

GALLMAC
RMW

115



MULTITASK RAILWAY MACHINE
MÁQUINA MULTIFUNCIÓN PARA FERROCARRILES

RMW 115

GALLMAC



02-02 - 1ª EDIZ. - GB-E 001

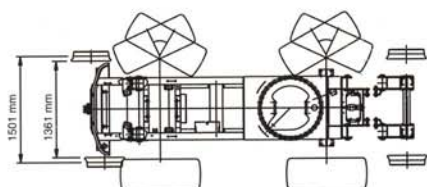
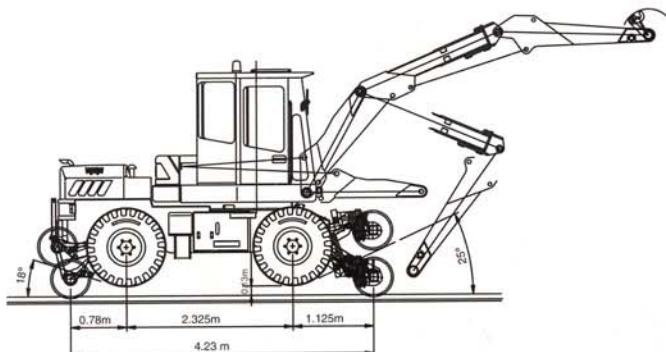
Multitask Railway Machine



Máquina multifunción para ferrocarriles



Mass 11150 kg
(without accessories)



Masa 11150 kg
(sin accesorios)

Specifications:

- 420 bar closed loop independent hydrostatic (automotive) transmission on front axle, with variable displacement pump and motor.
- Maximum speed up to 26 km/h.
- Theoretical gross tractive effort at the wheel 4100 kg.
- Maximum travelling slope on rails: 34.5%.
- Service brake and parking brake integral with the rear axle.
- Idle rear axle.
- Modular railway-type wheels made from forged steel, diameter: 500 mm.
- Mechanical and electric safety stop on boom to prevent unwanted contacts with contact line.
- Mechanical and electric safety stop for revolving turret, to prevent rotation on the train travelling side.
- Manual emergency pump to operate the booms and turret, to use in the event of a failure to fold the machine back into the railway template within the pre-set time.
- Load sensors on the wheels to indicate that the overturning equilibrium limit has been reached during the loader operation phase.

Características principales:

- Transmisión independiente sobre el eje delantero de tipo hidrostático (Automotive) con circuito cerrado 420 bares con bomba y motor de cilindrada variable.
- Velocidad máxima hasta 26 km/h.
- Esfuerzo máximo teórico de tracción sobre la rueda 4100 kg.
- Pendiente máxima a superar sobre carril: 34,5%.
- Freno de servicio y de aparcamiento integrados en el eje delantero.
- Eje trasero suelto.
- Ruedas para ferrocarril componibles, en acero forjado de 500 mm de diámetro.
- Dispositivo de parada de seguridad mecánico y eléctrico sobre el brazo para evitar contactos accidentales con línea de contacto.
- Dispositivo de parada de seguridad mecánico y eléctrico para torreta revólver para impedir la rotación por el lado donde circulan los trenes.
- Bomba manual de emergencia que acciona los brazos y la torreta, a utilizar en la eventualidad de avería para el retroceso de la máquina en el gálibo en los tiempos programados.
- Sensores de carga sobre las ruedas para poner de manifiesto que se ha alcanzado el límite de equilibrio al vuelco durante la función cargador.



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Dimensional and operative features of the Multipurpose Machine GALLMAC RMW 115

1. Rail drive

1/a

The usual system to drive the machine on rails is the buggy wheel system. However it decreases the lifting capability of the machines since it forces the axles gauge to be the rails gap. Also, soon or later, some rubber tents to cover the buggy wheels causing electrical insulation of the machine on top of the rails.

1/b

The RMW 115, designed for multi purpose targets, has very compact shape and boom kinematics to face successfully every kind of operative condition on and off rails. Furthermore, this machine has been provided of a peculiar double rail driving system, the way to increase his multi purpose nature on rails. The driver is able to choose among:

- 1) 4 motive tyres on rail drive (rail-wheels still on rails)
- 2) 4 motive tyres on ground drive (rail-wheels still on rails as well)

1/c

In order to warrant a minimum gap of 130 mm between the rail flat and the bottom part of the lower, the rail wheels have a minimum pitch diameter of 500 mm. They are manufactured according to European standards (see drawing 1/c) and can be modified on demand.

1/d

In order to get the minimum wear when skipping obstacle on rails, to warrant a safe motion on roads and operate efficiently off roads, the machine is provided of Michelin 12.00 R20 X MINE D2 type tyres (see the drawing 1/d).

- 1) On standard condition, the tyres are mounted on inner position and the distance between the tyres is 1414 mm and the outer 2074 mm. This allow the machine to operate with 4 motive tyres on rails while it keeps loading on the rails (narrow gauge configuration).
- 2) Just turning the tyres mounting flanges, the tyres becomes larger than the rails and allows the machine the most stability features during lifting operations while it keeps loading on the rails. The inner distance between the tyres becomes 1790 mm and the outer 2450 mm (wide gauge configuration). (see the drawing 1/d_1).
- 3) The steering system can be locked, just turning on a switch placed in the cab.

1/e

The machine on rails reach a maximum speed of 20 Km/h (up to 25 Km/h on demand) and is provided of braking system able to stop the machine within the terms stated by the European rail standards.

2. Transmission devices for rail rolling

2/a

The fore rail axle is rigidly linked to the undercarriage and vertically adjustable from the cab.

2/b

The rear rail axle, linked to the undercarriage, vertically adjustable from the cab as well, is able to swing for 20 mm stroke per side; this allows to compensate misalignments of the rails.

2/c

The vertical stroke of both the rail axles allows to lift the machine 230 mm above the rail flat and the steering system can be easily locked on straight position from the cab, the way to maintain the shape of the machine within the dimensional limits stated by the European Standards on each operative situation (train stations and tunnels) (see the drawing 2/c_1).

Again, the wide vertical stroke of the axles allows to lower the machine down to 200 mm from the rail flat, the way to let the tyres touch the ground (when tyres are on wide gauge configuration) and therefore to increase the stability features of the machine during lifting operations. On this configuration, 130 mm is the gap between rail flat and the lowest part of the undercarriage according to European Standards (see the drawing 2/c_2).

2/d

When on road, the maximum height of the rail wheels from the ground allows to manoeuvre the machine on every condition and to easily approach trucks for machine transportation (see the drawing 2/d)

2/e

The vertical stroke of both the rail axles, is independently leaded by control levers placed in the cab. Each of the 4 jacks is provided of hydraulic check valve, the way to prevent unsafe movement on fail situations

2/f

Both the rail axles vertical lifting hydraulic systems are provided of a device able to correctly share the total weight of the machine on the 4 axles since the rail wheels provide just rail direction and the tyres provide traction effort. An alarm device warns the operator in case one of the rail axle has not the appropriate load share.

3. Overall Dimensions when driving on rails

3/a

Even though the tyres are on wide gauge configuration, the maximum dimensions of the machine lay within the limits according to the European Standards for rail vehicles. The gap range between the machine and the rail flat is 140 – 230 mm, bigger than the minimum allowed by the Standards (see the drawing 3/a).

3/b

Still when on wide gauge configuration the half overall dimensions per side are the following:

- 1 when on narrow gauge configuration, up to a height range between 1180 mm and 1330 mm, the cab side overall dimension is given by the rail axle and it's 1060 mm. The opposite side has the same overall dimension (see the drawing 3/b_1).**
- 2 when on wide gauge configuration, up to a height range between 1085 mm and 1465 mm, the cab side overall dimension is 1225 mm. The opposite side has the same overall dimension as well (see the drawing 3/b_2).**
- 3 on the cab side up to height range between 2980 mm and 3360 mm, the overall dimension is 1160 mm. It becomes 1260 on cab handle area (see the drawing 3/b_3).**

3/c

The maximum height of the boom is 3195 mm (see drawing 3/c).

4 Operative overall dimensions

4/a

The maximum radius of the turn able turret is 1450 mm. It represents the maximum overall of the working opposite side (see drawing 4/a).

4/b

A mechanic end-turning device, prevents the turret to place the booms over the maximum allowed side overall dimension of 1575 mm on both end when working aside trains.

4/c

The offset device can be locked off by means of pin, in case its unwilled use could be dangerous

4/d

A mechanical end-stroke device set on the first boom cylinder, prevents the higher boom of the machine to reach unsafe height as per local rail standards (see drawing 4/d).

5 Operative features

Rail machines usually must lift, carry and transport weights and the RMW 115 can be competitive with other heavier rail machines because of its independent front motive rail-wheels drive which allows the following:

5/a – operative features when driving

- the distance between the two rail axles are much bigger on the RMW 115 than on any usual buggy wheeled rail machine; this imply that the lifting capability of the RMW on front and on rear (rail direction) is much bigger (better stability).
- on wide gauge configuration the capability of laying the wheels aside the rails under the rail flat down almost to touch the ground, allows the machine to have a lower centre of gravity (150 – 300 mm lower than a traditional machine) the way to improve safe operability when driving or moving loads on the side of the machine.

5/b – operative features when standing on rails

- 1) the stability of the machine, so its lifting capability, mentioned on 5/a –1 is improved again on both the sides of the machine when on wide gauge configuration because of the major gauge the machine gets when lowered down to the ground
- 2) the gauge described above is 1225 mm for the RMW 115 against 790 mm (standard distance between rails) of a traditional machine; this improves the stability of 35% more on 360° of turret rotation (the 360° stability features of RMW 115 are the same of a buggy wheeled rail machine 35% heavier).
- 3) on demand, the RMW 115 can be provided of central outriggers hydraulically controlled from the cab able to reach the ground when on rails to reach the highest stability
- 4) the RMW 115 can be provided, on demand, of safe load system which warns the operator when on unsafe stability configuration of the machine. This system works independently by the boom kinematics configuration and dependently by the gauge configuration of the machine
- 5) still on demand, the machine can be provided of a maintenance basket, CE certified, from which the operator can govern turret rotation and basket lifting/lowering

6 Machine controls

6/a – Operative controls

- 1) On both sides of the seat are two hydraulic levers to control operative movements: the right side levers controls first boom and bucket, the left side one controls turret rotation and third boom. The second boom is controlled by a pedal to be governed by the left foot. The off set cylinder and the auxiliary hydraulic system are controlled by switches placed on top of the mail levers
- 2) Quick coupling device, rail axles movement, outriggers movements, bucket inverter, contemporary lifting of the first and second boom, rear wheeled axle locking, parking brake, and other controls are electrically governed and located on a main panel on the right side of the operator.

