

912FS RAIL

**HIGH PERFORMANCE
BOTH ON
AND OFF RAIL**



The best features and performance from the compact dump truck turned into a rail machine.

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 category 9B and 9C

Technical data.

Construction

The standard version of the 912FS RAIL is mounted with a MultiTip body enabling the load to be tipped in a 180° range. The rail wheel gear are bolted to the chassis and fitted with hydraulic quick couplings allowing the rail wheel gear 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 gives very high stability when driving and tipping. Center pivot locks automatically on rails. Optional the pivot oscillation can be locked. The fuel- and hydraulic tanks are integrated in the front frame. Fuel tank : 140 L. AdBlue tank: 19L. Pivot oscillation +/- 12 °.

Transmission

Automatic ZF WG 115 ERGO POWER transmission, with 6 forward and 3 reverse gears. Electronic soft shift control system without traction interruption. Automatic or manual gearshift over joystick pushbuttons. Constant 4 wheel drive.

Engine

Cummins QSB 4.5L stage 4 with DOC and SCR catalyst with AdBlue additive. 16 valve Common rail turbo diesel engine with intercooler, electronic variable turbocharger and EGR with cooling. Max. Power: 147 Hp (108 kW) at 2000 rpm. Max. Torque 597Nm at 1500 rpm.

Tires

600/55-26.5 Twin (Michelin BiBX Cargo).

Axles

The 912FS 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.

Hydraulic system

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

180° MultiTip (optional)

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

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°.

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 parkingbrake work directly on the rail wheels.

Dumptruck body

5,6 m³ body robot-welded body in high tensile steel.

Operator cab

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

Dimensions

| | | |
|--------------------------------|----------------|--------|
| Unladen weight | kg | 10.410 |
| Load capacity | kg | 8.000 |
| Width - 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 |
| Category 9B (high rail) | | |
| Wheel base (rail wheels) | mm | 4.980 |
| Clearance height, cab | mm | 3.020 |
| Ground clearance (rails) | mm | 125 |
| Category 9C (low rail) | | |
| Wheel base (rail wheels) | mm | 5.240 |
| Clearance height, cab | mm | 2.820 |
| Body capacity, heaped | m ³ | 5,6 |
| Fuel tank | l. | 140 |
| Speed (road/rail) | km/h | 30/20 |

