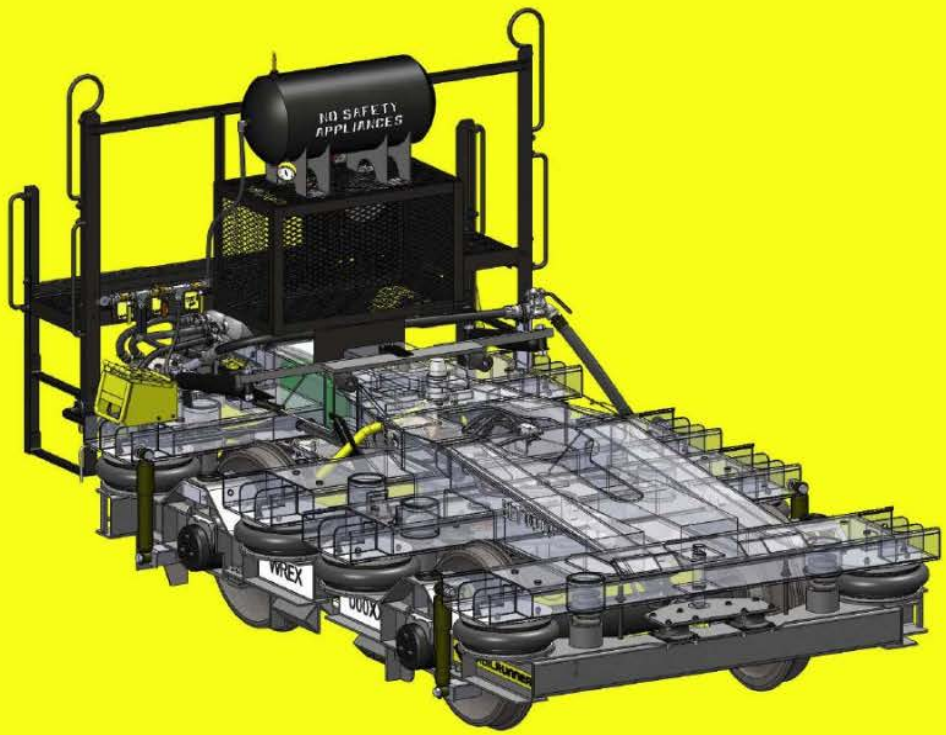
RAILRUNNER™

Training Manual

Terminal/Field Operations



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Revision	**Date**	**Author**	**Approved**	**Remarks**
1	2008-2013	Misc.		Previous revision format
2	12/1/2017	Gelu Ciuică	John Grube	Updated address, document no

Notice of Proprietary Information

Table of Contents

Equipment Introduction

- There are three RailRunner vehicles:
  - Transition Unit (TU) which couples to locomotive,
  - Intermediate Unit (IU) which connects road chassis, and the
  - Chassis for over-the road container transport.

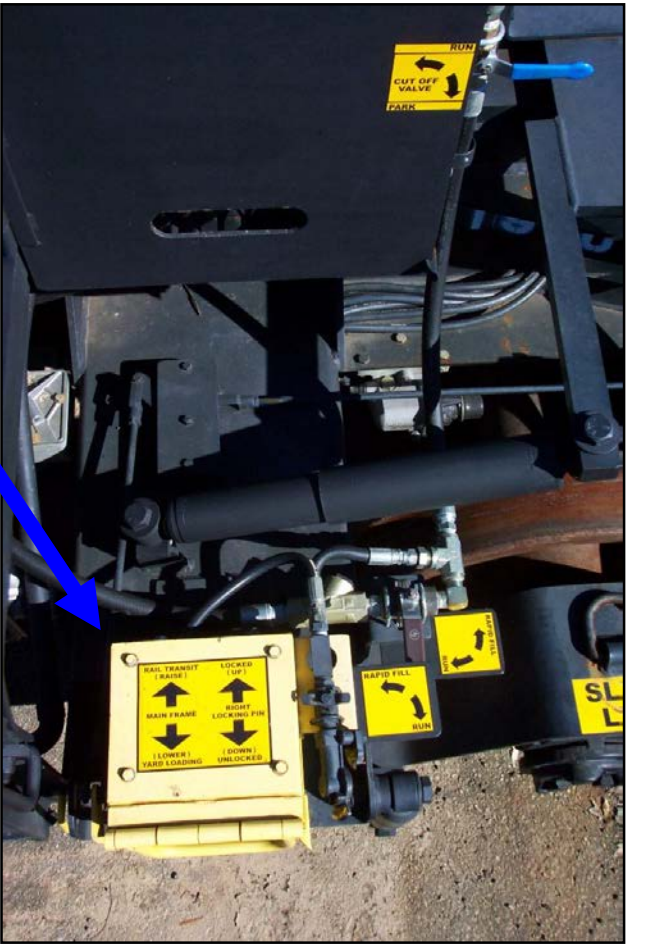
Transition Unit

- Cross Over Platform
- Handbrake Wheel
- Toolbox
- Control Box
  (yellow – not shown)
- Train Line Air Hose
- Suspension Reservoir
- Fork Lift Pockets

- Air Valves with Instructions
- Control Box with Instructions

Note:

Chassis Locking Pin must be up and locked and suspension raised before train can leave the terminal



TU Control Valves:

- Activate Locking pin
- Raise and Lower suspension

Intermediate Unit

- Parking Brake
- Control Box (yellow)
- Suspension Reservoir
- Train Line Air Hose
- Fork Lift Pockets

