

GOS WHEELED EXCAVATORS DX170W-7 ROAD/RAIL CRANE CONVERSION



World leading technology



Renowned for its innovative road/rail vehicles (RRV's) over many years, GOS uses the well-proven Doosan DX170W-7 wheeled excavator as the base for a multi-purpose hydrostatic drive machine to match all challenging work applications.





RELIABILITY

Building on the renowned reliability of the standard Doosan excavator, all GOS engineering changes and upgrades follow the same Doosan philosophy, using superior material and enhanced impact strength components. Against the Network Rail Plant Performance System (PPS) criteria, GOS DX170W-7 based machines score 99.8 % reliability.

SUPERIOR STABILITY

Using "in-house" design and manufacturing facilities, GOS optimise the use of additional counterweight and chassis mounted mass, to ensure superior machine stability, delivering class - leading lift capability.

Retractable stabiliser legs fitted as standard.

YOUR SAFETY IS OUR PRIORITY

As well as the standard Doosan equipment, GOS road/rail machines feature additional cameras and work lights, fire suppression systems, additional strategically positioned emergency stops, enhanced "working at height" guards. All in accordance with exacting Network Rail safety standards.

TOTAL CONTROL

Using upgraded components, towing connections for fully automatic rail trailer braking (air or hydraulically actuated) fitted to both ends of the machine. Hydrostatic braking. Machine features the latest GKD Series 3 Network Rail Approved Rated Capacity Indicator (RCI), in accordance with the current issues of industry standards RIS-1530-PLT and BS EN 15746.

EASE OF OPERATION

The GOS GKD installation (complete with cab mounted touch screen) meets all the requirements for adjacent and open line operation (ALO with "virtual wall" function), working under overhead cables (OLE with height limit) and tandem lifting, as well as general load/lift status and control.

RECOVERY SYSTEM

On-board 11 hp Diesel engine (with electric start) provided for emergency recovery, complete with integrated hydraulic connections and circuitry. Permits the machine to return back into rail gauge before removal from the breakdown site, using a tow bar and appropriate rescue machine.

Based on the Doosan DX170 wheeled excavator, the GOS DX170CR Crane Series includes:

- Fitment of a Palfinger manufactured telescopic boom
- GOS "self-levelling" capability, dual pivoting axles with axle-lock cylinders and pilot-operated check valves.
- Hydrostatic travel drive capability, including rail wheel braking
- Retractable stabiliser legs at each "corner" of the machine to provide additional stability in operation

Key features include:

- GOS "Elecant" Self levelling function (SLF) is provided to allow the machine to perform at its optimum capability, by ensuring the boom to remain PERPENDICULAR to the horizon, IRRESPECTIVE of the rail cant, thus prevent boom side loading.
- Direct rail wheel braking
- Rail trailer towing (both hydraulic and air actuation) up to 45 tonnes
- Enhanced lift performance
- Full function Network Rail GKD RCI system with "virtual wall" and height limitation, enabling operation under live OLE and with adjacent line open (ALO)



The GOS DX170W-7 Series road/rail machines have become the company's core product and the UK market leader for this size machine. They are also acknowledged as the prime workhorse of the UK rail maintenance industry.

OPERATIONAL TASKS

Suitably equipped, here's just a few examples of the variety of tasks that this versatile machine can undertake:

- General lifting duties
- Site layout and preparation work
- Gantry and OLE installation
- Bridge and viaduct work



