



SAS RAILCAR COUPLER FOR WHEEL LOADERS



MOVE RAILCARS SAFELY AND WITHOUT

IMPROVE YARD SAFETY:

- Provides increased operator control.
- Securely attaches to railcar hitch for moving either forward or reverse.
- Operator control is improved as compared to simply pushing railcar or moving with chain.
- Enhanced coupling safety with upper and lower shelf to prevent vertical slide off.

SIMPLE DURABLE DESIGN:

- Made of heavy structural steel.
- No assembly required, put to use immediately.
- Available for any two yard and larger wheel loader.
- Move all types of railcars without damage to sides or undercarriage.
- Using coupler prevents damage to railcar, forks or bucket of loader.

SLIDING AND FIXED DESIGNS AVAILABLE:

- Sliding[1] RR coupler allows loader tires to offset on RR tracks or for use on curved tracks.
72.5" wide carriage provides 50" of side to side slide adjustment.
Provides easier steering with the wheel loader articulation.
- Stationary[2] Railcar coupler for wheel loaders which have wheel base wide enough to straddle tracks.
Provides confident alignment to RR hitch and optimum control of placement.
- Lever Release Options:
 - Mechanically operated coupler locking lever standard, no hydraulics to maintain or repair.
 - Hydraulically releasable locking lever. Control easily from cab—requires auxiliary hydraulic function.

EMERGENCY AIR BRAKE ASSIST OPTION (Patented):

- Provides safety stopping ability to enhance wheel loader's standard brakes[3].
- Air compressor is VMAC G30 gas internal combustion engine[4] integrated on board SAS Railcar coupler.
- Operator control panel in cab for engine shut off, pressure monitoring & e-stop, detachable hoses/cable.
- No specialty hydraulic installation. No bulky installation on rear of machine prone to backup damage.

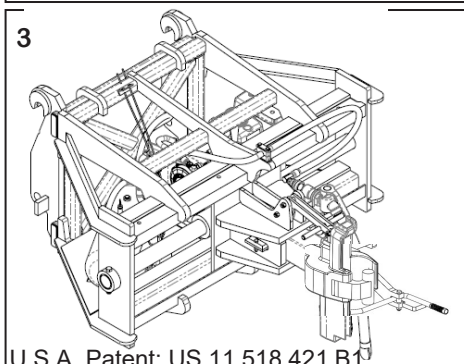
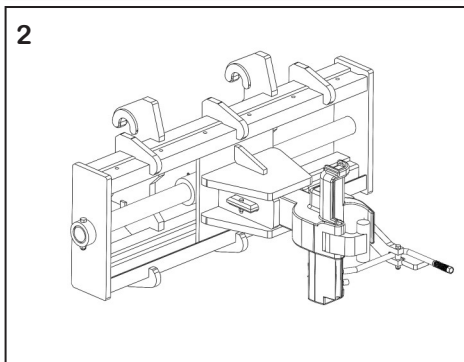
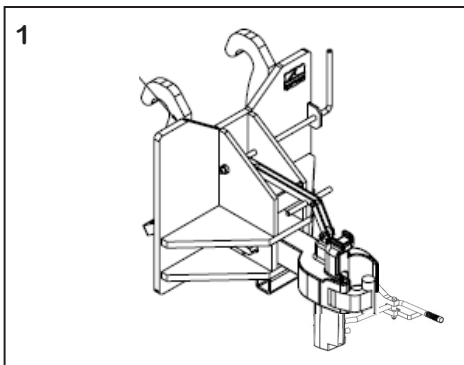
ENGAGE RAILCAR PARKING BRAKE FROM SAFETY OF GROUND OPTION:

- Brake-stick to engage / disengage manual railcar parking brake without crawling up on railcar.

BEST SUITED FOR:

- 18,000 to 90,000 lbs. curb weight wheel loader, tractor or similar machine operating on flat level industrial spur track.

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U.S.A. Patent: US 11,518,421 B1

Item	Standards		Option
	1	2	3
Description	1	2	3
A. Model	Fixed	Slider	Slider w/Air
B. Upper & lower shelf for safety	Yes	Yes	Yes
C. Heavy structural design	Yes	Yes	Yes
D. Paint color safety yellow	Yes	Yes	Yes
E. Operator & Safety manual	Yes	Yes	Yes
F. Railcar coupler side movement	No	Yes	Yes
G. Emergency air brake assist	n/a	n/a	Yes ^[4]
H. Side movement	n/a	50"	50"
I. Carriage width	42"	72.5"	72.5"
J. Estimated weight (lbs.)	2,400	2,750	3,950
<u>Options:</u>			
K. Release options:			
Manual release	Yes	Yes	Yes
Hydraulic release (option)	Yes/No	Yes/No	n/a
L. Air unit cab control panel ^[5] options:			
Emergency air brake assist button	n/a	n/a	Yes
Pressure monitor	n/a	n/a	Yes
Engine shut off ^[6]	n/a	n/a	Yes
M. Brake-stick w/quick access storage	n/a	Yes/No	Yes/No

[1&2] Non emergency stop air brake models have no connection to railcar brakes. Additional safety considerations: Wheel loader braking and traction may be insufficient for stopping rail car(s) in motion. Recommend implementing practice that would allow for applying railcar brakes, rail blocks, car stops or other safety measures to prevent runaway cars. [3] Gladhand properly connected to railcar with pre-operation psi & operator activation.

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0-RR BWQ#

CONSIDERATIONS

Number of railcars to move at once? 1 2 __

Flat level grade of track surface? Yes No

Ballast area paved in area of use? Yes No

Area of use in fire or explosion risk? Yes No

MACHINE: Make _____ Model _____

Curb Weight _____ lb. kg

Serial # _____

Electrical system 12v 24v



SCAN QR CODE FOR MORE INFORMATION