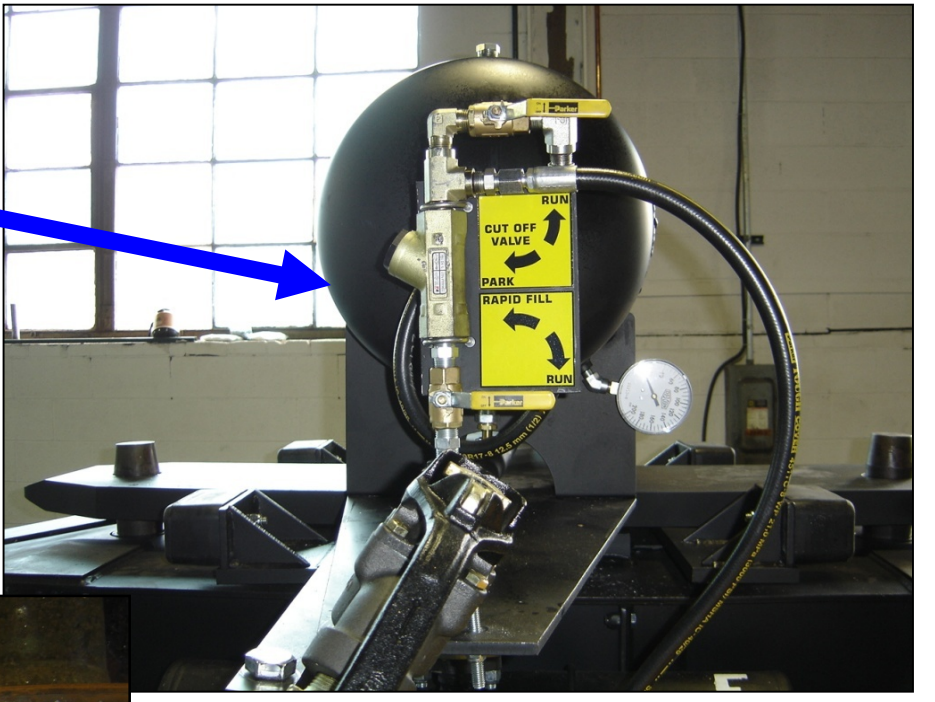
- Setting Ratchet-type Parking Brake
- Control Box (open)
- Operating Valves and Instructions visible from brake side of Bogie

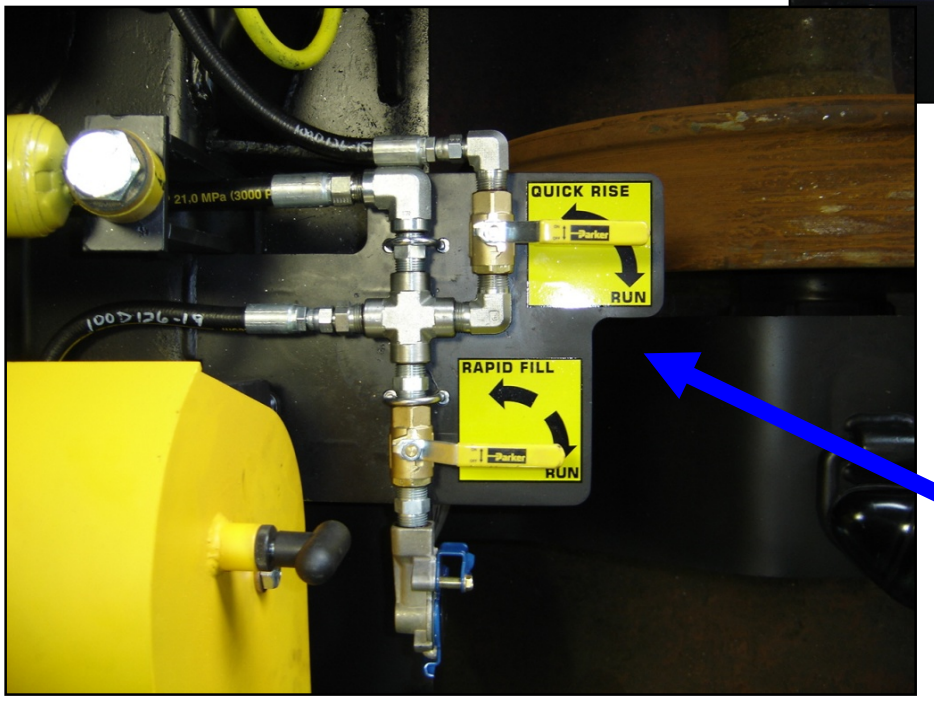
- Releasing the Parking Brake

Note:

Parking Brake must always be released prior to train movement to prevent damaging/"flat spotting" wheels.

- Air Valves and Instructions
- Train Line Cut-out Cock
- Pressure Gage





Note:

- ***Minimum operating pressure 30 psi***
- ***Nominal operating pressure 90 – 110 psi***
- ***Pop-off valve set to 125 psi***

