

# Hydrema MX16 RAIL.

**EPA TIER 4 FINAL**



**Specially designed compact excavator in the 19 ton class for railway work with focus on great stability, high performance and flexibility.**

#### **Key features**

- Highest hydraulic flow in its class
- Powerful 167 hp Cummins EPA Tier 4 Final engine with DOC and SCR catalyst
- Most compact machine in the 19 ton class
- Hydrema rail system with both low and high rail capability.

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 **HYDREMA**

# Technical data.

## Excavator

Compact excavator with two-piece boom for all models. Build in high tensile steel with closed profiles. Dipper is available in lengths of 6'7" and 8'2", Hydraulic quick hitch and tilt rotator as options. Tilt rotator operation is integrated in the joystick.

## Hydraulic system

Dual-circuit system with Load Sensing and high pressure hydrostatic swing system with separate pump. Electronic power control of the working hydraulics pump. Mode Control for precision work and ECO-Mode for saving fuel. Up to 3 hydraulic options freely adjustable from the cab. Option 3: Oil flow priority. Freely adjustable pressure and oil quantity for up to 10 tools.

## Oil quantities

Working hydraulics:	85	gpm
Swing hydraulics:	23	gpm
Hydraulic option 1 ZV1:	0-53	gpm
Hydraulic option 2 ZV2:	0-27	gpm
Hydraulic option 3 ZV3:	13-53	gpm

## Engine

Cummins QSB 4.5L EPA Tier 4 Final engine with DOC and SCR catalyst with AdBlue. 16 valve Common-Rail Turbo diesel with intercooler, electronically variable turbo charger and EGR with cooling. Max power: 167 hp (123 kW) at 2000 rpm. Max. torque: 678 Nm (500 lb ft) at 1500 rpm. Fuel tank 80 gal. AdBlue-tank: 5 gal.

## Driving hydraulics

Constant 4 wheel hydrostatic drive. Variable drive motor with brake valve. 2-speed soft shift powershift transmission for on-road and off-road gears.

## Rail system

Hydrema Rail System. MX16 Rail is capable of working in two categories:

### High rail

Driveline and brakes work indirectly from tires (pull wheels) to rail wheels. Using 'high rail' the machine is lifted more than 4" above the tracks which ensures no conflicts with sensors and track switches. Operating in high rail mode provides maximum stability. Parking brake acts directly on the rail wheels.

### Low rail

Rubber wheels runs directly on the tracks with traction and brakes acting directly from wheels to the tracks. Operating in low rail mode offers maximum tractive effort. Rail wheels runs with constant pressure control and suspension to achieve very high safety and to avoid derailling. Being partly on rubber wheels provides comfortable driving.

## Standard equipment - Rail system

Under carriage with high & low Rail System  
Special Rail-Keypad for under carriage in left hand armrest  
Electronic monitoring/alarm - high & low rail  
Visual control of rail wheel pressure  
Rail wheels - diameter: 25.6"  
Fixed BM-hitch, rear  
Electronic Prolec height and slew system (RCI option)  
Hydraulic emergency operation  
Mechanic lock on steering wheel when driving in rail mode  
Parking brake for rail wheels, front / rear  
Extra hydraulic oil circuit, rear - (13 gal)  
7-pole socket for trailer, rear  
2 cameras (counter weight and right side)  
Coupling for trailer, front / rear  
Warning triangle on counter weight  
Air brake system for trailer (option)

## Specifications

		L 2.0 (6'7")	L 2.5 (8'2")
Machine weight	lb	42,800	42,900
Width over std. tires, 10.00-20	ft.in.	8'6"	8'6"
Wheelbase (rubber wheels)	ft.in.	8'7"	8'7"
Clearance height, cabin (in terrain)	ft.in.	10'3"	10'3"
Clearance height, cabin (on rails)	ft.in.	10'7"	10'7"
Transport height (rail work)	ft.in.	13'5"	13'5"
Distance, pivot center to counter weight	ft.in.	5'5"	5'5"
Swing radius, rear	ft.in.	5'10"	5'10"
Swing radius, front	ft.in.	5'5"	6'6"
Reach, max.	ft.in.	26'10"	30'7"
Ground clearance (rail work)	ft.in.	4"	4"
Lifting capacity, max.	lb	26,450	25,350



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