6/b – Driving controls

- 1) Steering, accelerator and brake pedal are located the same as in a normal car. Inching pedal is governed by the left foot. Under the steering wheel are located the levers needed to drive on roads: on the left forward/backward lever, on the right lights, turn indicators, windscreen wiper and horn lever
- 2) Steering system selector, steering locking, gear change, braking system of the pulled trolleys and other devices on demand are controlled by levers and switches located on the main panel aside the operator seat.

7 Cab, seat and indicators

7/a – Cab

- 1) The wide windows, even on the roof, allow a clear visibility on each direction; the chance to keep open the front windscreen the side window and the door allow the maximum aeration
- 2) The independently supplied heating system of the cab allow the proper temperature and windscreen defrosting on each weather condition other than the capability of starting the cab heating before turning the engine on.
- 3) Windscreen wiper, cab light, mirrors and other attachments are available as a standard
- 4) Air conditioning system and car hi-fi are available on demand
- 5) A different cab hosting a second passenger is available on demand

7/b – Seat

A comfortable wide seat with separate adjustment of seat back reclining and of chair distance from the steering is available as standard as well as the adjustable seat spring system who allows a comfortable position for every operator size. The seat arms are adjustable too.

7/c – indicators

Each of the important engine checks like engine speed rotation, hour counter, water and oil temperature, pressures, filters stoppage, fuel indicator, are located on the main panel under constant operator sight. Still on the panel are placed other check lights indicating the steering and driving condition

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8 Safe devices and attachments

8/a – Safe devices

Other than the mechanical end-stroke placed on the booms and on the pivoting turret to limit the overall operative dimensions when needed and the block hydraulic valves already described, the machines are provided of all the safe devices needed by the European standards.

- 1) Four each block hydraulic valves flanged on the booms and bucket cylinders who prevent falling
- 2) The machine is provided on both ends of rail standard hook both for rail trolleys coupling and machine depannage
- 3) A manual hydraulic pump allows the operator to move the booms within the safe overall limits in 15 minutes time in case of either engine or hydraulic system failure.
- 4) Two each white and two each red lights are placed on each end of the machine. The white ones are automatically turned on as well as the red ones according on the driving direction (selected by the foreward/backward drive lever)
- 5) Safe stickers and proper horn are placed as per local standards

8/b – Attachments

- 1) Two each 30 bar hydraulic quick connectors placed on both the ends of the machine are available to govern the negative brakes of pulled trolleys. The trolley brakes can be automatically governed at the same time as the machine brakes
- 2) Two each 12 Volts electric quick connectors placed on both the ends of the machine are available to supply the trolley
- 3) An additional hydraulic connection placed on the cab side of the machine is available to supply a manual hydraulic equipment (hammers or other)

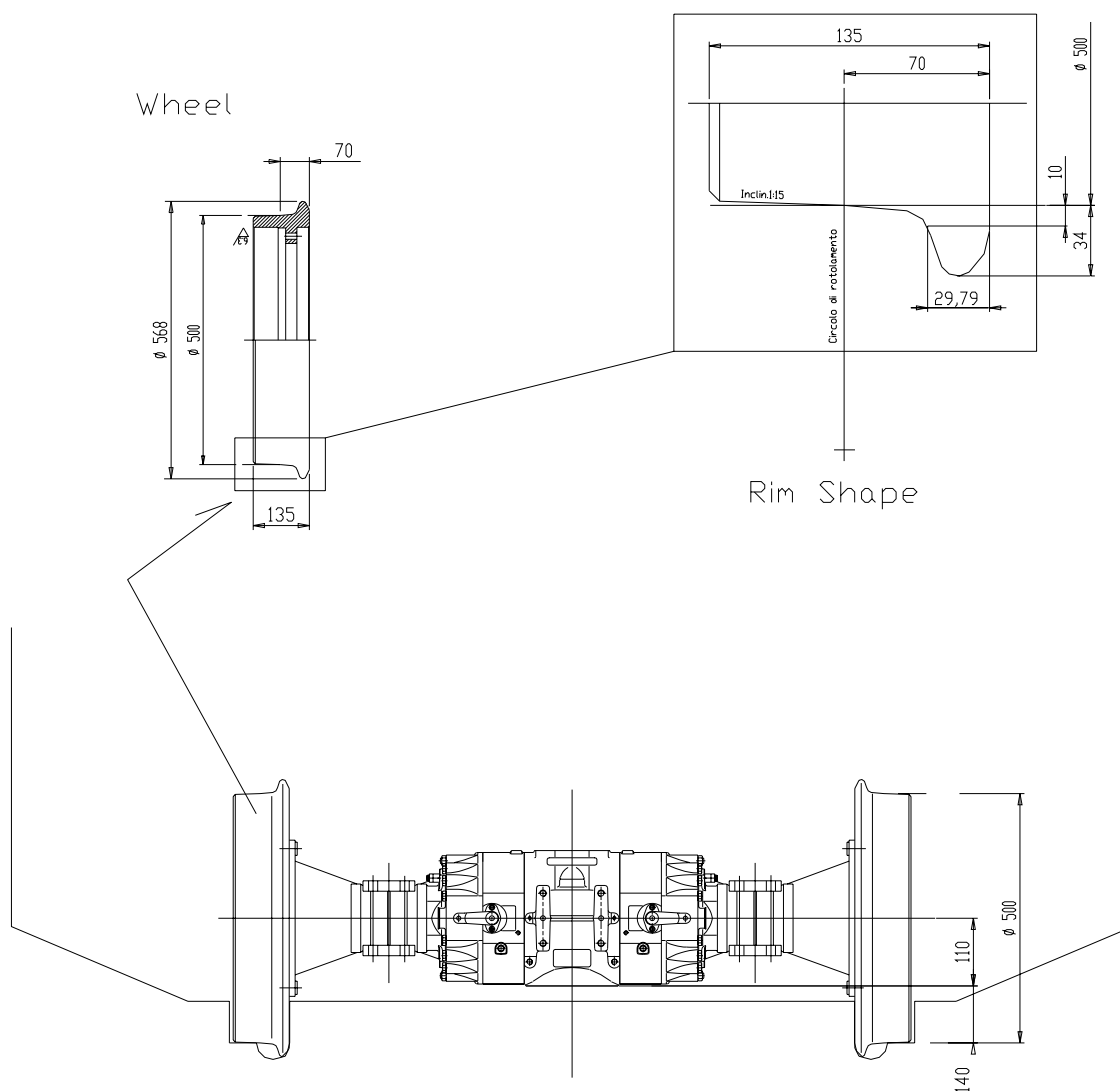
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• 1881 •

Drawing 1/c - In order to warrant a minimum gap of 130 mm between the rail flat and the bottom part of the lower, the rail wheels have a minimum pitch diameter of 500 mm.



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Drawing 1/d - Michelin 12.00 R20 X MINE D2 type tyres.

INCREASED PRODUCTIVITY

The ultra-deep L5 rock tread with massive buttressed shoulders and sidewalls provide resistance to damage in severe operating conditions.

LONG TIRE LIFE

The combination of multiple steel belts, cut-resistant rubber compounds and a heavy-duty casing means fewer flats.

MAXIMUM COMFORT AND MACHINE PROTECTION

The Michelin radial design helps protect valuable machine components while giving operators a smooth, comfortable ride. It eliminates the need for expensive foam/poly fill or chains.



Sizes	Tread Depth						Diameter		Loaded Radius	
	(32nds)	(mm)	TMPH	TKPH	MSPN	TRA	(in)	(mm)	(in)	(mm)
XMINE D2										
10.00 R 15	60.5	48.0	--	--	18686	L5R	35.8	910.0	16.1	410.0
14.50 R 15	60.5	48.0	--	--	41368	L5R	35.2	894.0	15.9	405.0
7.50 R 15	58.0	46.0	--	--	23416	L5R	33.1	840.0	15.2	385.0
8.25 R 15	60.5	48.0	--	--	22154	L5R	34.7	882.0	15.8	402.0
12.00 R 20	71.8	57.0	4	6	19601	L5R	46.2	1174.0	20.9	532.0
9.00 R 20	64.3	51.0	--	--	09497	L5R	41.5	1054.0	18.9	481.0
12.00 R 24	71.8	57.0	--	--	19455	L5R	50.4	1280.0	23.0	584.0
15.5 R 25	75.6	60.0	--	--	34827	L5R	52.6	1336.0	24.2	615.0
17.5 R 25	81.9	65.0	--	--	32219	L5R	55.2	1402.0	25.0	636.0
18.00 R 25	103.3	82.0	--	--	00489	L5R	65.3	1658.0	29.4	747.0
20.5 R 25	93.2	74.0	--	--	34173	L5R	60.2	1530.0	27.2	690.0
23.5 R 25	104.6	83.0	--	--	14357	L5R	65.2	1656.0	29.4	747.0
26.5 R 25	114.6	91.0	--	--	21337	L5R	70.6	1794.0	31.4	798.0
29.5 R 25	126.0	100.0	--	--	33522	L5R	74.8	1900.0	33.0	838.0
35/65 R 33	110.9	88.0	--	--	19132	L5R	80.7	2050.0	35.7	908.0
45/65 R 39	146.1	116.0	--	--	51136	L5R	101.6	2580.0	44.3	1124.0
45/65 R 45	137.3	109.0	--	--	76263	L5R	106.2	2697.0	46.3	1175.0
55/80 R 57	149.9	119.0	--	--	46514	L5R	146.9	3730.0	64.2	1630

