



3. Technical Specification



The Philmor/GOS K128 Series conversions of Komatsu PC128 hydraulic excavators meet all the appropriate provisions of the relevant legislation implementing certain European Directives. Namely 2006/42/EC Machinery Directive and legitimately display the CE Mark on the maker's plate.

3.1 Standard Equipment

- 3.1.1 Machine built in general accordance with the UK Network Rail Railway Group Standard RIS-1530-PLT, for the use of road/rail equipment on the UK Network Rail infrastructure.
- 3.1.2 Variants currently available to suit both 1435 mm (Standard/UK/Network Rail), 1600 mm (Irish Rail) and 1 m nominal gauges.
- 3.1.3 LU Compliant version available
- 3.1.4 Heavy-duty steel railgear
- 3.1.5 500 mm diameter steel rail wheels
- 3.1.6 Hydrostatic rail drive with slip reduction system
- 3.1.7 Hydraulically operated railgear with double pilot-operated check valves
- 3.1.8 Anti-burst protection on ALL boom elements
- 3.1.9 Pivoting axle with axle-lock cylinders and pilot-operated check valves
- 3.1.10 GKD 3rci Rated Capacity Indicator system, including data logging
- 3.1.11 Fully automatic trailer park and service braking – **NOT FITTED.**
- 3.1.12 Quick connect service and park brake couplings front and rear for towing trailers – **NOT FITTED**
- 3.1.13 Electrical sockets front and rear for operating automatic lighting on trailers. Also compatible with Philmor T Series trailer personnel carrier attachments – **NOT FITTED.**
- 3.1.14 Chassis mounted rail lighting with automatic direction switching and neutral “all red” condition
- 3.1.15 Cab mounted fire extinguisher
- 3.1.16 Philmor/GOS RailSafe CANbus based control system with diagnostic facilities
- 3.1.17 Emergency recovery tow bar
- 3.1.18 Machine emergency recovery system
- 3.1.19 Maximum operating gradient in rail mode = 1 in 25
- 3.1.20 Maximum operating cant in rail mode = 150mm
- 3.1.21 Maximum travelling cant in rail mode = 200mm