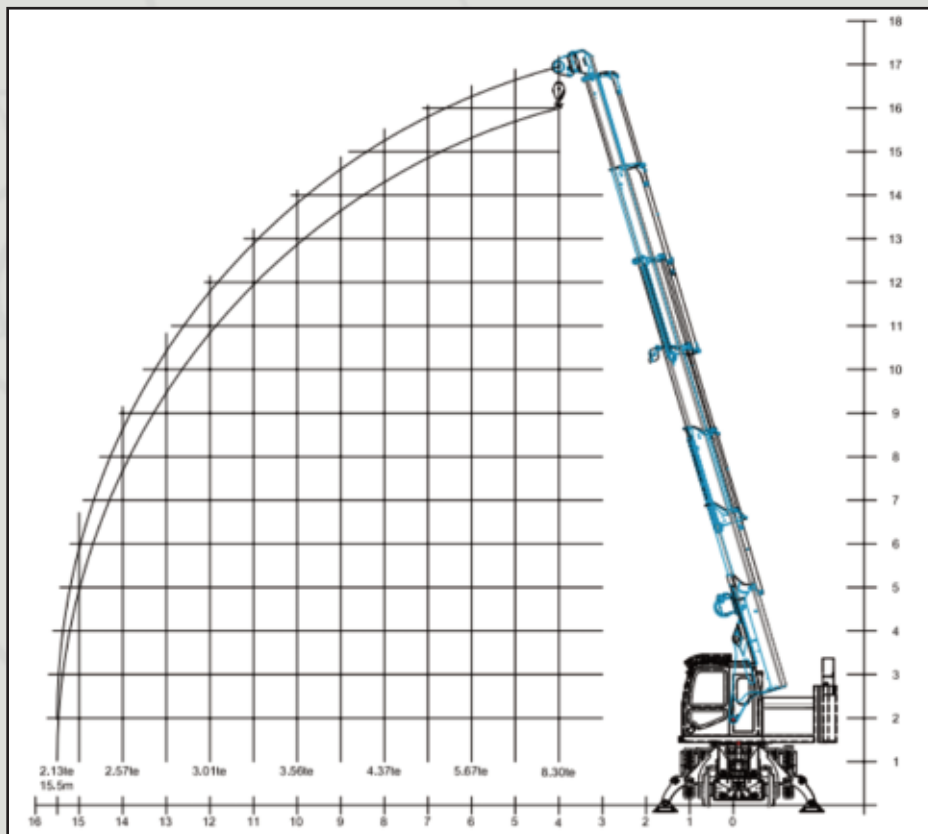
GOS STANDARD EQUIPMENT

- Built in general accordance with local railway legislation, such as RIS-1530-PLT, EN 15746 and AS 7502
- Ability to on/off track on 150mm cant. Fully stable on 180 mm cant in work mode and 200 mm in travel mode.
- 700 mm diameter cast steel rail wheels with heavy duty EN16T steel axles
- Hydrostatic drive - travel drive using hydrostatic motors directly bolted to rail wheels, including slip reduction system
- Rail wheel braking - via hydrostatic drive system/motor
- Hydraulically operated railgear with double pilot-operated check valves
- Hydraulically operated retractable machine stabiliser legs at front and rear of the machine
- Anti-burst protection on ALL boom elements, including raise/lower cylinders, hydraulic winch and boom extend/retract cylinders
- Rail gear raise/lower deployment interlock system
- GOS "Elecant", "Self-levelling" capability, using dual pivoting axles with axle-lock cylinders and pilot-operated check valves
- GKD 3rci Rated Capacity Indicator system, including data logging

- Automatic trailer park and service braking with quick connect service and park brake couplings front and rear
- Electrical sockets front and rear for automatic lighting on trailers.
- Chassis mounted rail lighting with automatic direction switching and neutral "all red" condition
- Emergency recovery system, using 11 HP diesel recovery engine with electric start, together with tow bar
- Cab fitted fire extinguisher
- GOS RailSafe CANbus based control system with diagnostic capabilities. Cab mounted display screen.

AVAILABLE OPTIONS

- Double cab. Seating for one passenger.
- FIRETRACE automatic AFFF system
- "Deadman" or "vigilance" operator systems.
- "Blind side" CCTV system
- Rail wheel brake emergency recovery hydraulic connection
- Work restraint anchor point
- Crane block anti-collision system (anti-two blocking)



Please scan the QR code for further information