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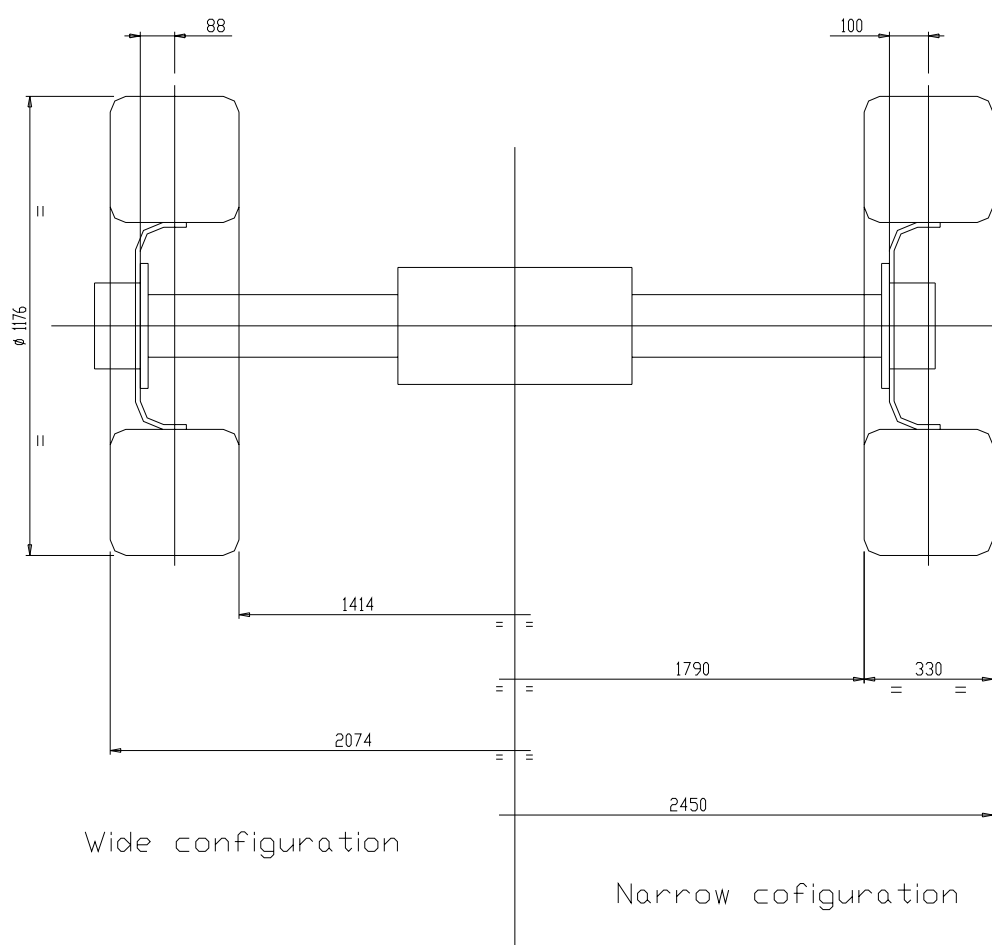
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Drawing 1/d_1 - On standard condition, the inner distance between the tyres is 1414 mm and the outer 2074 mm; this allows the machine to operate with 4 motive tyres on rails while it keeps loading on the rails (narrow gauge configuration). Just turning the tyres mounting flanges, the tyres become larger than the rails and allows the machine the most stability features during lifting operations while it keeps loading on the rails; the inner distance between the tyres becomes 1790 mm and the outer is 2450 mm (wide gauge configuration).



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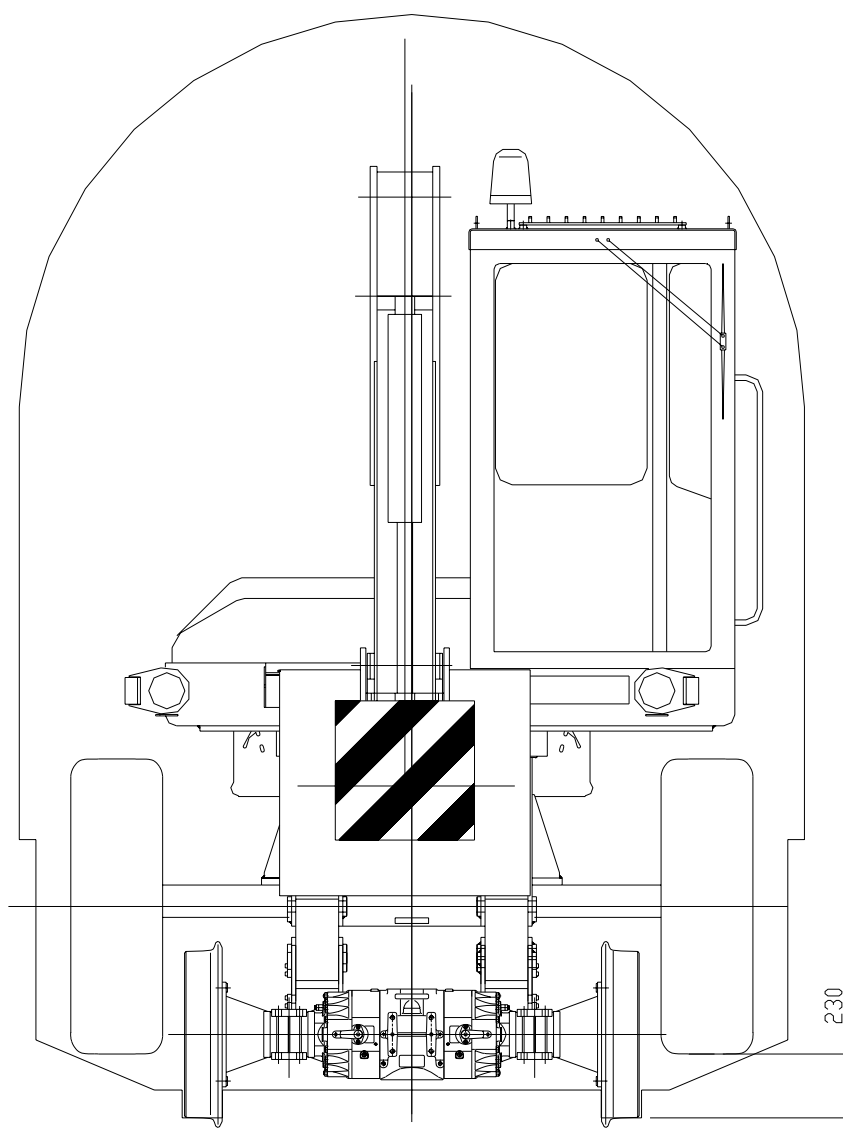
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Drawing 2/c_1 - The vertical stroke of both the rail axles allows to lift the machine 230 mm above the rail flat and the steering system can be easily locked on straight position from the cab, the way to maintain the shape of the machine within the dimensional limits stated by the European Standards on each operative situation (train stations and tunnels).



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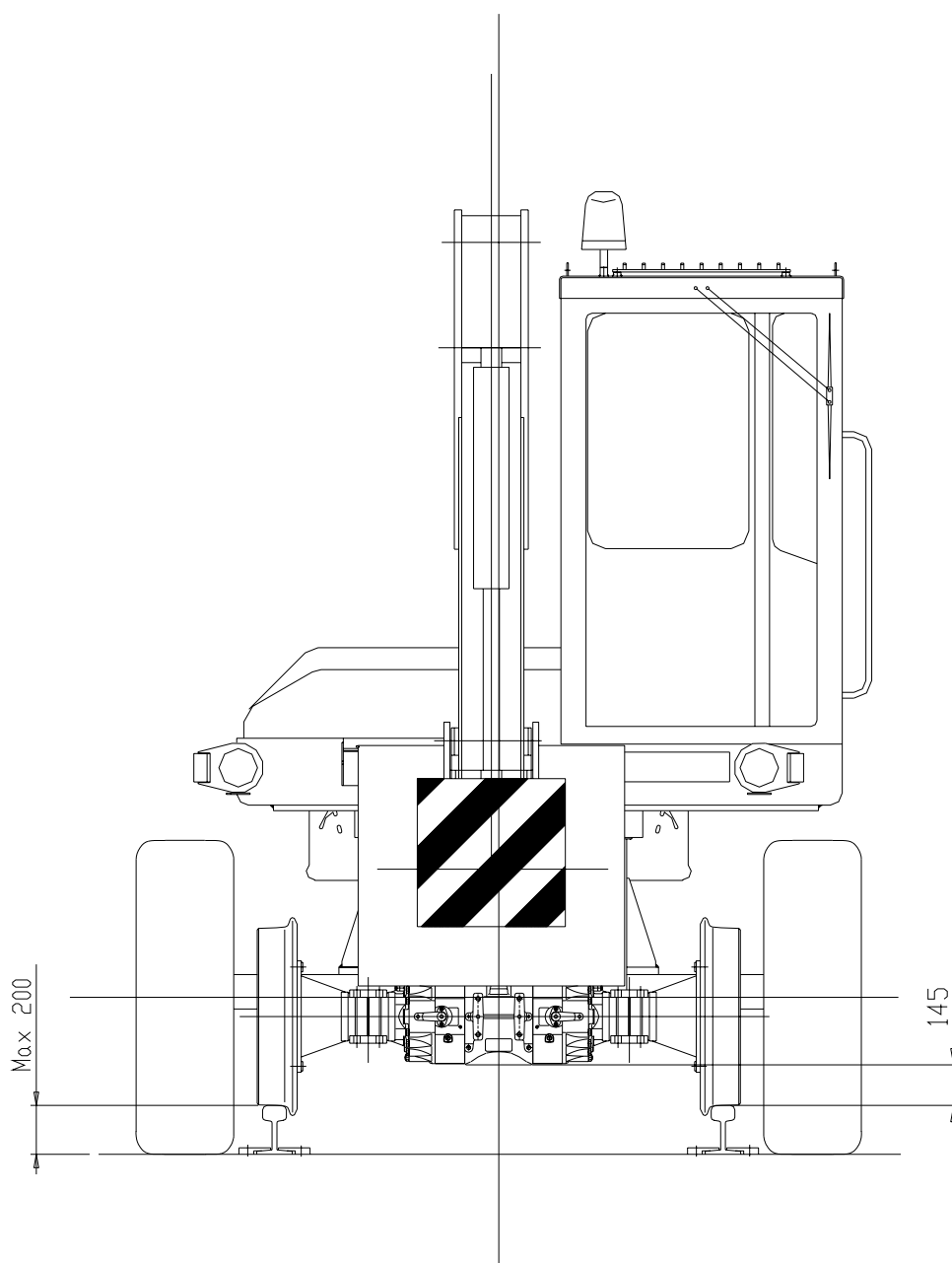
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Drawing 2/c_2 - The wide vertical stroke of the axles allows to lower the machine down to 200 mm from the rail flat, the way to let the tyres touch the ground (when tyres are on wide gauge configuration) and therefore to increase the stability features of the machine during lifting operations. On this configuration, 130 mm is the gap between rail flat and the lowest part of the undercarriage according to European Standards .



