



Continental Railworks

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H-12-B

Front and Rear Units

Specifications Data Sheet

Model:	<i>G-12 hi-rail</i>
Capacity:	<i>12,000 lbs GVWR</i>
Type:	<i>Rotary Front - Rotary Rear</i>
Weight:	<i>Front and rear combined 820 lbs</i>
Wheel Diameter:	<i>10" drop forged AAR wheel profile</i>
Wheel Spindle:	<i>Precision Ground C-1045 steel, 2" diameter</i>
Wheel Bearings:	<i>Heavy duty tapered roller bearings</i>
Suspension:	<i>Rubber aeon front and rear</i>
Locking Mechanism:	<i>Fully automatic locking front and rear</i>
Actuation:	<i>Single hydraulic actuators, front and rear</i>
Derail Skids:	<i>Standard, front and rear</i>
Railsweeps:	<i>Standard, front and rear</i>
Insulation:	<i>Track circuit insulation standard, front and rear at the spindle</i>
Wear Rings:	<i>Standard at all steel-on-steel wear points, front and rear</i>
Alignment:	<i>Simple adjustment for toe-in and toe-out, side to side and axle alignment</i>
Options:	<i>- Track signal shunt kit</i>

Designed for 3/4 or 1 ton regular, extended or crew cab pickups the Continental Railworks H-12 hi-rail unit offers a number of features not otherwise available in today's hi-rail market. Fully automatic mechanical locks, both front and rear, provide excellent operator safety and ease of use, and eliminate the need for pins, hooks or levers to be acutated and often serviced or maintained. Nylon wear rings are used in key areas of the hi-rail unit to eliminate steel-on-steel contact, greatly reducing maintenance and lubrication requirements. As with all Continental Railworks hi-rail units, drop forged wheels are used as opposed to cast or rubber tread, yielding a longer service life. The full unit adjustability, including alignment, toe-in, toe-out, wheel gauge and pressure adjustment allow the unit to be perfectly tuned to whatever vehicle type, conditions or application. Moutning kits are available for Ford & GMC trucks, with lightweight 20" aluminium wheel modification package.