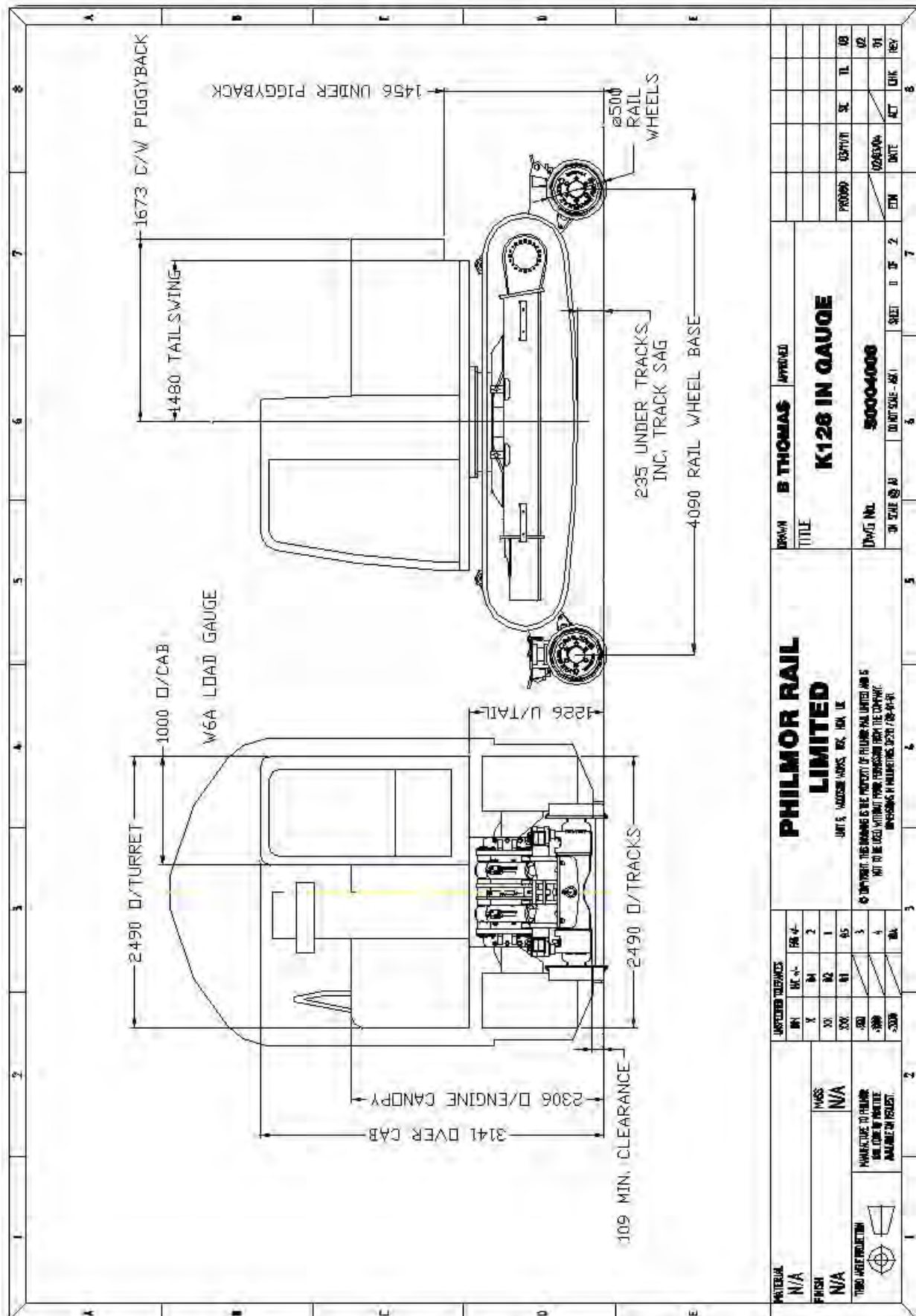
NOTE

Not ALL machines are fitted with ALL items/features as listed above. Dependent on machine end destination and/or customer specification.

3.2 Detail Specification

Model	RIS-1530-PLT APPROVED	LUL APPROVED	Enhanced lifting
K128RS		✘	✘
K128RH		✘	✓
K128SU			✘
K128UH			✓

3.3 Gauge Drawings



Gauge Drawing - Network Rail Infrastructure

MATERIAL N/A	FINISH N/A	UNFINISHED TOLERANCES <table border="1"> <tr><th>MM</th><th>IN</th><th>FR</th></tr> <tr><td>±0.1</td><td>±0.004</td><td>±0.0015</td></tr> <tr><td>±0.2</td><td>±0.008</td><td>±0.003</td></tr> <tr><td>±0.3</td><td>±0.012</td><td>±0.0045</td></tr> <tr><td>±0.5</td><td>±0.020</td><td>±0.0075</td></tr> <tr><td>±1.0</td><td>±0.040</td><td>±0.015</td></tr> </table>	MM	IN	FR	±0.1	±0.004	±0.0015	±0.2	±0.008	±0.003	±0.3	±0.012	±0.0045	±0.5	±0.020	±0.0075	±1.0	±0.040	±0.015	PHILMOR RAIL LIMITED UNIT 5, WOODS WAYS, WY, WY, UK © COPYRIGHT, THIS DRAWING IS THE PROPERTY OF PHILMOR RAIL LIMITED AND IS NOT TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, WITHOUT THE WRITTEN PERMISSION OF PHILMOR RAIL LIMITED.	DRAWN B THOMAS	APPROVED 	TITLE K128 IN GAUGE	PROJNO 037171	SCALE 1:1	DATE 12/03/04	REV 01
			MM	IN	FR																							
±0.1	±0.004	±0.0015																										
±0.2	±0.008	±0.003																										
±0.3	±0.012	±0.0045																										
±0.5	±0.020	±0.0075																										
±1.0	±0.040	±0.015																										
MAKING USE TO PHILMOR OR FOR ANY OTHER AVAILABLE ON REQUEST	DWG No 50004008	3D FILE 3D	3D FILE 3D	SHEET 1 OF 2	ENR 	CHK 	REV 																					

3.4 Transport Dimensions



REFERENCE	DESCRIPTION	APPROX DIMENSIONS (3 PIECE BOOM WITH 2.1 M DIPPER AND 1 T PIGGYBACK WEIGHT)
A	Shipping width (Rear)	2490 mm
B	Shipping width (Front)	2490 mm
C	Shipping length	7490 mm
D	Tailswing	1675 mm
E	Shipping height (to top of dipper cylinder)	3245 mm