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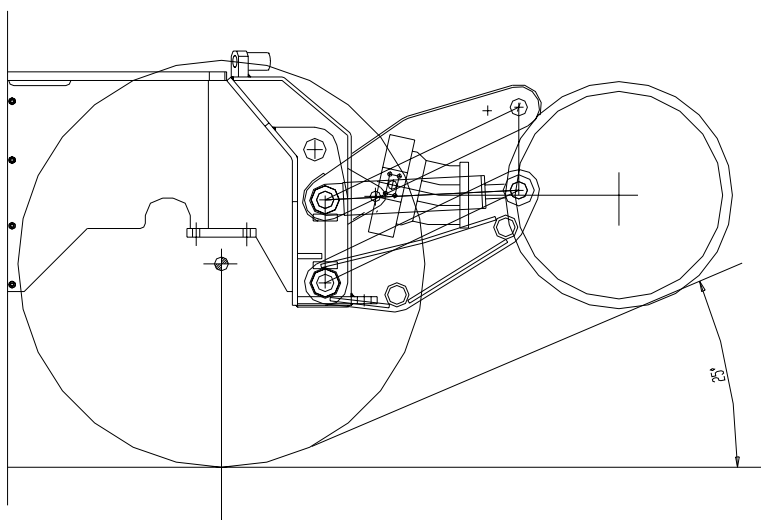


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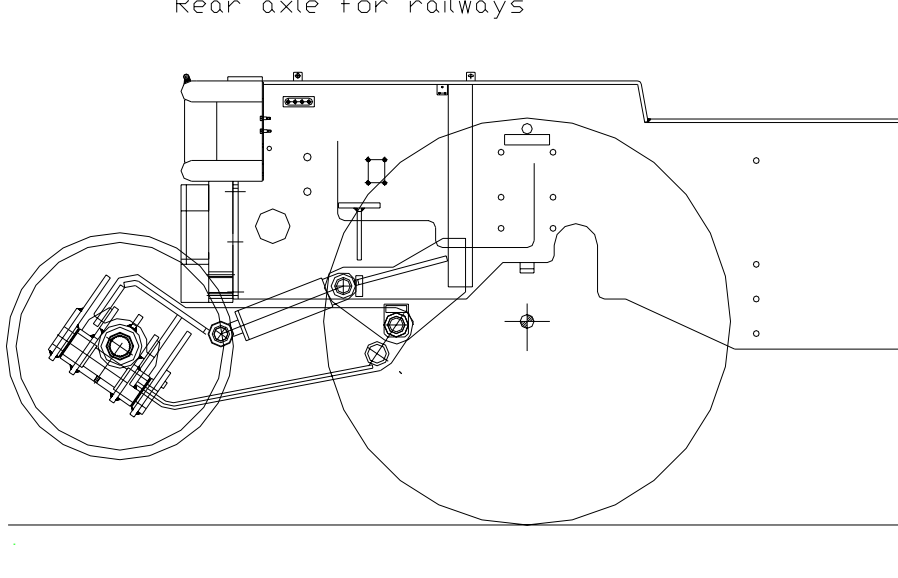
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Drawing 2/d - When on road, the maximum height of the rail wheels from the ground allows to manoeuvre the machine on every condition and to easily approach trucks for machine transportation.

Front axle for railways



Rear axle for railways



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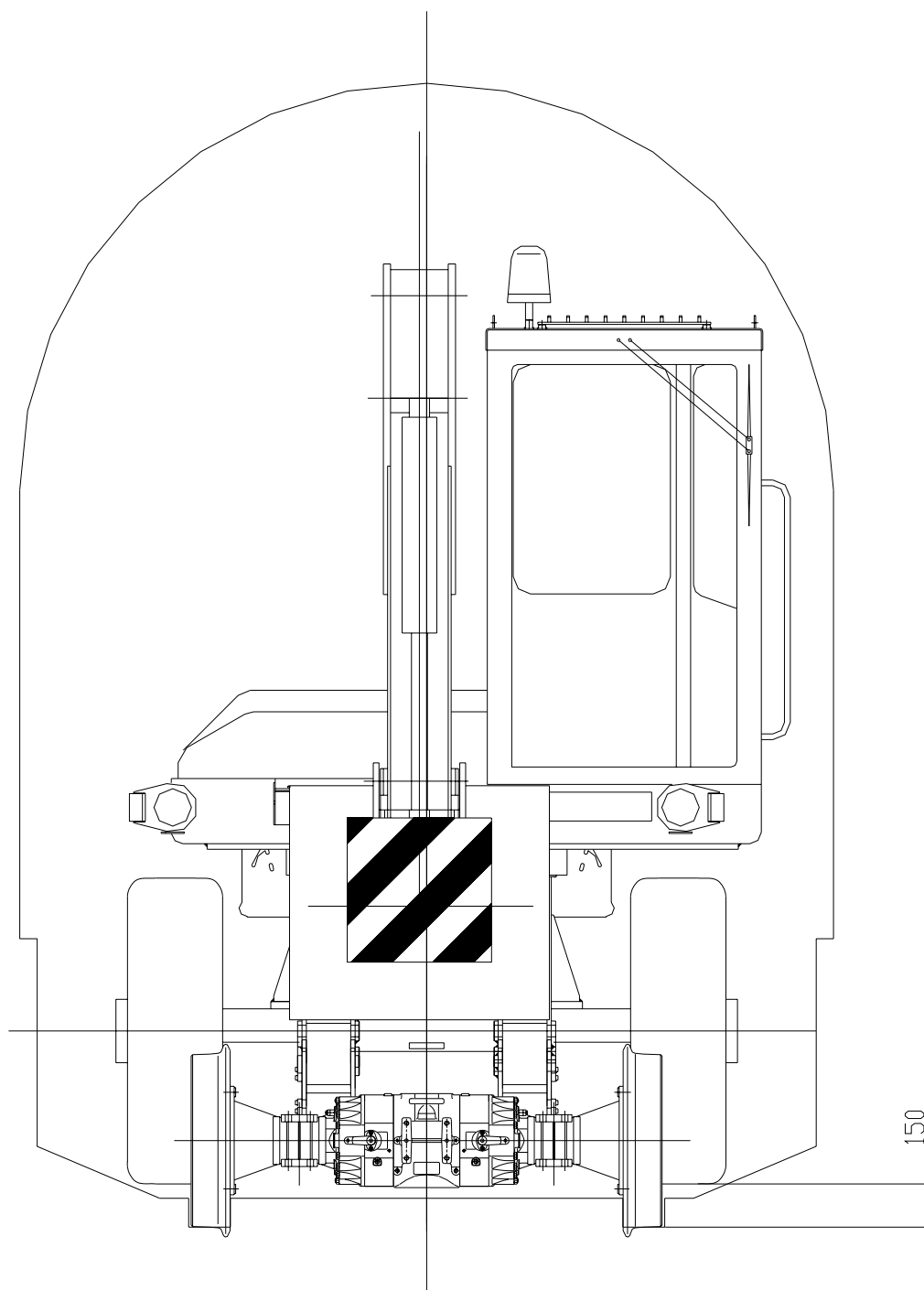
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Drawing 3/a – On narrow gauge configuration the machine must be set at 150mm above the rail flat to keep the overall shape within the limits stated by the European Standards for rail vehicles.



