

SWX525

Specifications

Up to
3,500^{TON}

Pushing/Pulling Capacity
Tractive Effort: 35,000 lbs (156kN)*
single coupled without weight transfer to loaded or empty railcar.

The **Commander Series**

Shuttlewagon shares many of the same features as the larger Navigator but comes in a smaller package. It is designed to complete up to 35,000 lbs of tractive effort from one coupler. Compact yet powerful, the Commander Series pulls as much weight as other manufacturers' largest models. **Industry-leading 2 year/4,000 hour warranty.**



180-degree rotating console with a multifunction display. Dual four-way air suspension seats for operation from either side of cab when in rail mode.



Wide range AAR sliding couplers are air released and hydraulically positioned to improve pulling performance on curves and grades.



Pull out sander boxes with wide mouth lids for easy loading. Air activated sanders for smooth dispensing.



Powerful air-knife increases capacities up to 50% in adverse weather.

For Narrow or wide applications: Please consult with factory.
*Note: Tractive effort may vary with rail and weather conditions.
Dimensions and Weight do not include optional equipment.
Specifications are subject to change without notice.



SWX525 General Specifications

Fuel Capacity	90 gallons (340.69 ltr)
Hydraulic Reservoir Capacity	50 gallons (189.27 ltr)
Air Tank Capacity (Rail Brakes)	30 gallons (113.56 ltr)
Air Tank Capacity (Vehicle Brakes)	10.5 gallons (39.74 ltr)
Air Filter	Dry replacement element
Oil & Fuel Filters	Replacement element
Wheel Base	98" (2489 mm)
Width	120" (3048 mm)
Height	141" (3581 mm)
Length	260" (6604 mm)
Ground Clearance	10½"(266.7 mm)
Weight	56,000 lbs (25,400 kg)
First Gear	0 to 3mph/4.8kmh
Second Gear	0 to 7mph/11.2kmh
Third Gear	0 to 12mph/27.3km/h

Standard Features

Optional Features

90 gallon fuel tank	Air bell
ABS vehicle brakes	Cab air pressurizer
Air knife	Cold weather package
Anti-slip traction control	Corrosion Resistance package
CAN-bus electrical system	Extended warranties
Door mounted windshield wipers	Heated mirrors
Engine diagnostic adapter: console	High output 160 CFM air compressor
Exterior mounted cameras with color monitor on operator's console	Hydraulic broom
Full width cab; 360 degree visibility	LED work lights
Speed based rail guidance pressure	On board DVR with cameras
Three 12 volt power receptacles	Radio remote control
Tinted cab glass	Shuttle Track: machine telematics
Two air ride operator seats	Snow plow
	Additional options available

