GOS TRACKED
ROAD/RAIL CONVERSIONS

Class leading lifting capacity and flexibility

The GOS DX140 and DX235 Series conversions are UK Road/Rail conversions of Doosan standard tracked hydraulic excavators.

Tracked machines have been the preferred choice in the construction industry because of their reduced ground contact pressure, relative to wheeled machines. Sometimes this has caused operational difficulties when accessing rail work sites. However, GOS has over the years made significant advancements in overcoming this issue.

Based on machines such as the Doosan DX140 and Komatsu PC138 fitted with heavy duty rail gear (including hydrostatic travel drive), this style of machines can now be suitably modified and provided with a wide variety of equipment and ancillary attachments to suit customer and industry needs.

For example, using a Doosan DX140 base machine, an on-rail over the front duty of 3.75 tonnes is possible at 6 m radius. Also, 2.3 tonnes over the side at the same radius. In road mode, the GOS DX140 conversion is capable of 3.5 tonnes at 6m radius, all round.

Recognising the industry need for machines with greater capacity and better performance, GOS has developed a bigger, heavier tracked machine that not only retains the flexibility of a standard road/rail machine but provides class leading lifting capacity and flexibility to perform a multiple on-site duties.

This is the GOS DX235 – the largest possible tracked excavator for the Network Rail gauge W6A (the "Superbug 300").

Designed for maximum output, it has the biggest hydraulic capacity on the UK infrastructure, making it the ultimate rail renewal tool. For example, it has a maximum reach of 8.7 m, together with an on-rail front duty of 10 tonnes at 6 m radius. This complements it's ability (in road mode) to lift 5.5 tonnes at 6m over the side and 4.5 tonnes in rail mode at the same radius.

A truly versatile high lift capacity machine for it's size.

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GOS TRACKED MACHINES
DOOSAN DX140 ROAD/RAIL CONVERSION

Key features and standard equipment include:

- 25t machine finished weight
- Enhanced lift performance
- Built in general accordance with local railway legislation, such as RIS-1530-PLT, EN 15746 and AS 7502
- 1435 mm nominal gauge.
- Ability to on/off track on 150mm cant. Maximum operating cant 150 mm in work mode and 200 mm in travel mode.
- Maximum working gradient 1 in 25
- Heavy duty steel railgear with 560mm diameter cast steel wheels
- Rail trailer towing (both hydraulic and air actuation) up to 46 tonnes
- Ideal for work in the formation including laying sleepers.
- Hydrostatic drive version - travel drive using hydrostatic motors bolted to rail wheels, including slip reduction system
- Hydrostatic rail wheel braking
- Hydraulically operated railgear with double pilot-operated check valves
- Anti-burst protection on ALL boom elements
- Rail gear raise/lower deployment interlock system
- Pivoting axle with axle-lock cylinders and pilot-operated check valves
- Full function Network Rail approved high integrity GKD RCI system with "virtual wall" and height limitation, enabling operation under live OLE and with adjacent line open (ALO). Tandem lift compatiability
- Automatic trailer park and service braking with quick connect service and park brake couplings front and rear
- Electrical sockets front and rear for operating automatic lighting on trailers.
- Chassis mounted rail lighting with automatic direction switching and neutral "all red" condition
- Emergency recovery system, using 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

OPTION	DX140	DX235
FIRETRACE automatic AFFF system	YES	YES
"Deadman" or "vigilance" operator systems.	YES	YES
Full colour Rear and "Blind side" CCTV system	YES	YES
Rail wheel brake emergency recovery hydraulic connection	YES	YES
Work restraint anchor point	YES	YES
Rail wheel brake emergency recovery hydraulic connection		
Hammer priority divert for enhanced equipment operation, e.g rail brushing	YES	YES
Power connections on boom elements	YES	YES
Extra hydraulic services on boom elements	YES	YES
Additional emergency stops	YES	YES
Offset Z boom (parallel offset boom). Allows dig either side of the sleeper end with a wide range of bucket sizes	YES	NO
Dual control. Cab or remote-control	YES	NO
Wireless connected remote-control system	YES	NO
Optional GKD RCI system wireless tandem link available	YES	YES
LU specification/certification available	YES	YES

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GOS TRACKED MACHINES
DOOSAN DX235 ROAD/RAIL CONVERSION

Key features and standard equipment include:

- 35t machine finished weight
- Enhanced lift performance
- Built in general accordance with the current UK Railway Group Standard RIS-1530-PLT (road/rail equipment on the Network Rail infrastructure.
- 1435 mm nominal gauge.
- Ability to on/off track on 150mm cant. Maximum operating cant 150 mm in work mode and 200 mm in travel mode.
- Maximum working gradient 1 in 25
- Heavy duty steel railgear with 560mm diameter cast steel wheels
- Rail trailer towing (both hydraulic and air actuation) up to 46 tonnes
- Ideal for work in the formation including laying sleepers.
- Hydrostatic drive version - travel drive using hydrostatic motors bolted to rail wheels, including slip reduction system
- Hydrostatic direct rail wheel braking
- Hydraulically operated railgear with double pilot-operated check valves
- Anti-burst protection on ALL boom elements
- Rail gear raise/lower deployment interlock system
- Pivoting axle with axle-lock cylinders and pilot-operated check valves
- Full function Network Rail approved high integrity GKD RCI system with “virtual wall” and height limitation, enabling operation under live OLE and with adjacent line open (ALO). Tandem lift compatiability
- Automatic trailer park and service braking with quick connect service and park brake couplings front and rear
- Electrical sockets front and rear for operating automatic lighting on trailers.
- Chassis mounted rail lighting with automatic direction switching and neutral “all red” condition
- Emergency recovery system, using 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.

OPERATIONAL TASKS

Here are a few examples of the variety of tasks this versatile machine can undertake:

TASK		
Track tamping	YES	YES
Rail brushing	YES	YES
Site layout and preparation work	YES	YES
Sleeper changing	YES	YES
MOVAX vibro pile driving	NO	YES
Tilt rotator use	YES	YES
Grading and formation building	YES	YES
Lifting fork fitment for pallet handling	YES	YES
Suction ballast excavation unit	YES	YES
Long rail handling/thimbling	YES	YES
Pile hammer use	NO	YES
Mulching/flailing	YES	YES
Multiple standard bucket use	YES	YES
Multiple attachment use with quick hitch for log grabbing, bag lifting, etc.	YES	YES

