



Continental Railworks

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V-60

Rear Unit

Specifications Data Sheet

Model:	<i>V-60 hi-rail</i>
Capacity:	<i>66,000 lbs GVWR</i>
Type:	<i>Vertical Rear</i>
Weight:	<i>Rear only 1120 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>Stiff leg rear unit with rubber vibration dampeners</i>
Locking Mechanism:	<i>Manual or hydraulic locks</i>
Actuation:	<i>Twin hydraulic cylinders, rear</i>
Derail Skids:	<i>Standard, rear</i>
Railsweeps:	<i>Standard, rear</i>
Insulation:	<i>Track circuit insulation standard, rear</i>
Alignment:	<i>Simple adjustment for toe-in and toe-out, side to side and axle alignment</i>

- Optional:**
- Rear air brakes
 - Hydraulically actuated lock
 - Track signal shunt kit

Typically used in conjunction with a G-60 front unit, the Continental Railworks V-60 is a stiff leg rear hi-rail unit. Designed for 10 ton tandem axle chassis, the V-60 hi-rail unit offers a number of features not otherwise available in today's hi-rail market. 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. Contrary to all other Continental Railworks hi-rail units, the rear V-60 unit does not feature fully automatic locks, but uses a hook assembly that is safe and easy to operate, and that can be either manual or hydraulically actuated.

