS approved cab with suspension and excellent view. Mechanical or air suspended seat. Adjustable steering wheel.

180° MultiTip

Compact swivel system, driven by two double acting cylinders. The system makes it possible to dump the load continuously over a 180° slew range. The robust system is mounted on a large slewing ball bearing.

Dumptruck body

5,6 m³ body robot-welded body in high tensile steel. Tipping angle 75°. Height stop at 4.3 m or 4.5 m as option.

Dimensions

Tires: Michelin CargoXBib 600/55-26.5 Twin

Unladen weight kg 10.410

Load capacity kg 10.000

Width over std. wheels mm 2.470

Wheel base (road wheels) mm 3.080

Length (rail wheels raised) mm 6.330

Track (road wheels) mm 1.860

Speed (road/rail) km/h 30/20

High rail

Wheel base (rail wheels) mm 4.980

Clearance height, cab mm 3.020

Ground clearance (rails) mm 125

Low rail

Wheel base (rail wheels) mm 5.240

Clearance height, cab mm 2.820