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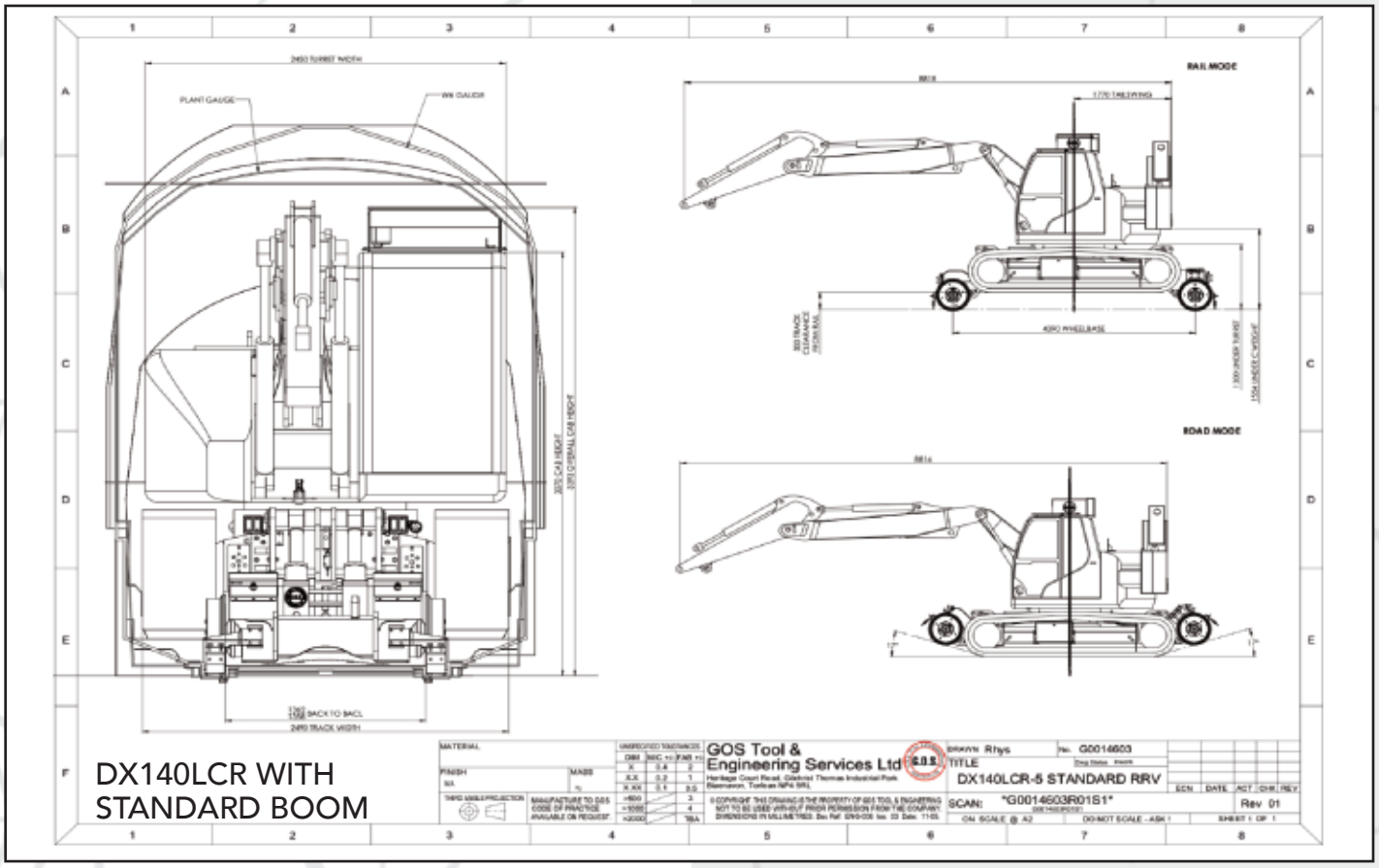
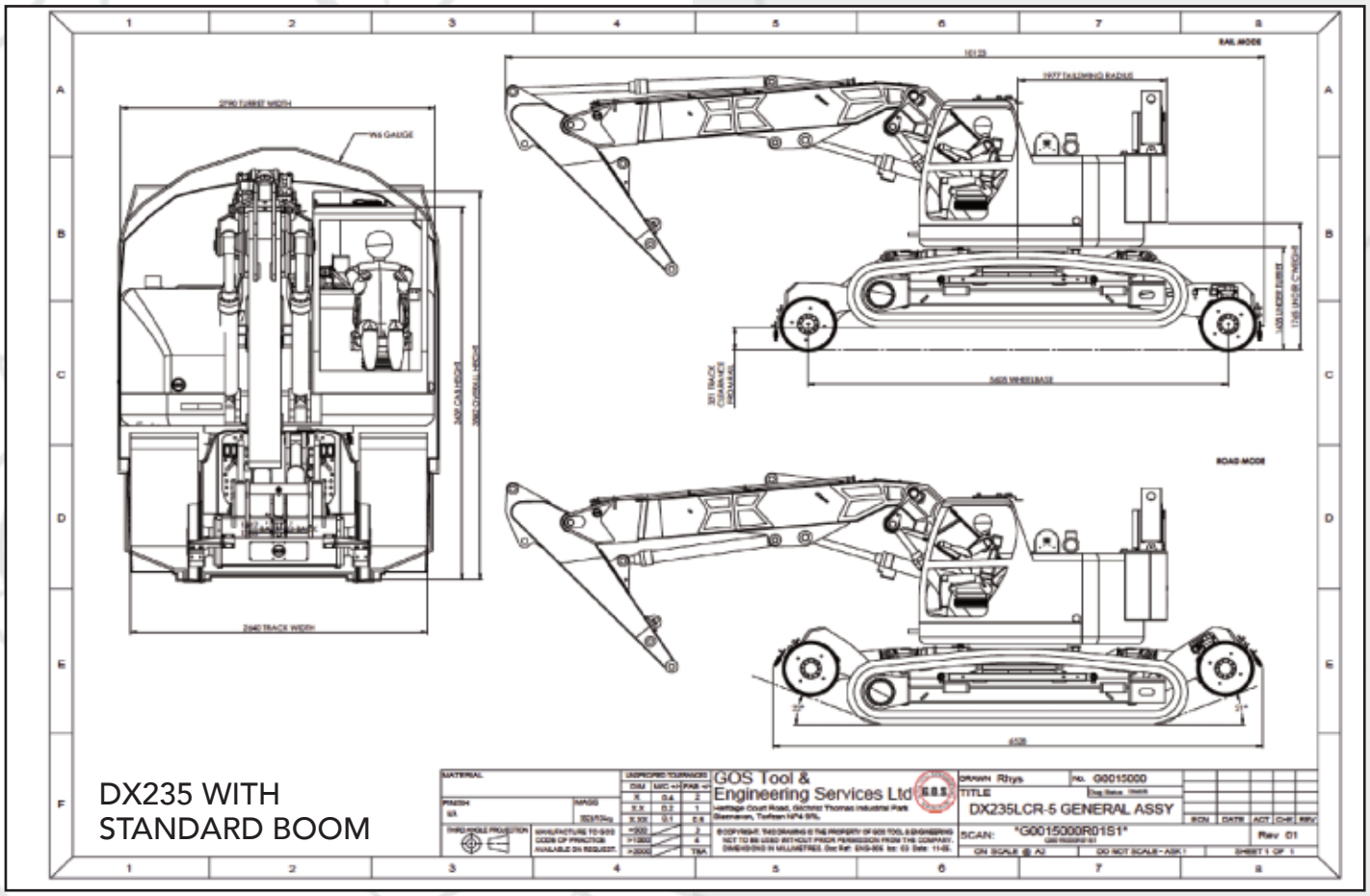


DX140LCR WITH STANDARD BOOM



DX235 WITH STANDARD BOOM

Please scan the QR code for further information

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