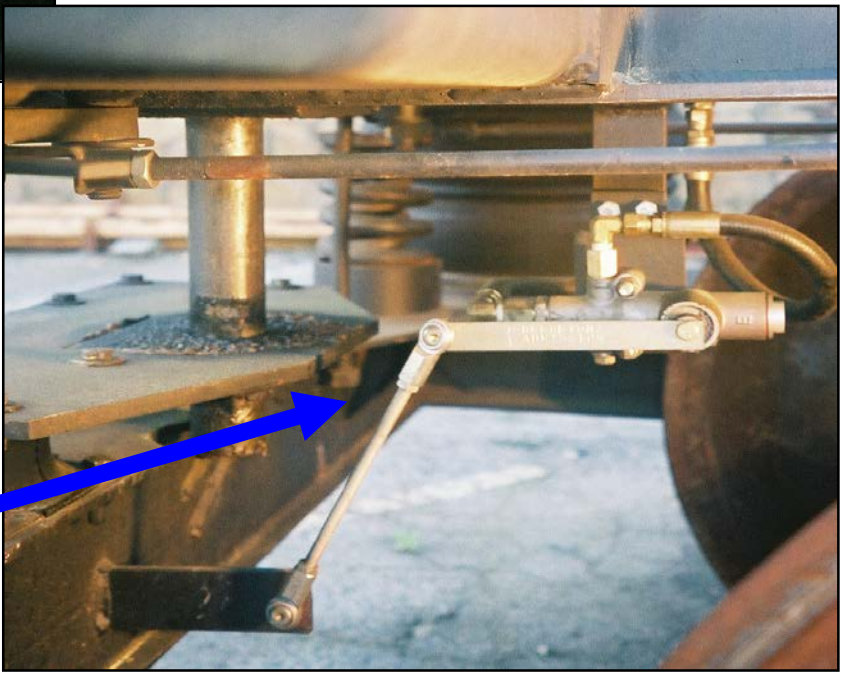
- Quick Rise Valve
- Rapid Fill Valve
- Glad Hand for Tractor

- Locking Pin in "**UP/RAISED**" position
- Auxiliary latch locks around pipe in "**RAISED**" position
- Pipe socket for manual operation

- **Control Box** (closed)
  Indicates bogie is *"travel ready."*

Note:

Control Box will close only with Air Spring Suspension inflated and Locking Pins properly positioned.



