

MODEL RW-1019



Medium Duty

TECHNICAL SPECIFICATIONS

Capacity

- RW-1019: 8,200lbs per rail gear axle at 20MPH

Installation Weight

- Front Rail Gear and Axle Lock System: approx.. 847lbs
- Rear Rail Gear and Mounting Kit: approx. 950lbs
- Hydraulic/Electrical/Accessories (location varies): approx. 75lbs

Gauge

- 56 1/2" standard
- Alternate gauges available

Hydraulics

- Typical requirements: 5gpm @ 2,000psi

SUPPORTED CHASSIS

Ford (Model Years 2003-2015) F450, F550, F650, F750

International (Model Year 2019): CV515

GM (Model Years 2003-2015): 4500, 5500, 6500

DODGE (Model Years 2003-2015): 4500, 5500

**CHECK WITH DMF PRIOR TO CHASSIS*

**CHECK WITH DMF PRIOR TO CHASSIS SELECTION*



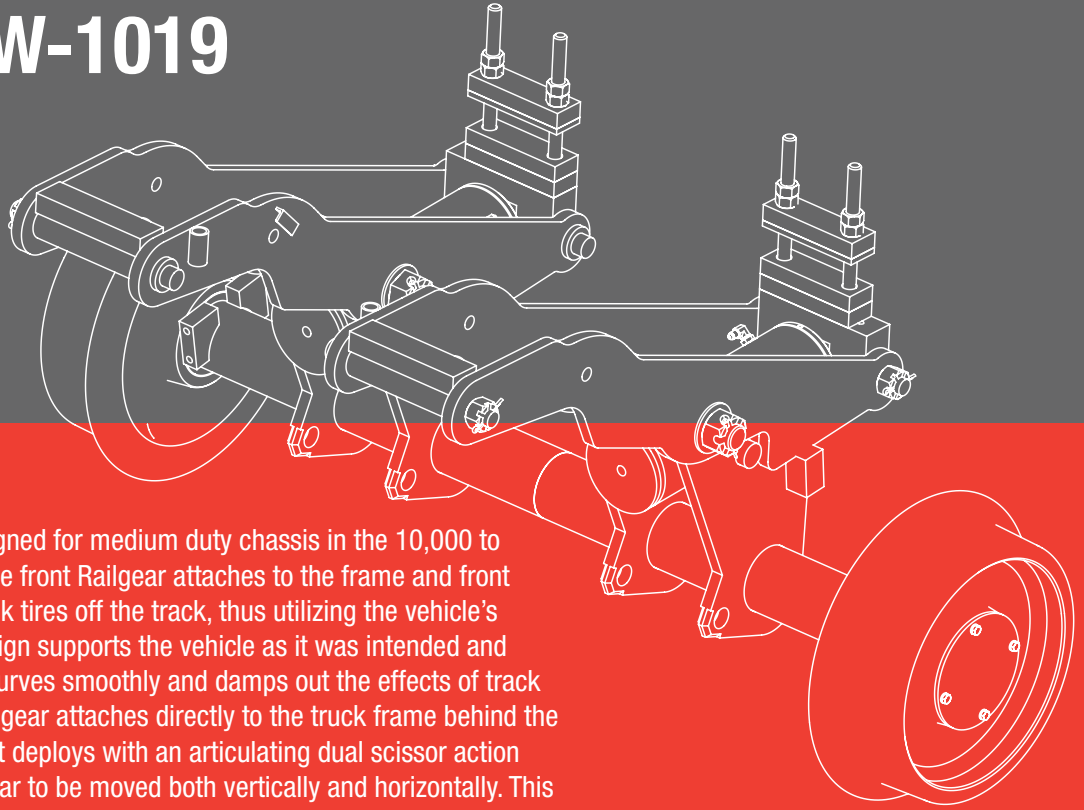
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Service You Value

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FEATURES

RW-1019 Railgear is designed for medium duty chassis in the 10,000 to 19,500 lb GVWR range. The front Railgear attaches to the frame and front axle and lifts the front truck tires off the track, thus utilizing the vehicle's front suspension. This design supports the vehicle as it was intended and helps the truck navigate curves smoothly and damps out the effects of track irregularities. The rear Railgear attaches directly to the truck frame behind the rear axle spring hangers. It deploys with an articulating dual scissor action that allows the rear Railgear to be moved both vertically and horizontally. This mechanism provides the "side shift" action which has made DMF gear so well known in the industry. It gives operators a greater margin for aligning the vehicle to the track, which speeds and simplifies the process of getting the vehicle



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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