

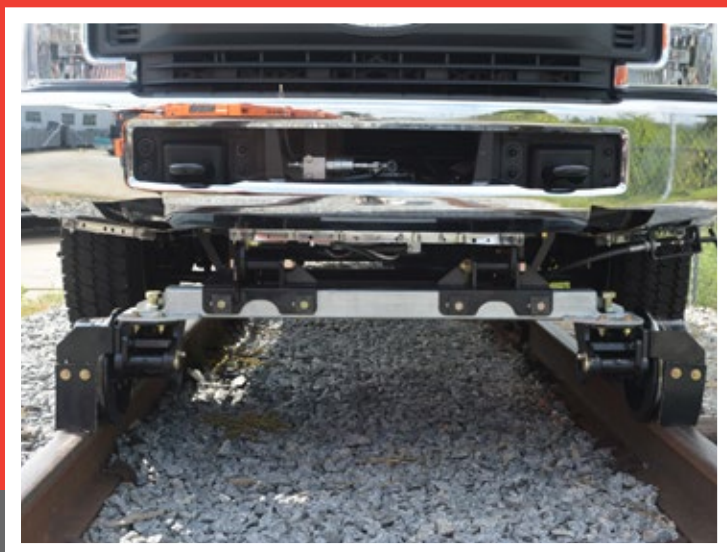
MODEL RW-1016



Light Duty Trucks

GENERAL DESCRIPTION

RW-1016 Railgear features an independent suspension system at each railwheel, utilizing rubber springs for a smooth and quiet ride over uneven rail. The load on each railwheel can be independently adjusted. The 10" machined steel guidewheels ride on unitized hub bearings that maximize service life and minimize maintenance. Select components are hot dip galvanized or zinc plated for additional corrosion resistance. In the rail position, the Railgear is "over-center", which prevents a hydraulic failure from allowing the gear to collapse. An emergency hand pump allows the gear to be lifted into the highway position in the event of hydraulic system failure while on rail.



SUPPORTED CHASSIS

RW-1016 is available for many popular heavy duty pickup chassis. Certain drivetrain and option combinations are typically required for Railgear upfits.

- **GM: 2011-Present** 2500 & 3500
- **Ford: 2008-Present** F-250 & F-350
- **Ram: 2014-Present** 2500 and 3500

**CHECK WITH DMF PRIOR TO CHASSIS SELECTION*



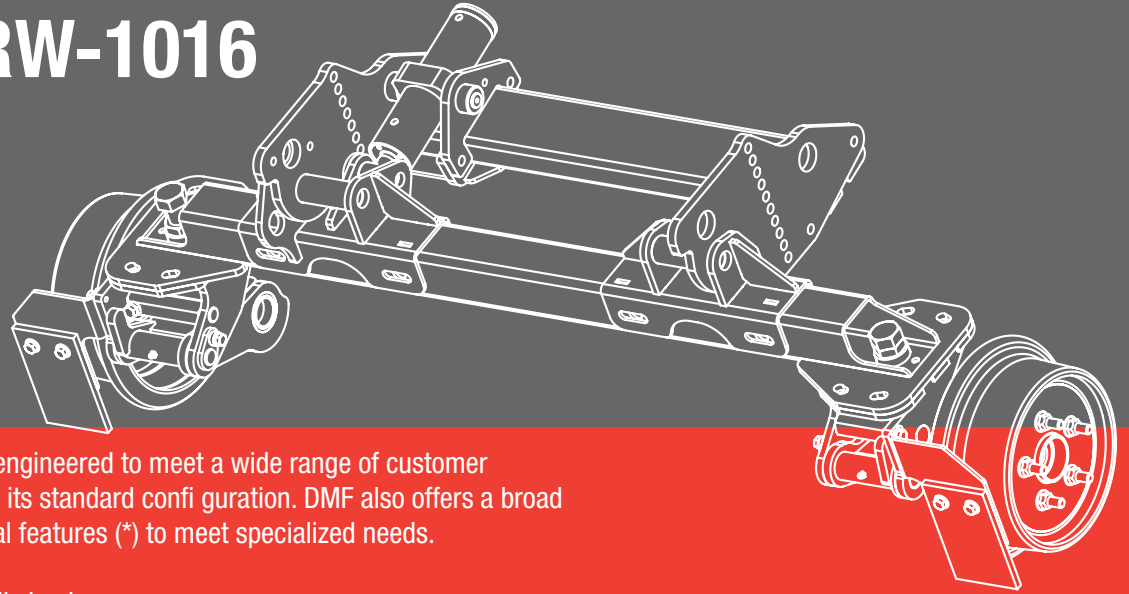
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Quality You Trust

Service You Value

MODEL RW-1016



FEATURES

RW-1016 was engineered to meet a wide range of customer requirements in its standard configuration. DMF also offers a broad range of optional features (*) to meet specialized needs.

- Steel tread railwheels
- Wireless Railgear controls
- 4-corner rail wheel insulation
- Front and rear rail sweeps and de-rail skids
- In-cab switchable rail shunting*
- Heavy duty cable pinoff system (front & rear)*
- Rubber tread railwheels*
- Railgear position sensing for GPS/Telematics integration*
- Custom rail gauges & wheel profiles*



Innovate



Manufacture



On Time Delivery



Support



People You Know, Quality You Trust, Service You Value

Our team has over 300 years of experience bringing innovation, maintenance and training to keep our clients on track.

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