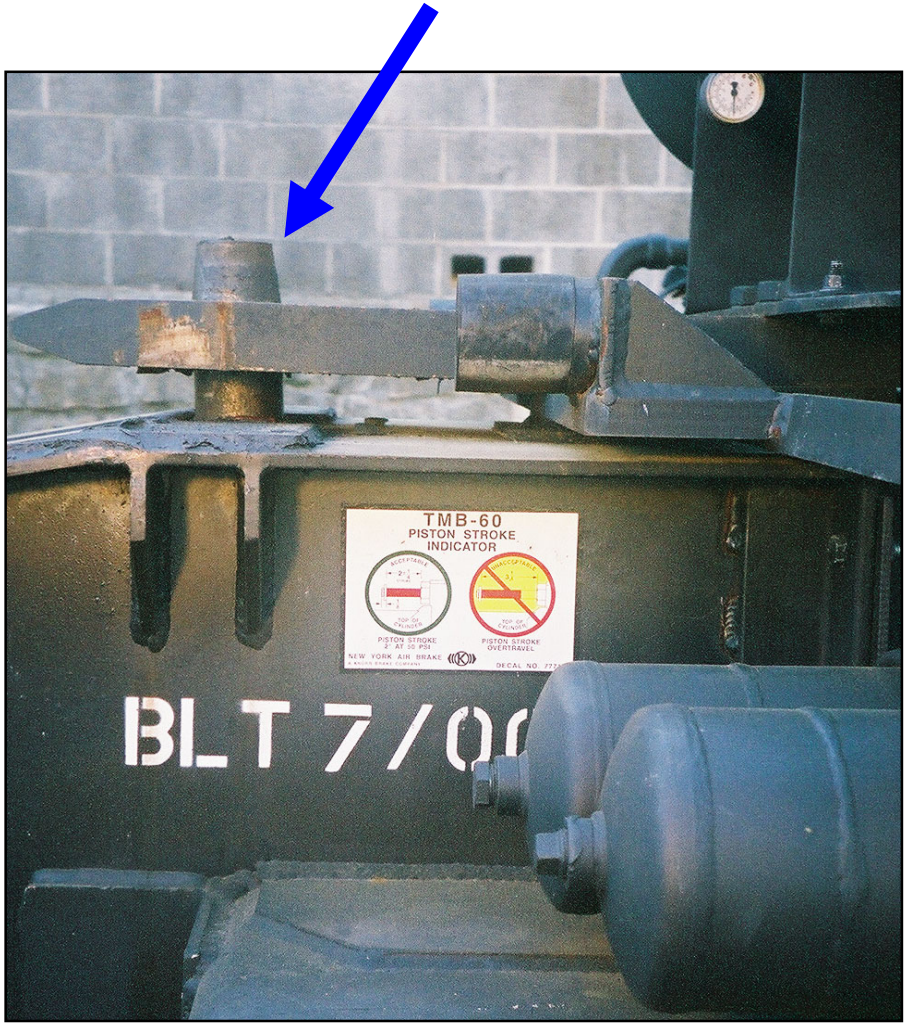
- IU Leveling Valve

Intermediate Unit

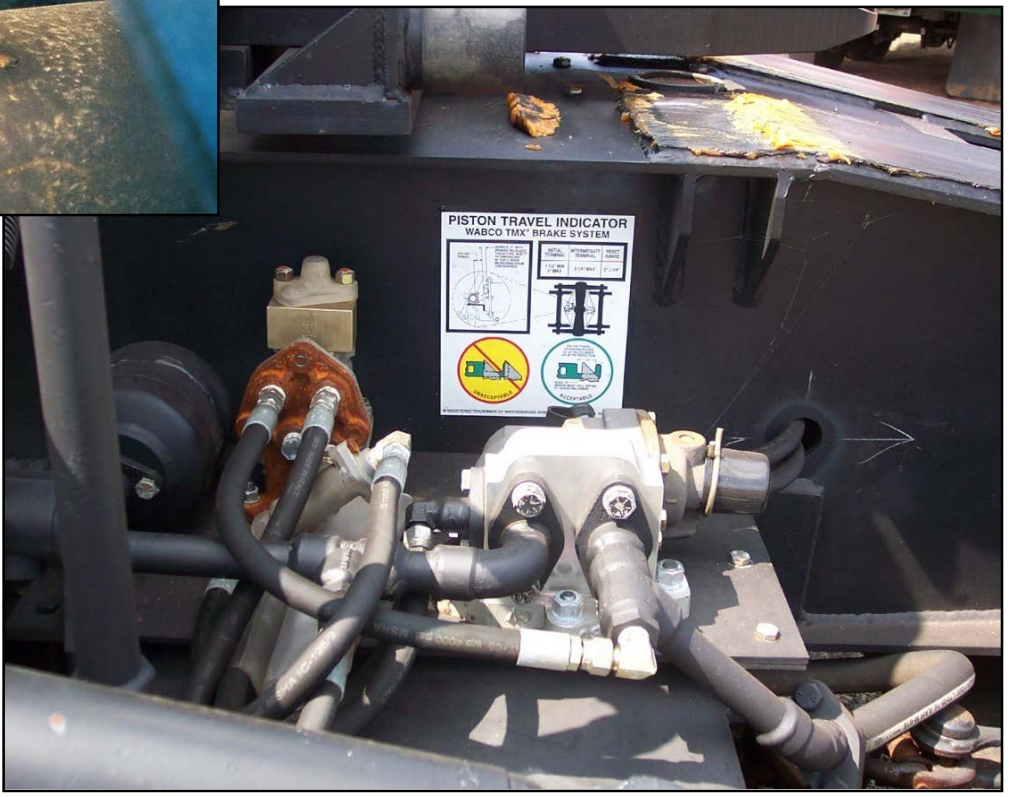
Note:

Locking Pin is shown in "UP/LOCKED" position through drawbar.

- Brake Decal for NYAB TMB-60



- NYAB TMB-60 Piston Stroke Indicator



- Empty/Load Valve Components on IU

53’ Chassis
(Fixed 3-Axle Suspension)

- Standard Over-the-Road Air and Electrical Connections
- Heavy Duty Landing Gear
- Receiver (Front and Rear)

- Glad Hand Connections
- Electrical Connection
- Front Container Locks
- Receiver Box

- Chassis Gooseneck
- Train Line Air Hose
- Heavy Duty Sand Shoes

- Folding Bumper at rear of chassis in “**UP/RAIL**” position
- Pin Locks Installed
- Container Twist Locks
- Rear Receiver Box

- Folding Bumper at rear of chassis in “**DOWN/ROAD**” position
- Insertion and Removal of Bumper Locking Pins

- Vent Valve located at rear of chassis on driver's side
- Refer to decal for operating instructions

Notice:

To prevent injury, always vent Train Line before uncoupling Glad Hands.

40’ Chassis
(2-Axle Sliding Suspension)

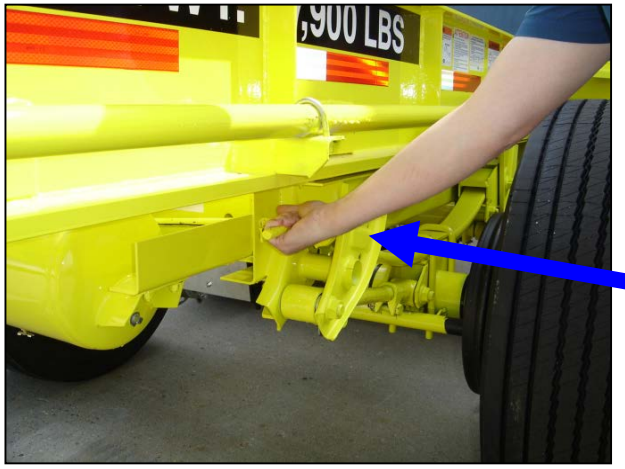
- Standard Over-the-Road Air and Electrical Connections
- Heavy Duty Landing Gear
- Receiver Box (Front and Rear)
- Train Air Line Pipe (Front to Rear)

Sliding Suspension for Road or Rail Operation

- Chassis **Sliding Suspension** shown at forward location for Over-the-Rail operation.

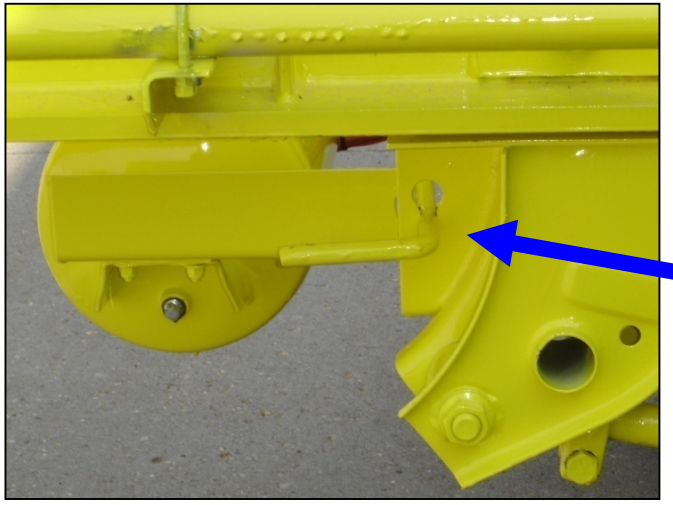
- Chassis **Sliding Suspension** shown at rear location for Over-the-Road operation.

Operating the Sliding Suspension



- Operation of the **Suspension Control Lever** unlocks the Sliding Suspension and allows for repositioning of the slider.
- The lever is operated by lifting the lever from the locking slot and pulling to re-engage the slot allowing the suspension to slide.

- This view shows the Suspension Control Lever in the "**UNLOCKED**" position.
- The suspension can now be positioned by the hostler tractor for either road or rail operation.

