

# RK300-WC G6

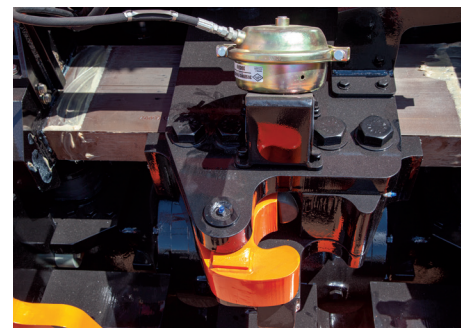
Provides up to 47,550 pounds of tractive effort.

## Design Features

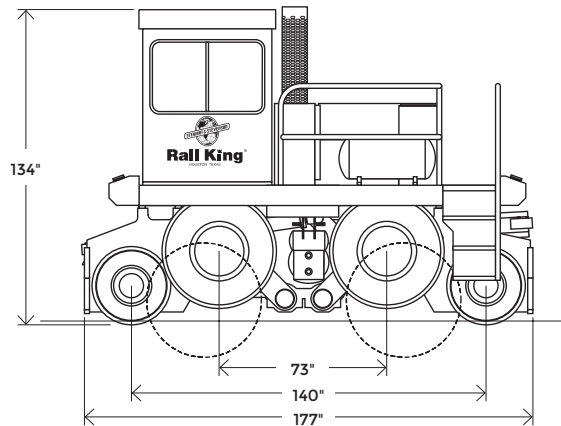
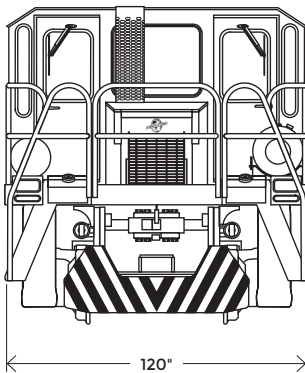
- Cummins QSB Tier 4(f) engine
- Four-speed automatic transmission
- Royalglide operator comfort system
- Patented cushion coupler system
- Friction road wheel drive
- Full-width bumpers to protect powertrain
- Fabricated steel couplers
- Ergonomically designed side mount cab layout
- Unsurpassed operator visibility
- Easy to use push button controls with color LCD display

## Popular Options

- Air conditioning
- Remote control
- Air-ride seats
- Central lube system
- Cold weather protection package
- Spot lights
- Turn signals
- Fire extinguisher
- 100 cfm air compressor
- Other options available upon request



## RAIL KING MODEL RK300-WC G6 MOBILE RAILCAR MOVER



SPECIFICATIONS	
Weight	44,250 lb
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" 76.2 cm
Road Clearance	10" 254 mm
Speeds (Forward & Reverse)	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 (129 kW) @ 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	47,550 lb
When one coupler is used	31,000 lb

### Rail Wheels

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

### Road Wheels

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

### Pneumatic System

High-capacity 50 cfm air compressor system. Includes two compressors, three reservoirs with drains and air dryers.

### Power Steering

Full hydrostatic power steering with improved turning radius.

### Couplers

Two weight-transfer extended length 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 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.

### Full-Width Cab

Provides excellent visibility down both sides of the railcar when negotiating curves. Standard equipment includes dual independent control stations, two fully adjustable locomotive suspension seats, front and rear wipers with washers, heavy duty cab heater, ventilation fans, large opening side windows and tinted tempered safety glass, foot and hand throttle and brake actuators. Cab & platform assembly protected from rail shock and vibration by the Royalglide operator comfort system.

### Controls

Center console style layout with full color LCD display, multi-color LED rocker switch panels, canbus electrical system with PLC based mobile controller. Allows operators to view real time engine, transmission and Rail King operating parameters as well as active and stored trouble/diagnostic codes.

### Other Features

Air blast horn, full LED light package including strobe light, and Live-View 360 degree 4 camera safety monitoring system with separate monitor in cab.

### Frame

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

### Engine

Powered by the popular Cummins QSB6.7 Tier 4 final engine with fully integrated EcoFit™ Ultra-low Emission Systems. The Selective Catalytic Reduction (SCR) system combined with the Diesel Oxidation Catalyst (DOC) achieves near zero emissions. A higher capacity electronic management system controls everything from air intake to exhaust after-treatment for peak performance. 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 shift, operator controlled start in second feature.

### Rail- & Road-Drive

John Deere 1400 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 for regulatory compliance in hazardous environments. **Road wheel:** heavy-duty disc and caliper, hydraulic actuated. **Train Air Brakes:** Push button operated to release or fully apply, modulating hand valve for controlled apply/release, train air hold feature standard.

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