



## 33 Series Under - Cab Flexiride Rail Gear for...2019 - 20120 Ford F-550

### Front Under-Cab Rail Gear



### Rear Flexiride Rail Gear



Our Under-Cab Rail Gear is integrated with the Ford F-550 truck frame to shorten up the rail wheel to rail wheel distance for long wheel base trucks to be able to travel on tight rail curves while maintaining full tire contact on the rail head.

Our Flexiride Rail Gear locks over-center just like aircraft landing gear and is just as responsive with its independent suspension. Our Flexiride Rail Gear is Guaranteed to maintain wheel load and maximum braking under the most adverse conditions such as uneven track and on wet rail while traveling on an 8% grade . This cannot be achieved with ordinary rigid Rail Gear.

### Under-Cab Rail Gear Advantages

- Easier to get on off/track on short crossings.
- Rail Gear mounted on strongest part of truck frame; eliminates truck frame flex.
- Shortens entire overall length of truck.
- Best approach and departure angles.

With our independent Flexiride Suspension the truck can be set up so it never has to be adjusted if the payload significantly changes. With ordinary rigid Rail Gear the Rail Gear spacers have to be changed if the payload changes because rigid rail gear will not self-compensate for payload changes.

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## RAIL GEAR DESIGN FEATURES



### TIRES and WHEELS

The standard tires and wheels are replaced with Michelin 295/60R22.5 multiway XD (load range J). These tires provide the needed grip and traction for 8% grades on wet rail conditions. The front tires have a wheel adapter to keep all the tires and wheels the same, therefore eliminating the need for spare tires. When the front and rear wheels are different then two spare tires would be needed.



### WHEELS, RAIL BRAKES AND SHUNTS

Our Rail Wheels are fully machined bolt-on hardened forged steel for maximum wear characteristics. Our rail brakes are disc brakes that are not affected by lubricated rail. Standard Cobra rail brakes are not adequate for effective braking as the rail wheel will slide thru the brake shoes. Our spring loaded rail shunts can be either full time shunting or cab controlled on/off shunting.

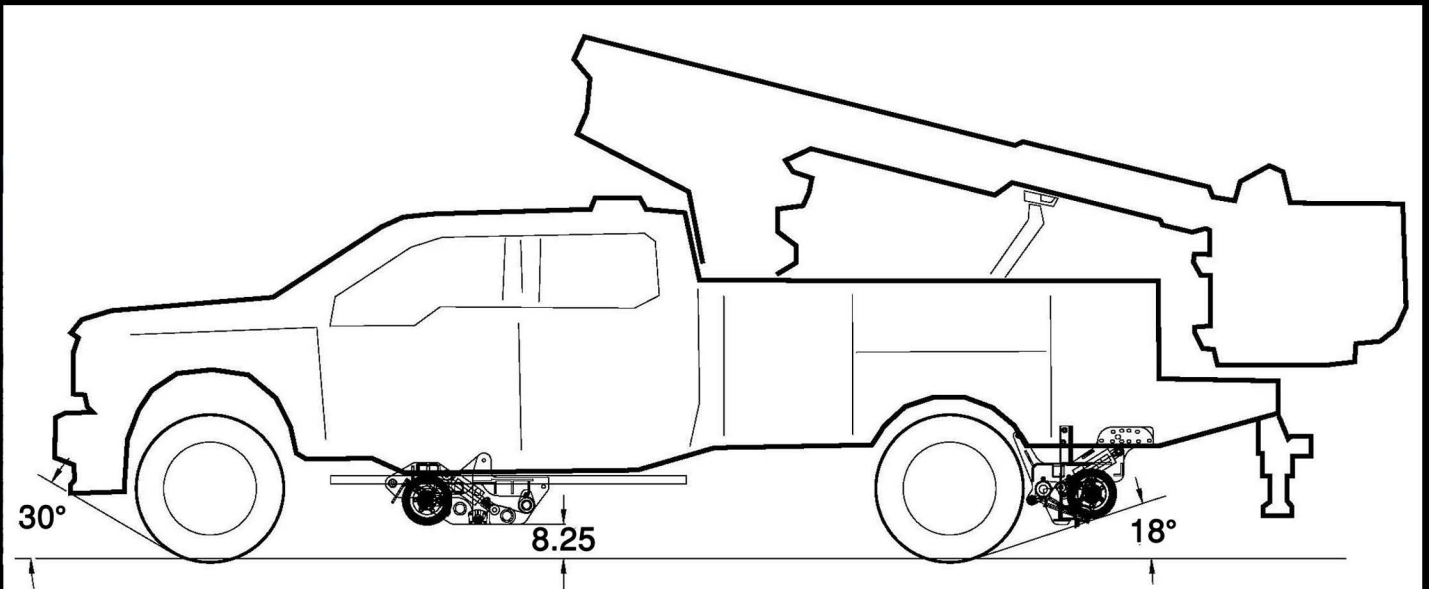


### LUBRICATION and SAFETY PINS

All the pins sockets that incorporate bushings and moving components have grease fittings for maintenance. The wheel bearings can be lubricated from the hub cap that will force all the old grease out of the bearings as new fresh grease is pumped in. This process extends the life of the wheel bearings significantly. Our easily accessible safety pins are proof-tested not to bend or break against full hydraulic pressure.

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## RAIL GEAR SPECIFICATIONS



### CHASIS WEIGHTS

GVWR: 19,500 LBS.

FRONT GAWR: 7000

REAR GAWR: 14,706

FRONT AXLE WEIGHT W/O BODY OR RAIL GEAR: 5,000

FRONT AXLE WEIGHT W/O BODY WITH RAIL GEAR: 5,800 LBS.

REAR AXLE WEIGHT W/O BODY OR RAIL GEAR 2,960 LBS.

REAR AXLE WEIGHT W/O BODY WITH RAIL GEAR: 4,700 LBS.



### RAIL GEAR

MODEL 3333 UC

RAIL BRAKES: HYDRAULIC DISC BRAKES

RAIL WHEELS: 10 INCH FORGED STEEL - BOLT ON

SUSPENSION: REAR FLEXIRIDE INDEPENDENT WHEEL

CONTROLS: PUSH BUTTON

HYDRAULICS: SELF-CONTAINED WITH EMERGENCY HAND PUMP

WHEEL BEARING LUBRICATION: END OF HUB - FORCES OLD GREASE OUT END OF AXLE

TRUCK WHEELS: FRONT AND REAR WHEELS 22.5 X 9.0 WITH FRONT ADAPTERS

TIRES: MICHELIN 295/60R 22.5 MULTIWAY XD LOAD RANGE J

[www.Mitchell-RailGear.com](http://www.Mitchell-RailGear.com)

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