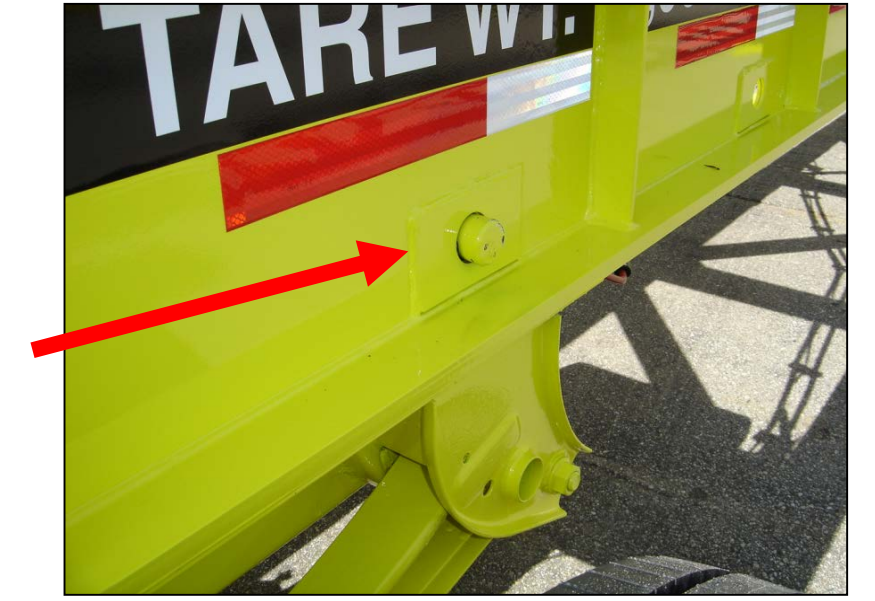


- Close up view of the Locking Handle engaged in the keyhole slot in the "**LOCKING**" position.
- Once the suspension is positioned for road or rail operation, the lever must be locked as shown to engage the Suspension Locking Pins

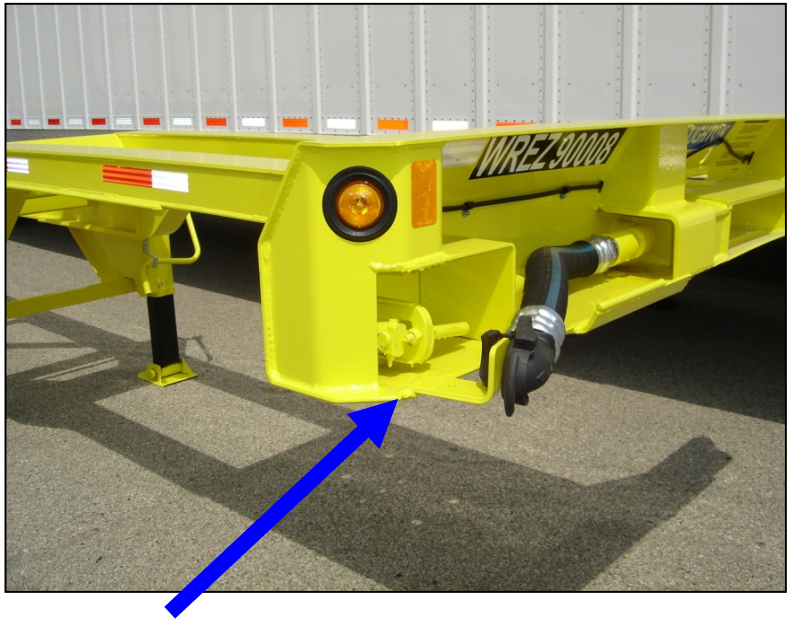
- The **Suspension Locking Pin** does not sufficiently extend through the side frame and is NOT properly engaged and locked.
- Check pins to assure proper locking before moving chassis.

- The **Suspension Locking Pin** in the proper locking position.

Notice: The Locking Pin extends through the side frame properly locking the suspension in place.



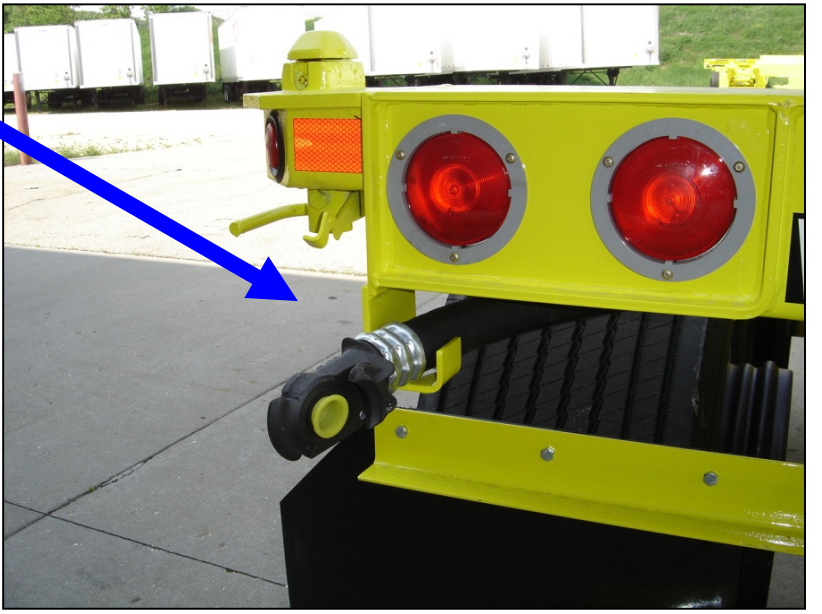
• View of Front Bolster showing Receiver Box



