



Continental Railworks

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G-20

Front and Rear Units

Specifications Data Sheet

Model:	<i>G-20 hi-rail</i>
Capacity:	<i>19,500 lbs GVWR</i>
Type:	<i>Rotary Front - Rotary Rear</i>
Weight:	<i>Front and rear combined 1100 lbs</i>
Wheel Diameter:	<i>Drop forged 10" diameter steel wheels</i>
Wheel Spindle:	<i>Precision Ground C-1045 steel, 2-3/4" diameter</i>
Wheel Bearings:	<i>Heavy duty tapered roller bearings</i>
Suspension:	<i>Rubber aeon suspension front and rear</i>
Locking Mechanism:	<i>Fully automatic locking in both raised and lowered positions</i>
Actuation:	<i>Twin 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</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:**
- *Front and rear hydraulic brakes*
 - *Track signal shunt kit*

Designed for 2 ton regular, extended or crew cab chassis, the Continental Railworks G-20 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.

