

Model SS 4600

MAXIMUM TRACTIVE EFFORT

46,000 pounds when both couplers are used
30,500 pounds when one coupler is used

FRAME

Heavy duty, welded from 2" steel plate

ENGINE

Detroit Diesel series 40 turbocharged diesel
Rated Power: 210 bhp at 2,500 rpm

MUFFLER

Sound attenuating, spark arresting type

AIR CLEANER

Nelson 9N with replaceable cartridges

TORQUE CONVERTER

2.63 to 1 torque multiplication

TRANSMISSION

John Deere Model 2000 w/torque converter
Rated Power (max): 225 bhp (168 kW)

RAIL WHEEL GEAR CASE

John Deere spiral bevel gear set; designed for bi-directional operation

BRAKES

Inboard multiple wet disc brakes. Provides cooler operation and longer life due to large sump. Protected from contaminants and can last up to four times longer than dry disc brakes. Spark-free for regulatory compliance in hazardous environments. Designed for off-highway applications. Minimum fade with repeated use. Automatic adjustment reduces routine maintenance cost.

RAIL WHEELS

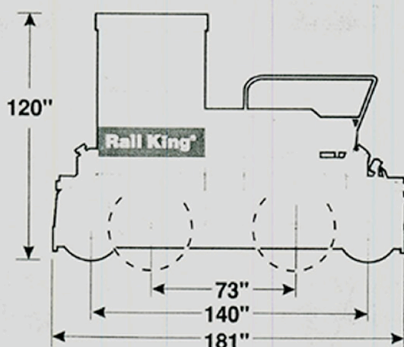
28" diameter heat-treated cast steel. Tapered thread contour to AAR specifications.

ROAD WHEELS

Hard rock lug 16-ply 1200 ↔ 20

RAIL DRIVE

John Deere through torque converter; transmission to no-spin differential and internal planetary axles



ROAD DRIVE

REXROTH® hydrostatic pump and motors through Auburn POWER WHEEL® planetary drive hubs

POWER STEERING

New steering design featuring hydrostatic through orbitrol motor for improved ground clearance on road

HYDRAULIC SYSTEM

REXROTH® implement pump provides flow to a centralized high-strength manifold with replaceable sun cartridge valves.

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 in both sides of the frame.

SANDERS

Eight air operated sanders: two for each rail wheel, front and back

LIGHTS

Front and rear tail/stop lights; front and rear sealed beam halogen track lights

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 and two defrost fans.

CAB PLATFORM

Designed wider than the cab to protect cab sheet metal. The platform also provides a catwalk so the switchman can cross over the machine without going through the cab.

WARNING SIGNAL

Air blast horn and back-up alarm

RAIL CLEARANCE

3"

ROAD CLEARANCE

10"

WEIGHT

40,000 lbs

LENGTH

181"

WIDTH

120"

HEIGHT:

ON RAIL 120" ON ROAD 130"

SPEEDS:

ON RAIL 15 mph ON ROAD 9 mph

(forward & reverse)

Rail King®

MOBILE RAILCAR MOVER

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