• **Train Air Hose** storage and Container Lock

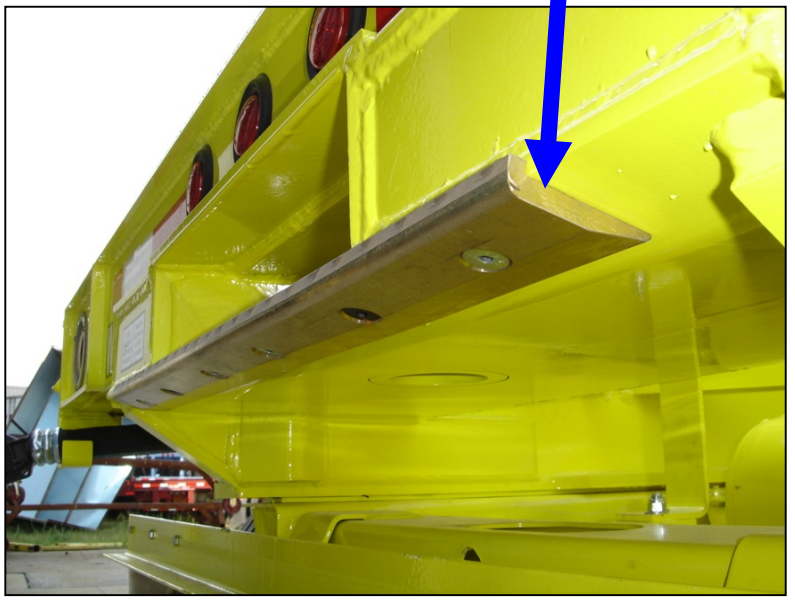
• Standard chassis air and electrical connections.

