



Harsco Track Technologies' **HR1820 Series B3 HY-RAIL®** guide wheel attachments adapt medium duty chassis-cab trucks and similar vehicles meeting HTT's recommended vehicle specifications, for railway applications requiring travel on the highway and on the rail.

These units are ideal for applications utilizing vehicles in the medium duty range, and that have a front axle width not compatible to track gauge.

Model 1820 Series B3 guide wheel equipment consists of a vertical lift type front unit and an individual wheel arm type rear unit. The front unit features coil spring suspension and the rear unit is disc-spring equipped to provide a smooth ride, enhance on-rail traction of the vehicle's drive wheels, and help maintain essential guide wheel to rail contact.

Guide wheels are raised and lowered hydraulically with power supplied from vehicle equipment systems or from an optional power pack. Double-acting hydraulic cylinders make raising and lowering of each unit easy. Positioning of the guide wheels is controlled by manually-actuated valves located at each unit.

MAJOR FEATURES

- **Vertical-lift front unit minimizes front end overhang for easier handling and a smoother highway ride.**
- **Individual wheel arm design of rear unit increases vehicle payload capacity and simplifies mounting. This feature allows compact mounting around rear fuel tanks.**

HTT

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"Complete Maintenance Solutions Through Innovative Technology & Hands-on Experience"

HR1820 Series B3 HY-RAIL® Unit Specifications

COMPATIBLE VEHICLES

Type	Medium-duty, cab-chassis trucks and utility vehicles
Weight Class	GAWR-Front.....7,000-lbs (3,175-kg) GAWR-Rear13,500-lbs (6,123-kg)

GUIDE WHEEL UNITS

Construction	Fabricated steel unit; welded and bolted construction
Attachment to Vehicle	Universally mountable front unit bolts to vehicle front end with custom mounting brackets specific to each approved vehicle model. Universally mountable rear unit bolts to vehicle chassis rails. Units are fitted with incrementally spaced mounting holes facilitating full adjustment of unit mounting for vehicle's frame height, base curb weight and on-rail tracking.
Suspension	Front Unit.....Coil Spring Rear Unit.....Disc Spring – adjustable preload
Rail Wheels	Austempered ductile iron; precision machined
Tread Diameter	11.00-in. (279.4-mm)
Flange Diameter	13.25-in. (336.5-mm)
Wheel Bearings	Heavy-duty, tapered roller; re-lubrication by hand pack method
Brakes	(Recommended safety option) – Brakes on each front and rear rail wheel; actuated by in-cab control
Safety Locks	Front Unit.....Pin type positive mechanical lock on each guide tube; locked in rail and highway positions; lock pins secured by a retainer pin Rear Unit.....Positive mechanical lock on unit in highway position; hydraulically locked in rail position
Derail Skids	Built-in; standard on front and rear units
Rail Sweeps	FrontBolt-on; manually actuated (recommended safety option for front unit) RearBolt-on; fixed-adjustable (recommended safety option for rear unit)
Raise/Lower Actuation	Hydraulic; double-acting cylinders; manual control valve located on each unit
Bumpers	Front bumper w/sight rods-standard

WEIGHTS & DIMENSIONS

Front Unit	463-lbs. (210-kg)
Rear Unit	440-lbs. (199.6-kg)
Track Gauge	56.5-in. (1435-mm) – Standard

LOAD CAPACITY

Front Unit	7,000-lbs. (3,175-kg) / 3,500-lbs. (1,588-kg) max. load per wheel
Rear Unit	6,750-lbs. (3,062-kg) / 3,375-lbs. (1,531-kg) max. load per wheel

REQUIRED AUXILIARY EQUIPMENT

Steering Lock	Steering column mounted; manual actuation on steering wheel
Mounting Brackets & Spacers	Specific design for each approved vehicle model

HYDRAULIC SYSTEM REQUIREMENTS

Flow Range	5-8-gpm (18.9-30.2-lpm)
Operating Pressure	Front Unit.....1,800-psi (124.1-bar) maximum Rear Unit.....2,200-psi (151.7-bar) maximum

Note: The vehicle's rear inner dual wheels carry the remaining vehicle load capacity. Do not exceed the tire manufacturer's and/or the wheel manufacturer's load rating capacity for the rear inner dual wheels on track.

FACILITY LOCATIONS:

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