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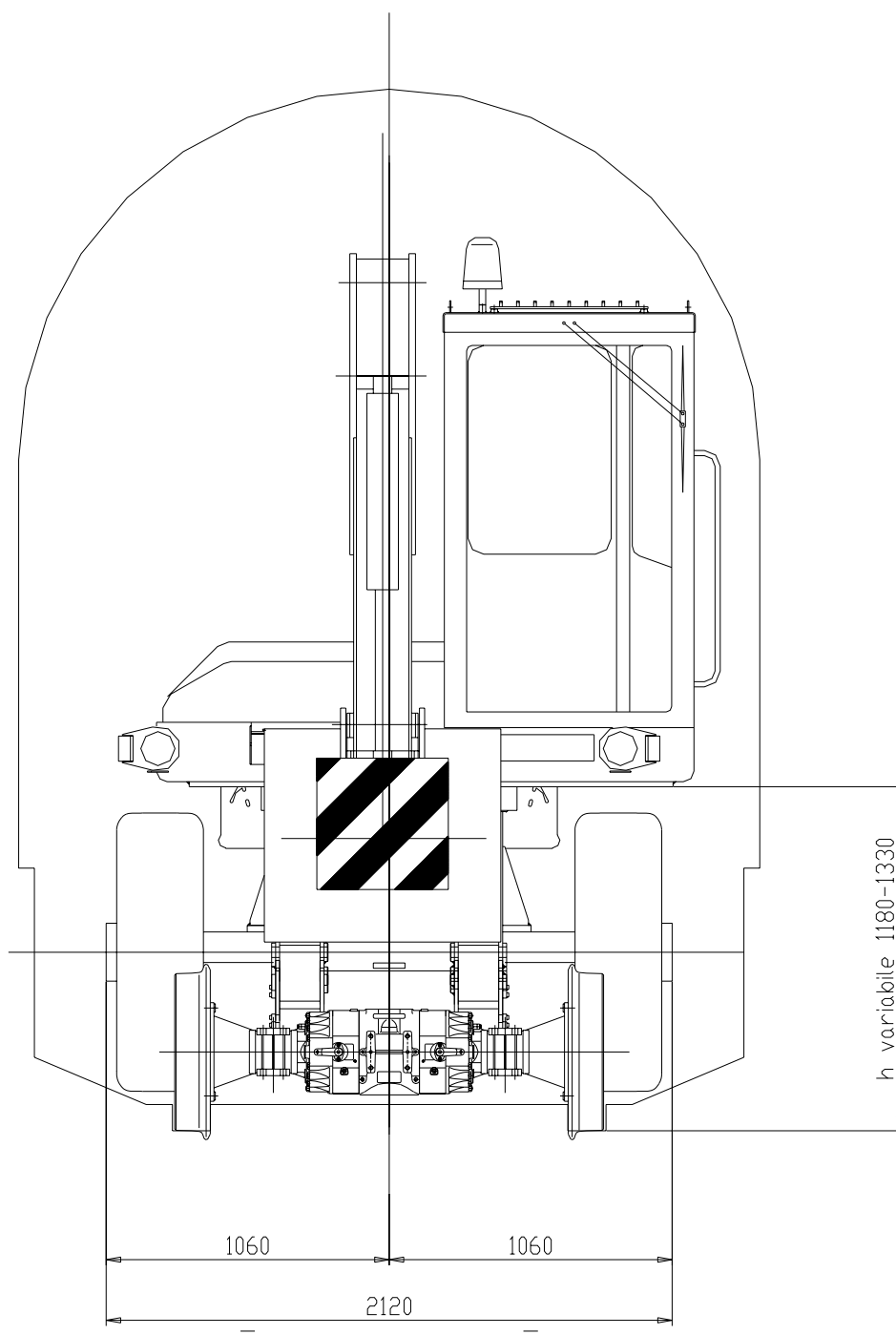
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Drawing 3/b_1 - When on narrow gauge configuration, up to a height range between 1180 mm and 1330 mm, the cab side overall dimension is given by the rail axle and it's 1060 mm. The opposite side has the same overall dimension.



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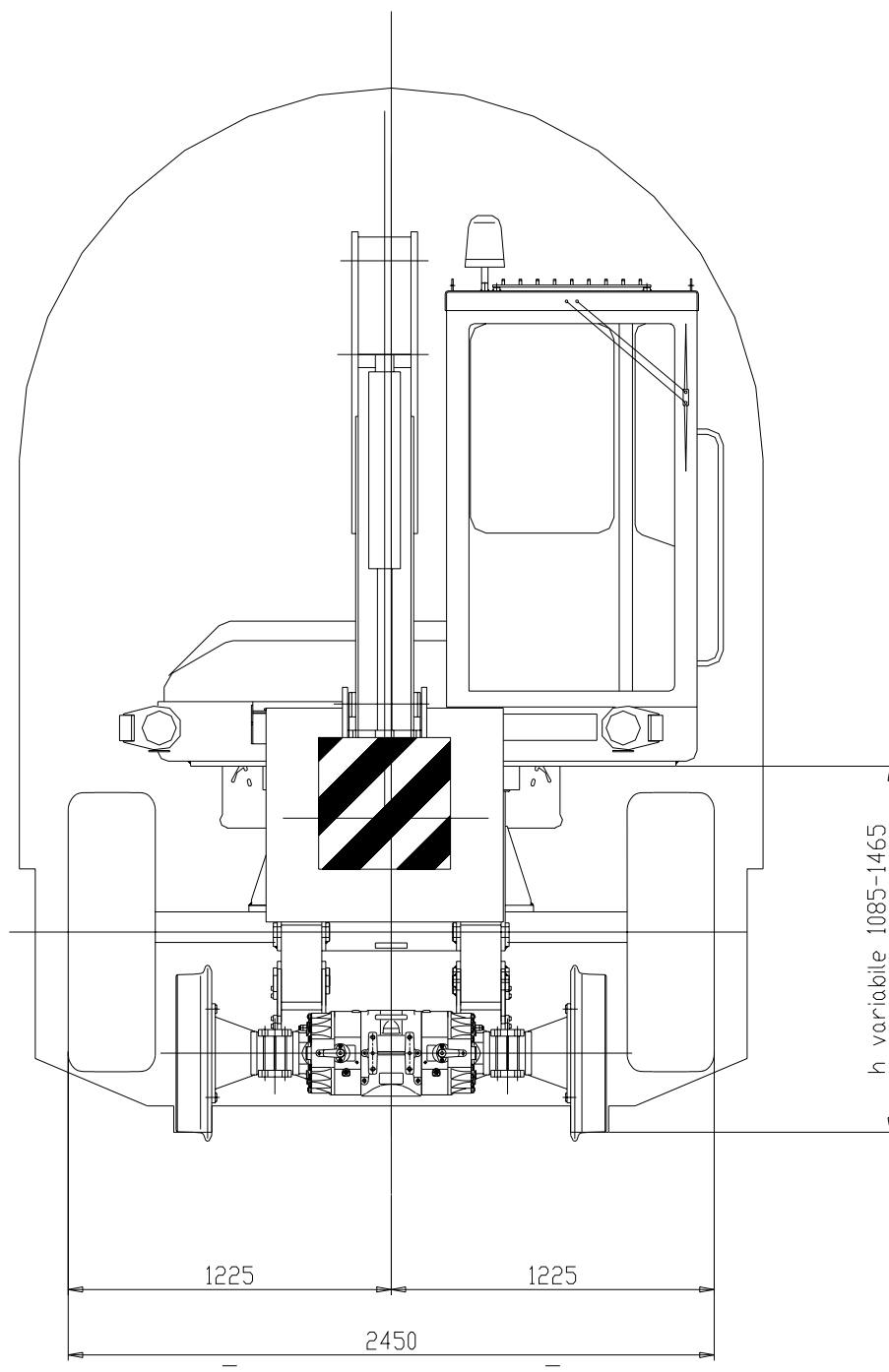
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Drawing 3/b_2 - When on wide gauge configuration, up to a height range between 1085 mm and 1465 mm, the cab side overall dimension is 1225 mm. The opposite side has the same overall dimension as well.



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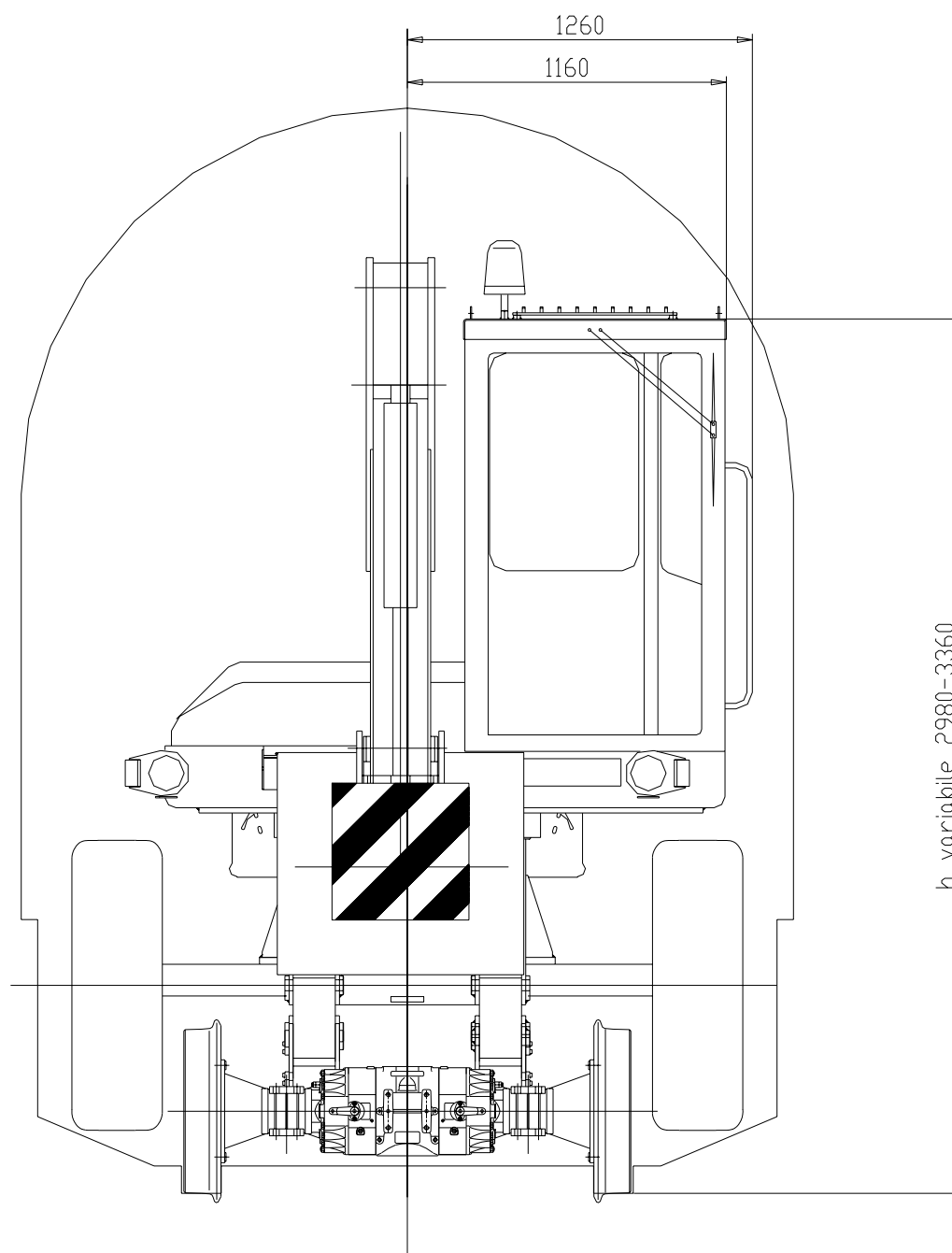
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Drawing 3/b_3 - On the cab side up to height range between 2980 mm and 3360 mm, the overall dimension is 1160 mm. It becomes 1260 on cab handle area.