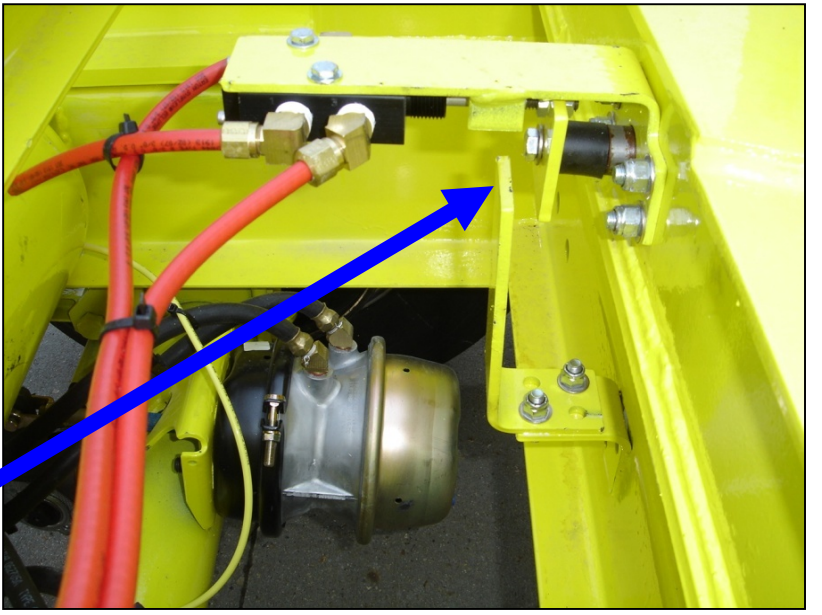
• Hose Storage



• **Slide Shoe** on Rear Bolster

Notice: Always check wear and tear of shoe regularly



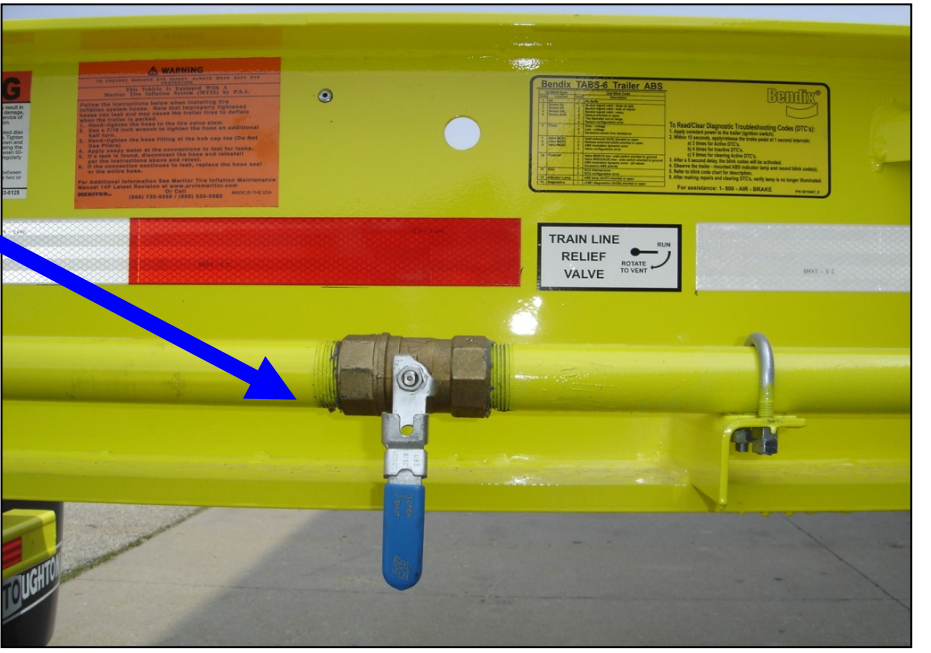


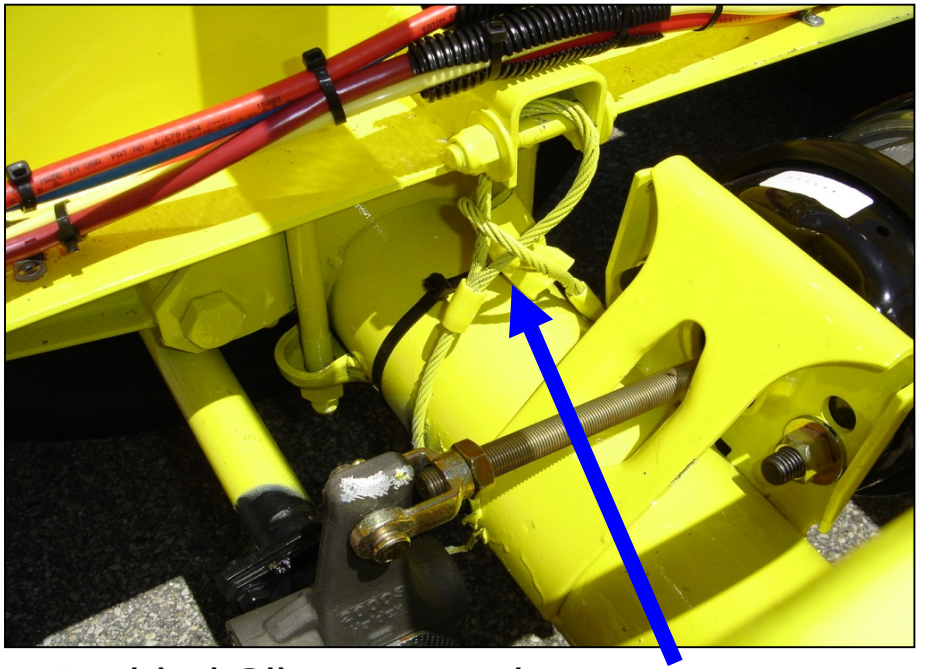
• Rail-to-Road Air Brake Interlock – Interlock prevents movement of chassis with suspension in forward "RAIL" position

Special Features

- Train Air-Line **Vent Valve**

Notice: Do NOT attempt to disconnect train line while under pressure





- Braided Slings to retain axles

- **Tire inflation system**

Assembling a RailRunner Train

- Forklift Truck transporting Transition Unit from side (Forks should be fully inserted across lower frame)

- Forklift Truck transporting Intermediate Unit from the side

Bogie Placement by Container Reach Stacker

- Transporting using wire slings/chains and D-rings

- Reach Stacker loading container onto positioned chassis

- Engaged Twist Lock on chassis in container corner casting

- Yard hostler positioning Chassis on the rail for train build

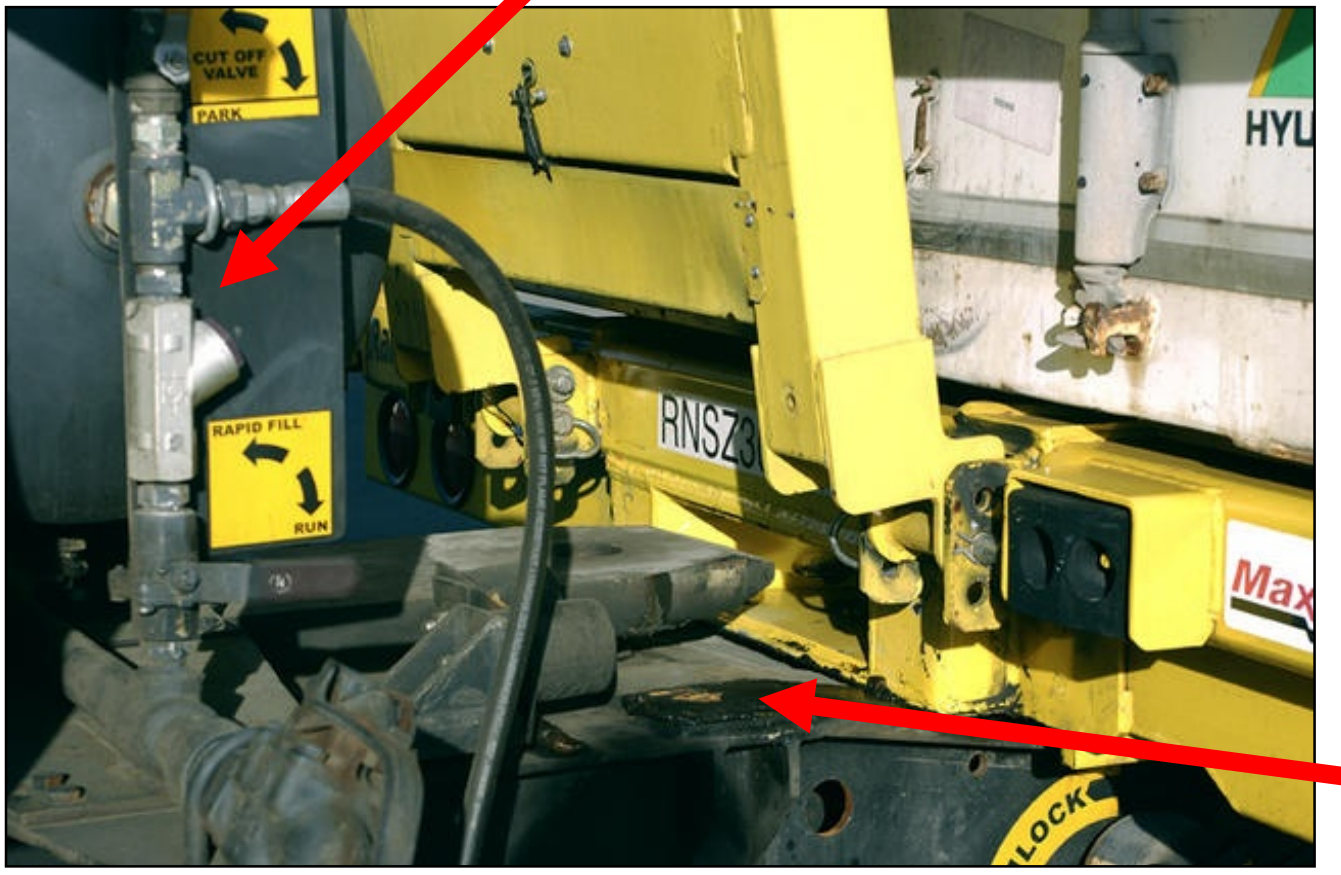
- Chassis positioned with Landing Gear centered on rail
- Adjust Landing Gear as required

