



Continental Railworks

7380 Verite, St. Laurent, Quebec, H4S 1C5

(514) 956-8081 fax: (514) 956-0737

D-60

Front Unit - Behind Cab

Specifications Data Sheet

Model:	<i>D-60 hi-rail</i>
Capacity:	<i>66,000 lbs GVWR</i>
Type:	<i>Rotary Front (Behind Cab)</i>
Weight:	<i>Front only 1565 lbs</i>
Wheel Diameter:	<i>Tread diameter 14" drop forged AAR profile</i>
Wheel Spindle:	<i>Precision Ground C-1045 steel, 2-3/4" diameter</i>
Wheel Bearings:	<i>Heavy duty tapered roller bearing</i>
Suspension:	<i>Aeon rubber spring (dual), front</i>
Locking Mechanism:	<i>Automatic mechanical locks, front</i>
Actuation:	<i>Twin hydraulic cylinders, front</i>
Derail Skids:	<i>Standard, front</i>
Railsweeps:	<i>Standard, front</i>
Insulation:	<i>Track circuit insulation standard, front</i>
Alignment:	<i>Simple adjustment for toe-in and toe-out, side to side and axle alignment</i>
Optional:	<i>- Front air brakes - Track signal shunt kit</i>

Typically used in conjunction with a G-60 rear unit, the Continental Railworks D-60 is a behind cab hi-rail unit. Designed for 10 ton tandem axle chassis, the G-60 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, yielding a 3 to 5 times 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.