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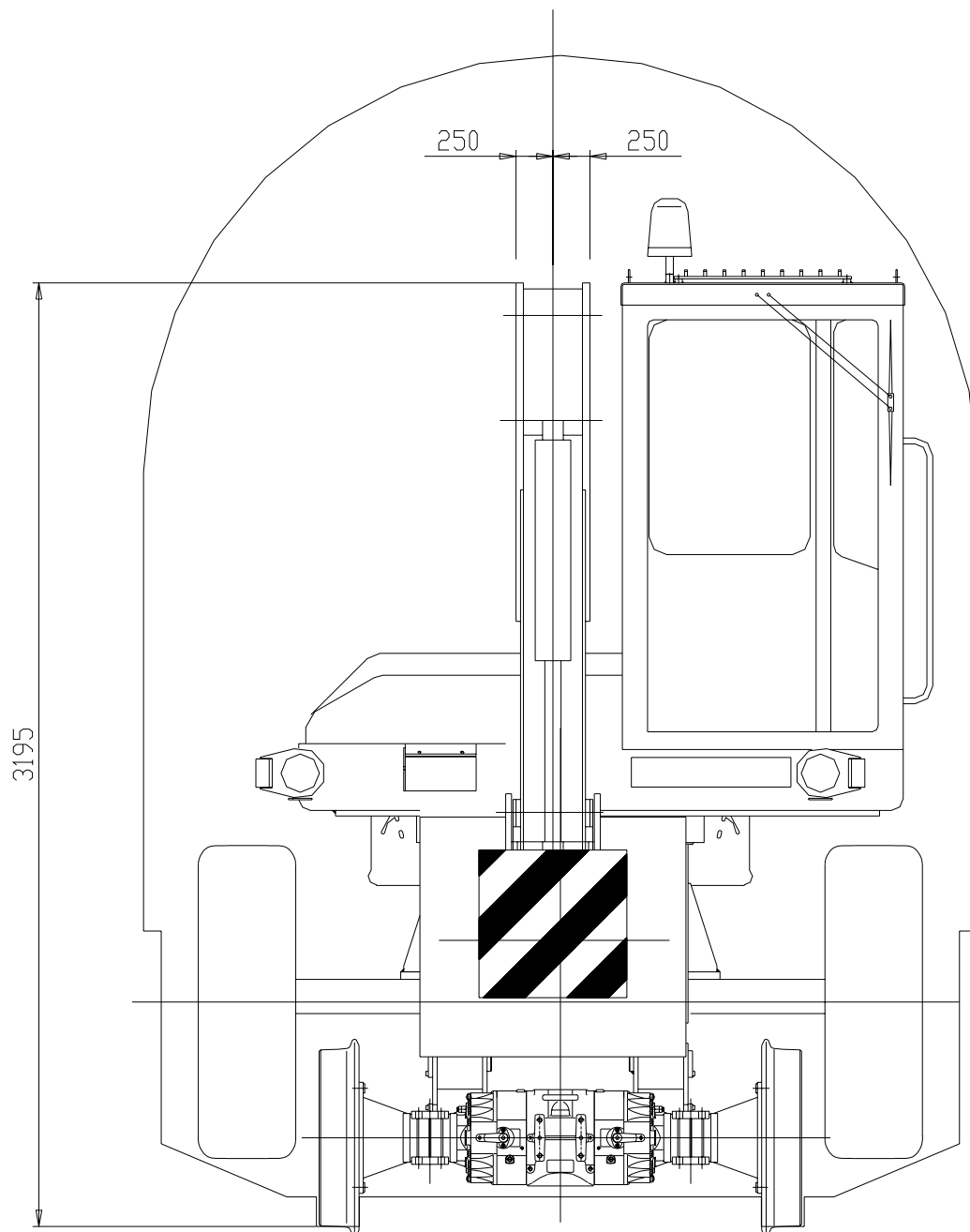
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Drawing 3/c - The maximum height of the boom can be 3195 mm



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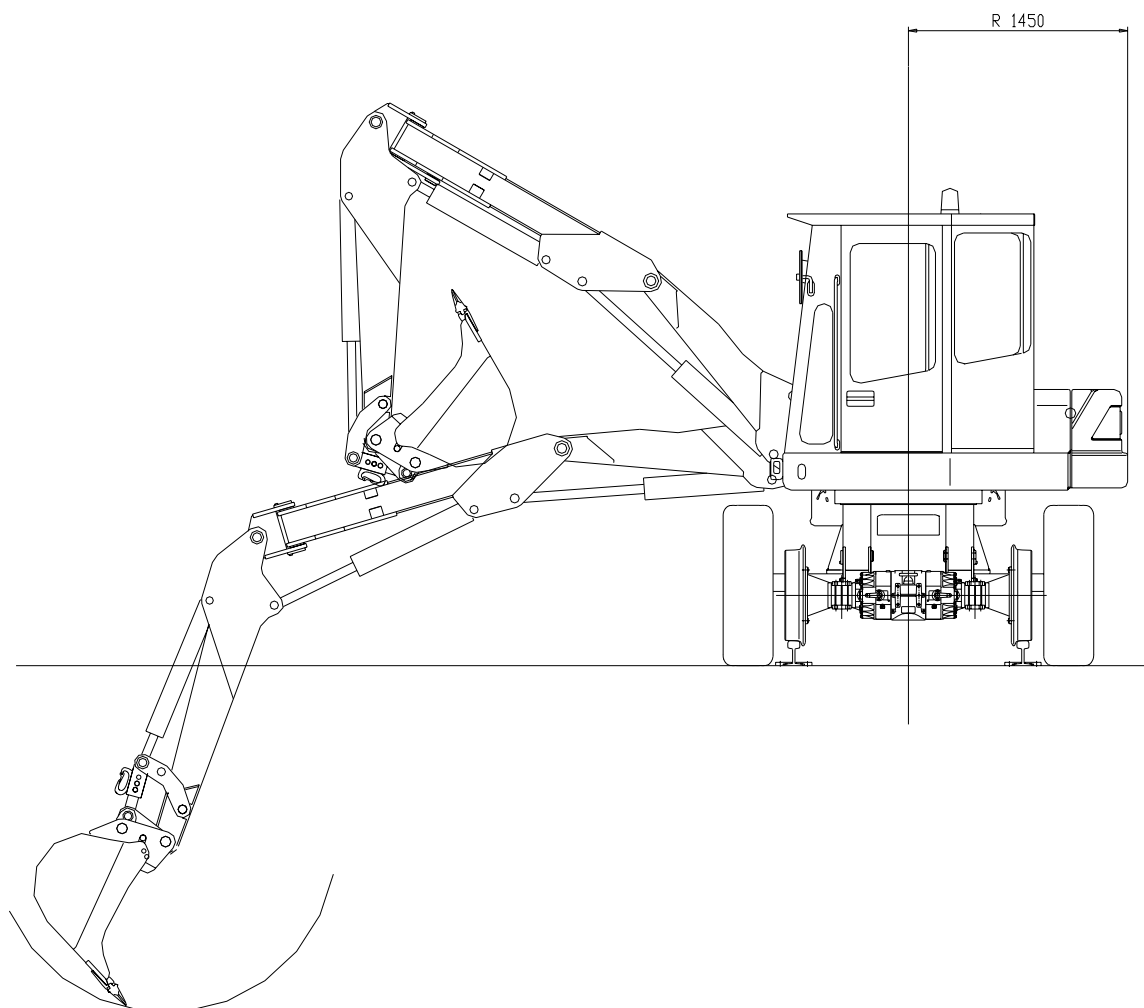
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Drawing 4/a - The maximum radius of the turn able turret is 1450 mm. It represents the maximum overall of the working opposite side.



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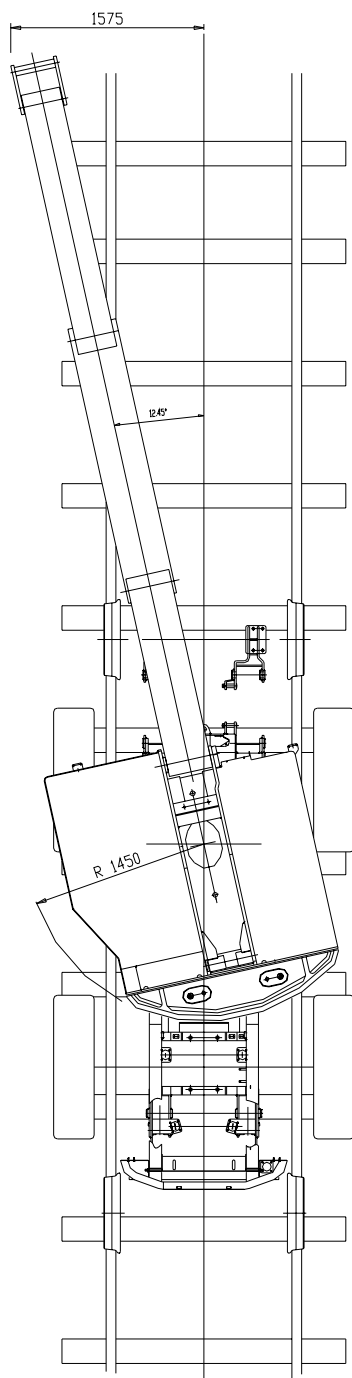
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Drawing 4/b – A demountable mechanic end-turning device, prevents the turret to place the booms over the maximum allowed side overall dimension of 1575 mm on both end when working aside trains.



