

/// 912GS RAIL



THE WORLDS BEST COMPACT ARTICULATED ROAD & RAIL DUMP TRUCK

- Ultra-stable 10-ton articulated dumper
- The MultiTip system delivers precise 180° unloading, enhancing efficiency and precision on-site
- Quick transition between road and rail for maximum flexibility
- High Rail and Low Rail functions ensure adaptability and smooth operation on all working environments

HYDREMA
KEEPS YOU MOVING

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 offer 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°.

TRANSMISSION

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

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.

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°.

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 (144 hp) at 2000 rpm. Max. torque: 600 Nm at 1500 rpm.

HYDRAULIC SYSTEM

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

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 system that engages the brake discs on the front axle.

OPERATOR CAB

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

DIMENSIONS

TIRES

Unladen weight	kg	10,410
Load capacity	kg	10,000
Width over std. wheels	mm	2,470
Wheel base (road wheels)	mm	3,120
Length (rail wheels raised)	mm	6,370
Track (road wheels)	mm	1,860
Speed (road/rail)	km/h	30/20

HIGH RAIL

Wheel base (rail wheels)	mm	5,020
Clearance height, cab	mm	3,020
Ground clearance (rails)	mm	120

LOW RAIL

Wheel base (rail wheels)	mm	5,280
Clearance height, cab	mm	2,820

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.

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.