Engine	Model	Cummins diesel engine model QSB 6.7 L (electronic)
	EPA	Tier 4 Final
	Horsepower	195 HP @ 2300 RPM
	Torque	590 ft lbs @ 1500 RPM Charge air-cooled
	Electronic controlled diesel engine	Electronics programmed to shut engine down if "High Water Temperature" or "Low Oil Pressure" occurs
	Radiator	Charge air cooler across the top, engine radiator in the middle, and transmission oil cooler across the bottom
	Exhaust	Vertically mounted away from cab to reduce noise. After treatment utilizes D.O.C., S.C.R. and diesel exhaust fluid.
Transmission	ZF-WG160	Three speeds forward and reverse both on rail and on road. Constant mesh helical low noise gearing electronically controlled. Flex plate connects torque converter directly to engine flywheel. Automatic or manual gear selection. Shift protected (downshift and forward/reverse). Operator panel shows gear, direction, and transmission diagnostics.
Drive Lines	7C Series	Heavy Duty
Axles	Axle Tech™ (formerly Rockwell)	Front: Heavy Duty Planetary drive steer axle. Rear: Heavy Duty Planetary non-steer axle. Mechanically locked differentials in both front and rear.
Frame	All welded steel plate construction	3 ½" full width and full length deck plate. Frame rails are 1" plate connecting 4" coupler base plates to the deck plate. Front axle is mounted on oscillating bracket and is controlled by urethane blocks that allow oscillation to both sides and reduce shock loads. Frame layout allows for easy access to both sides of engine compartment.
Rail Gear	22" (559mm) diameter cast steel heat-treated rail guide wheels.	AAR standard 56.5" (1435mm) rail gauge, mounted to 4" coupler base with four bolt pillow block style clamps. Control of guide wheels is from four hydraulic cylinders, controlled from the cab. Rail suspension and vehicle suspension are independent, allowing ample travel for adverse track conditions and providing smooth quiet ride.
Brakes	Service	Air over hydraulic actuated high-pressure disk brakes with Haldex pressure converter (master cylinder). Foot control located at drivers station for road travel. Hand vehicle brake control located on instrument panel for vehicle brake control on rail. Vehicle brakes use ABS (Antilock Brake System) while on rail.
	Parking	Disc brake running in oil located internally on output shaft of transmission. Transmission cannot be shifted into forward or reverse with parking brake engaged.
	Rail	80 cfm compressor. AAR glad hand connections located front and rear. Lever operated pressure control and emergency stop on dash panel. Rail brake valve protected with safety filter for harsh environments.
Antilock Brakes (ABS) & Traction Control (ATC)	An electronic controller monitors rail wheels and tires to detect tire slip on the rail.	The ABS valve controls vehicle brake pressure to minimize brake lock up. Engine speed is automatically adjusted to reduce wheel spin when starting a move, while maintaining the maximum drawbar pull. The operator panel message window alerts the operator if the tires are slipping. ABS and ATC are used in rail mode only.
Steering	Hydraulic power steering controlling front axle.	Steering is locked out when on rail. Straight ahead steering indicator provided on instrument panel to insure the position of the steer axle.
Couplers	Front and Rear Couplers	Cast steel full size AAR coupler with automatic latch, cab controlled air unlatch. NON-WEIGHT TRANSFER design, wide range AAR sliding couplers with buffer system to reduce shock load to railcar mover during coupling operation. Couplers are hydraulically positioned from side to side with controls located on instrument panel inside cab.
Hydraulic System	Single Eaton Vickers load sensing (62 cc) pump driven from transmission.	Centrally located Eaton Vickers manifold is two-pressure design electric operated and detent maintained (provides the safety of manual valves). All solenoid valves have manual overrides. Hydraulic tank has excess capacity for cooling and large clean out flanges. Rail gear is dual pressure with extra traction momentary switch.
Pneumatic System	80 cfm engine mounted Wabco compressor with 30 gallon air tank.	Heated air dryer and desiccant cartridge with single mounting bolt for easy maintenance. All reservoirs equipped with drain valves.
Cab	10' full width cab constructed of "galvanneal" steel, mounted on rubber isolation bushings, at opposite end from engine to reduce noise.	Cab has two doors located at rear. Four electric wipers, two on front windshield and one each on rear doors. Console is mounted in the center of the cab and can be swiveled to allow operation from either side of the cab. Hand throttle, hand vehicle brake, and train brake conveniently located on console. Console extends to operator as desired and allows easy reach when looking out the side windows. Air ride seats on both sides have side travel to allow easy viewing out side windows. Tilt steering column adjusts out of the way for rail operation. 360-degree cab visibility with filtered outside air supply and 46,000 BTU/hr heater and Optional air conditioner. Defroster fans at each corner. All glass tinted, with darker tint on side windows to reduce solar heat gain. Padded rubber floor mat is "Diamond" design for easy cleaning.
Instrumentation	Heavy-duty operator panel with color display, push buttons, and warning light.	CAN Bus system allows direct communication with engine and transmission, for display of all operating conditions and alarms. Main operating screen displays fuel level, transmission gear, rail pressure, engine speed, vehicle speed, oil pressure, coolant temperature, transmission temperature, battery voltage, and a message window. The message window, with light and buzzer, alerts operator of important events and alarms. Rail gear is controlled with operator panel push buttons. Duplex rail brake reservoir and brake pipe gauge.
Electrical	12 Volt starting and lighting with 160-ampere alternator.	Two Heavy-duty maintenance-free batteries rated at 950 CCA. Batteries located in self-contained battery box located on Shuttlewagon deck. Two amber strobe lights, one mounted on each side of cab. LED corner markers. Cab interior dome lights to illuminate instrument panel. Automotive fuses and circuit breakers provide protection for each electrical circuit.
Warning Signals	Two dual blast type air horns.	One air horn facing forward and one facing rearward. Back up alarm for on road operation.
Tires & Rims	Four 14.00R x 24 tubeless tires.	Mounted on solid disc three piece construction type rims.
Sanders	Air operated, electrically controlled from cab.	Eight sanders two for each drive wheel, front and rear. Four removable polyethylene sander boxes that hold a total of 800 pounds of sand. These sand boxes can be pulled out to allow easy filling.
Ladders	One ladder per side, with crossover walkway at rear end.	Ladders have inclined steps with breakaway lower step.