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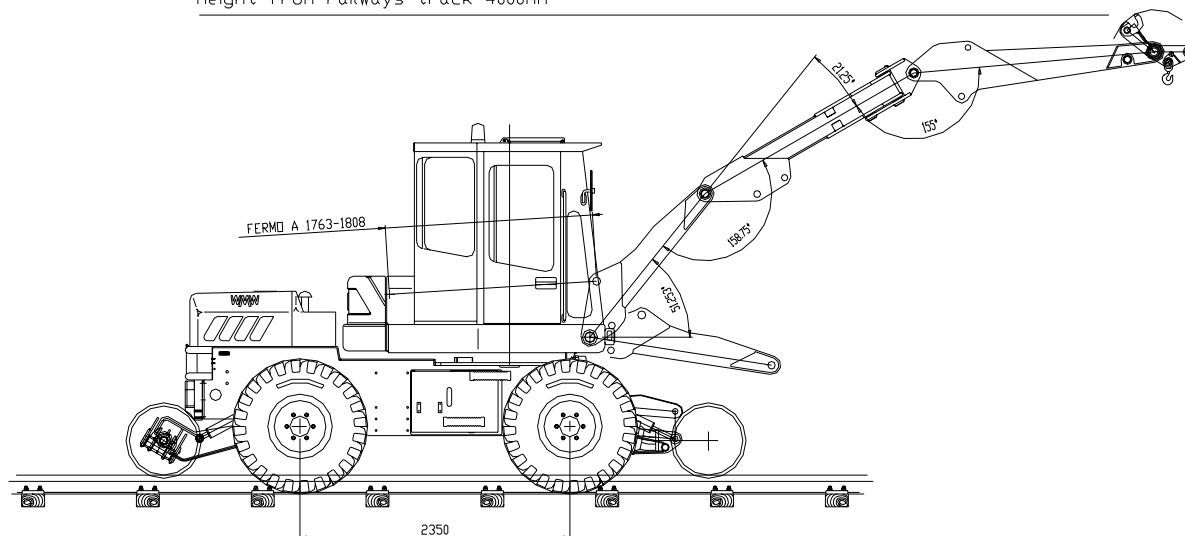
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Drawing 4/d – A mechanical end-stroke device set on the first boom cylinder, prevents the higher boom of the machine to reach unsafe height as per local rail standards.

Height from railways track 4300mm

Height from railways track 4000mm



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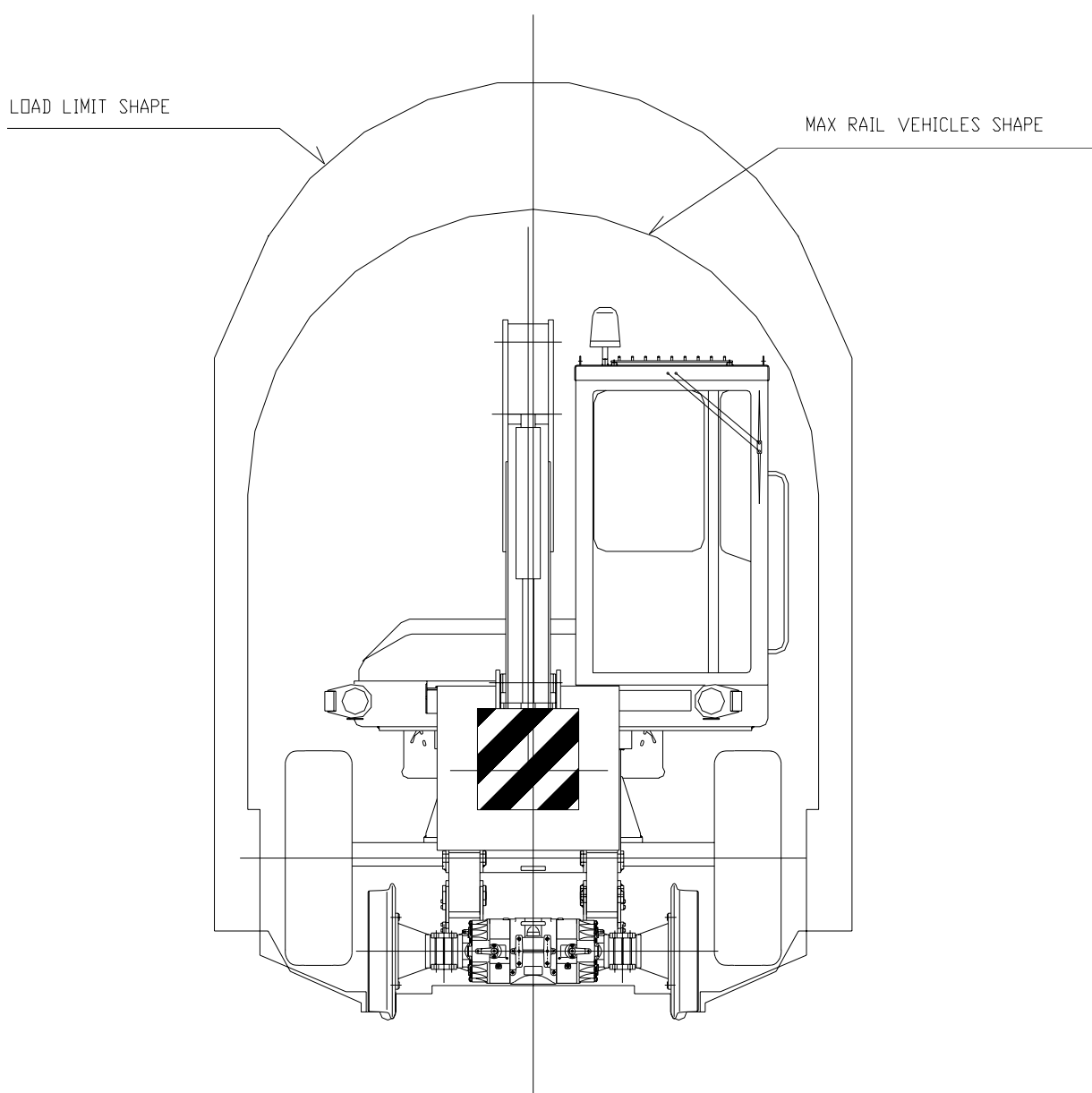


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Location of the multi purpose Gallmac RMW 115 within the overall shape stated by rail Standards

- Load limit shape
- Rail vehicles shape



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RAIL/ROAD MULTIWORKS WHEELED MACHINE

Safeload indicator

The table below assumes that the load is vertically hung by the dedicated attachment

Radius and height are given in METRES; Loads in KILOGRAMMES



Operative conditions

	360° on road	71%	without outriggers				locked axle		
	2.5 m	3.0 m	3.5 m	4.0 m	4.5 m	5.0 m	5.5 m	6.0 m	6.35 m
7.0 m									
6.5 m									
6.0 m									
5.5 m									
5.0 m									
4.5 m									
4.0 m									
3.5 m									
3.0 m									
2.5 m									
2.0 m									
1.5 m									
1.0 m									
0.5 m									
0 m									
-0.5 m									
-1.0 m									
-1.5 m									
-2.0 m									
-2.5 m									
-3.0 m									
	2.5 m	3.0 m	3.5 m	4.0 m	4.5 m	5.0 m	5.5 m	6.0 m	6.35 m

Machine serial n.: _____

WARNING read the table before using the machine.

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Radius and height are given in METRES; Loads in KILOGRAMMES



Operative conditions

operating conditions									
±45° on road (foreward)	71%	without outriggers				locked axle			
	2.5 m	3.0 m	3.5 m	4.0 m	4.5 m	5.0 m	5.5 m	6.0 m	6.35 m
7.0 m									
6.5 m									
6.0 m									
5.5 m									
5.0 m									
4.5 m									
4.0 m									
3.5 m									
3.0 m									
2.5 m									
2.0 m									
1.5 m									
1.0 m									
0.5 m									
0 m									
-0.5 m									
-1.0 m									
-1.5 m									
-2.0 m									
-2.5 m									
-3.0 m									
	2.5 m	3.0 m	3.5 m	4.0 m	4.5 m	5.0 m	5.5 m	6.0 m	6.35 m

Machine serial n.: _____

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Radius and height are given in METRES; Loads in KILOGRAMMES



Operative conditions

$\pm 45^\circ$ on road (backward)	71%	without outriggers					locked axle		
	2.5 m	3.0 m	3.5 m	4.0 m	4.5 m	5.0 m	5.5 m	6.0 m	6.35 m
7.0 m									
6.5 m									
6.0 m									
5.5 m									
5.0 m									
4.5 m									
4.0 m									
3.5 m									
3.0 m									
2.5 m									
2.0 m									
1.5 m									
1.0 m									
0.5 m									
0 m									
-0.5 m									
-1.0 m									
-1.5 m									
-2.0 m									
-2.5 m									
-3.0 m									
	2.5 m	3.0 m	3.5 m	4.0 m	4.5 m	5.0 m	5.5 m	6.0 m	6.35 m

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Operative conditions

	360° on road	71%	with outriggers				locked axle		
	2.5 m	3.0 m	3.5 m	4.0 m	4.5 m	5.0 m	5.5 m	6.0 m	6.35 m
7.0 m									
6.5 m									
6.0 m									
5.5 m									
5.0 m									
4.5 m									
4.0 m									
3.5 m									
3.0 m									
2.5 m									
2.0 m									
1.5 m									
1.0 m									
0.5 m									
0 m									
-0.5 m									
-1.0 m									
-1.5 m									
-2.0 m									
-2.5 m									
-3.0 m									
	2.5 m	3.0 m	3.5 m	4.0 m	4.5 m	5.0 m	5.5 m	6.0 m	6.35 m

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Radius and height are given in METRES; Loads in KILOGRAMMES



Operative conditions

±45° on road (forward)	71%	with outriggers				locked axle			
	2.5 m	3.0 m	3.5 m	4.0 m	4.5 m	5.0 m	5.5 m	6.0 m	6.35 m
7.0 m									
6.5 m									
6.0 m									
5.5 m									
5.0 m									
4.5 m									
4.0 m									
3.5 m									
3.0 m									
2.5 m									
2.0 m									
1.5 m									
1.0 m									
0.5 m									
0 m									
-0.5 m									
-1.0 m									
-1.5 m									
-2.0 m									
-2.5 m									
-3.0 m									
	2.5 m	3.0 m	3.5 m	4.0 m	4.5 m	5.0 m	5.5 m	6.0 m	6.35 m

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Radius and height are given in METRES; Loads in KILOGRAMMES



Operative conditions

$\pm 45^\circ$ on road (backward)	71%	with outriggers				locked axle			
	2.5 m	3.0 m	3.5 m	4.0 m	4.5 m	5.0 m	5.5 m	6.0 m	6.35 m
7.0 m									
6.5 m									
6.0 m									
5.5 m									
5.0 m									
4.5 m									
4.0 m									
3.5 m									
3.0 m									
2.5 m									
2.0 m									
1.5 m									
1.0 m									
0.5 m									
0 m									
-0.5 m									
-1.0 m									
-1.5 m									
-2.0 m									
-2.5 m									
-3.0 m									
	2.5 m	3.0 m	3.5 m	4.0 m	4.5 m	5.0 m	5.5 m	6.0 m	6.35 m

Machine serial n.: _____

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Radius and height are given in METRES; Loads in KILOGRAMMES



Operative conditions

	360° on rails	66%	without outriggers				locked axle		
	2.5 m	3.0 m	3.5 m	4.0 m	4.5 m	5.0 m	5.5 m	6.0 m	6.35 m
7.0 m									
6.5 m									
6.0 m									
5.5 m									
5.0 m									
4.5 m									
4.0 m									
3.5 m									
3.0 m									
2.5 m									
2.0 m									
1.5 m									
1.0 m									
0.5 m									
0 m									
-0.5 m									
-1.0 m									
-1.5 m									
-2.0 m									
-2.5 m									
-3.0 m									
	2.5 m	3.0 m	3.5 m	4.0 m	4.5 m	5.0 m	5.5 m	6.0 m	6.35 m

Machine serial n.: _____

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Operative conditions

operative conditions									
±45° on rails (foreward)	66%		without outriggers				locked axle		
	2.5 m	3.0 m	3.5 m	4.0 m	4.5 m	5.0 m	5.5 m	6.0 m	6.35 m
7.0 m									
6.5 m									
6.0 m									
5.5 m									
5.0 m									
4.5 m									
4.0 m									
3.5 m									
3.0 m									
2.5 m									
2.0 m									
1.5 m									
1.0 m									
0.5 m									
0 m									
-0.5 m									
-1.0 m									
-1.5 m									
-2.0 m									
-2.5 m									
-3.0 m									
	2.5 m	3.0 m	3.5 m	4.0 m	4.5 m	5.0 m	5.5 m	6.0 m	6.35 m

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Safeload indicator

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Radius and height are given in METRES; Loads in KILOGRAMMES



Operative conditions

Operative conditions									
±45° on rails (backward)	66%		without outriggers				locked axle		
	2.5 m	3.0 m	3.5 m	4.0 m	4.5 m	5.0 m	5.5 m	6.0 m	6.35 m
7.0 m									
6.5 m									
6.0 m									
5.5 m									
5.0 m									
4.5 m									
4.0 m									
3.5 m									
3.0 m									
2.5 m									
2.0 m									
1.5 m									
1.0 m									
0.5 m									
0 m									
-0.5 m									
-1.0 m									
-1.5 m									
-2.0 m									
-2.5 m									
-3.0 m									
	2.5 m	3.0 m	3.5 m	4.0 m	4.5 m	5.0 m	5.5 m	6.0 m	6.35 m

Machine serial n.: _____

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Safeload indicator

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Radius and height are given in METRES; Loads in KILOGRAMMES



Operative conditions

	360° on rails	66%	with outriggers				locked axle		
	2.5 m	3.0 m	3.5 m	4.0 m	4.5 m	5.0 m	5.5 m	6.0 m	6.35 m
7.0 m									
6.5 m									
6.0 m									
5.5 m									
5.0 m									
4.5 m									
4.0 m									
3.5 m									
3.0 m									
2.5 m									
2.0 m									
1.5 m									
1.0 m									
0.5 m									
0 m									
-0.5 m									
-1.0 m									
-1.5 m									
-2.0 m									
-2.5 m									
-3.0 m									
	2.5 m	3.0 m	3.5 m	4.0 m	4.5 m	5.0 m	5.5 m	6.0 m	6.35 m

Machine serial n.: _____

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Radius and height are given in METRES; Loads in KILOGRAMMES



Operative conditions

	±45° on rails (foreward)		66%	with outriggers			locked axle		
	2.5 m	3.0 m	3.5 m	4.0 m	4.5 m	5.0 m	5.5 m	6.0 m	6.35 m
7.0 m									
6.5 m									
6.0 m									
5.5 m									
5.0 m									
4.5 m									
4.0 m									
3.5 m									
3.0 m									
2.5 m									
2.0 m									
1.5 m									
1.0 m									
0.5 m									
0 m									
-0.5 m									
-1.0 m									
-1.5 m									
-2.0 m									
-2.5 m									
-3.0 m									
	2.5 m	3.0 m	3.5 m	4.0 m	4.5 m	5.0 m	5.5 m	6.0 m	6.35 m

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Radius and height are given in METRES; Loads in KILOGRAMMES



Operative conditions

$\pm 45^\circ$ on rails (backward)	66%	with outriggers				locked axle			
	2.5 m	3.0 m	3.5 m	4.0 m	4.5 m	5.0 m	5.5 m	6.0 m	6.35 m
7.0 m									
6.5 m									
6.0 m									
5.5 m									
5.0 m									
4.5 m									
4.0 m									
3.5 m									
3.0 m									
2.5 m									
2.0 m									
1.5 m									
1.0 m									
0.5 m									
0 m									
-0.5 m									
-1.0 m									
-1.5 m									
-2.0 m									
-2.5 m									
-3.0 m									
	2.5 m	3.0 m	3.5 m	4.0 m	4.5 m	5.0 m	5.5 m	6.0 m	6.35 m

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Safeload indicator

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Radius and height are given in METRES; Loads in KILOGRAMMES



Operative conditions

	360° on rails – 140 mm canted rail		66%	without outriggers			locked axle		
	2.5 m	3.0 m	3.5 m	4.0 m	4.5 m	5.0 m	5.5 m	6.0 m	6.35 m
7.0 m									
6.5 m									
6.0 m									
5.5 m									
5.0 m									
4.5 m									
4.0 m									
3.5 m									
3.0 m									
2.5 m									
2.0 m									
1.5 m									
1.0 m									
0.5 m									
0 m									
-0.5 m									
-1.0 m									
-1.5 m									
-2.0 m									
-2.5 m									
-3.0 m									
	2.5 m	3.0 m	3.5 m	4.0 m	4.5 m	5.0 m	5.5 m	6.0 m	6.35 m

Machine serial n.: _____

WARNING read the table before using the machine.

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RAIL/ROAD MULTIWORKS WHEELED MACHINE

Safeload indicator

The table below assumes that the load is vertically hung by the dedicated attachment

Radius and height are given in METRES; Loads in KILOGRAMMES



Operative conditions

±45° on rails (forward) – 140 mm canted rail	66%	without outriggers	locked axle
--	-----	--------------------	-------------

	2.5 m	3.0 m	3.5 m	4.0 m	4.5 m	5.0 m	5.5 m	6.0 m	6.35 m
7.0 m									
6.5 m									
6.0 m									
5.5 m									
5.0 m									
4.5 m									
4.0 m									
3.5 m									
3.0 m									
2.5 m									
2.0 m									
1.5 m									
1.0 m									
0.5 m									
0 m									
-0.5 m									
-1.0 m									
-1.5 m									
-2.0 m									
-2.5 m									
-3.0 m									
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Operative conditions

Operative conditions									
±45° on rails (backward)–140 mm canted rail				66%		without outriggers		locked axle	
	2.5 m	3.0 m	3.5 m	4.0 m	4.5 m	5.0 m	5.5 m	6.0 m	6.35 m
7.0 m									
6.5 m									
6.0 m	Kg. 3000	Kg. 2700	Kg. 2400	Kg. 2100	Kg. 1800	Kg. 1500	Kg. 1300	Kg. 1100	Kg. 1000
5.5 m									
5.0 m									
4.5 m									
4.0 m									
3.5 m									
3.0 m									
2.5 m									
2.0 m									
1.5 m									
1.0 m									
0.5 m									
0 m									
-0.5 m									
-1.0 m									
-1.5 m									
-2.0 m									
-2.5 m									
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	2.5 m	3.0 m	3.5 m	4.0 m	4.5 m	5.0 m	5.5 m	6.0 m	6.35 m

Machine serial n.: _____

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2.5 m									
2.0 m									
1.5 m									
1.0 m									
0.5 m									
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7.0 m									
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2.5 m									
2.0 m									
1.5 m									
1.0 m									
0.5 m									
0 m									
-0.5 m									
-1.0 m									
-1.5 m									
-2.0 m									
-2.5 m									
-3.0 m									
	2.5 m	3.0 m	3.5 m	4.0 m	4.5 m	5.0 m	5.5 m	6.0 m	6.35 m

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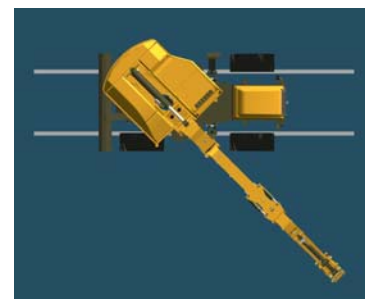
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3.0 m									
2.5 m									
2.0 m									
1.5 m									
1.0 m									
0.5 m									
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