Coupling Intermediate Units/Anchor Block

- IU on rail with Parking Brake engaged
- Chassis pushed by tractor and positioned onto bogie
- Chassis bumper in "**UP/RAIL**" position
- Sliding suspension forward

Notice:

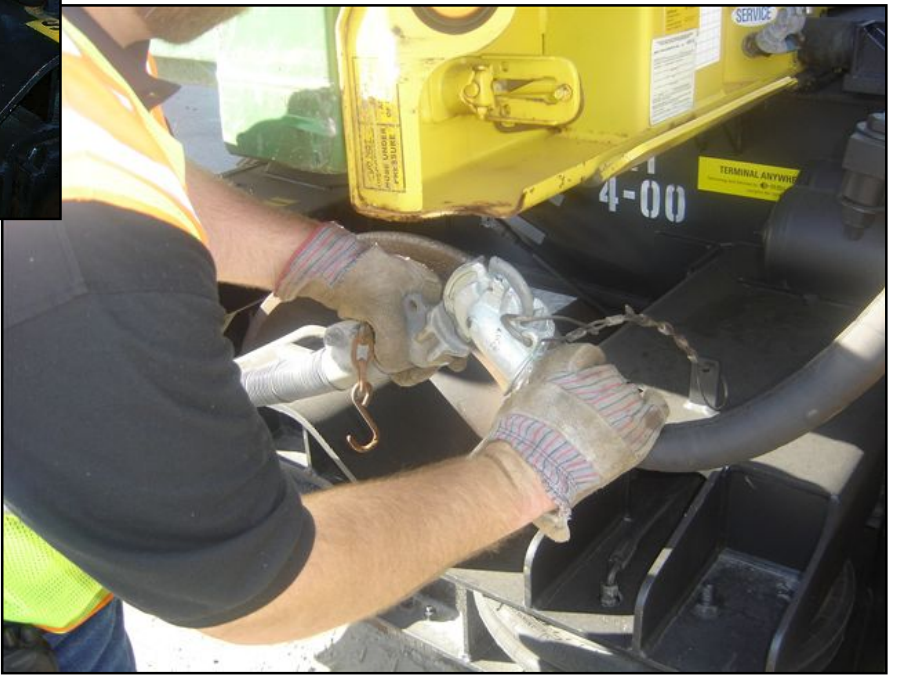
Field Serviceable Check Valve



- Drawbar on IU unit about to enter 53’ chassis Receiver Box

Notice: Remember to keep loading ramp heavily greased at all times

- Setting the IU Air Valves
  - Push outer valves to lock pins
  - Push middle valve to raise



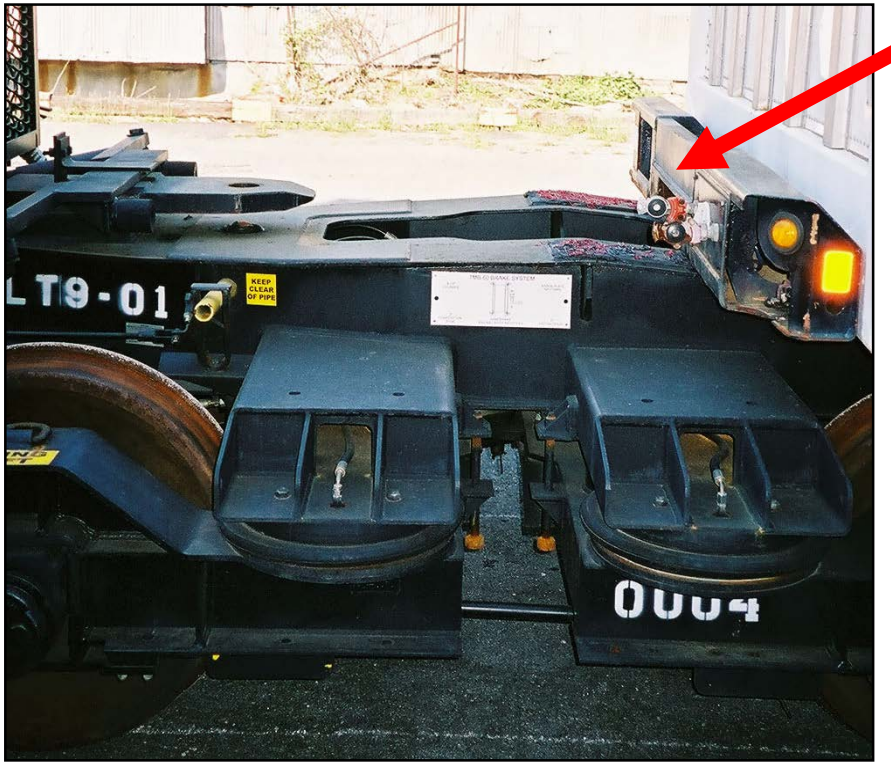
- Coupling Train Line Air from Chassis to Bogie

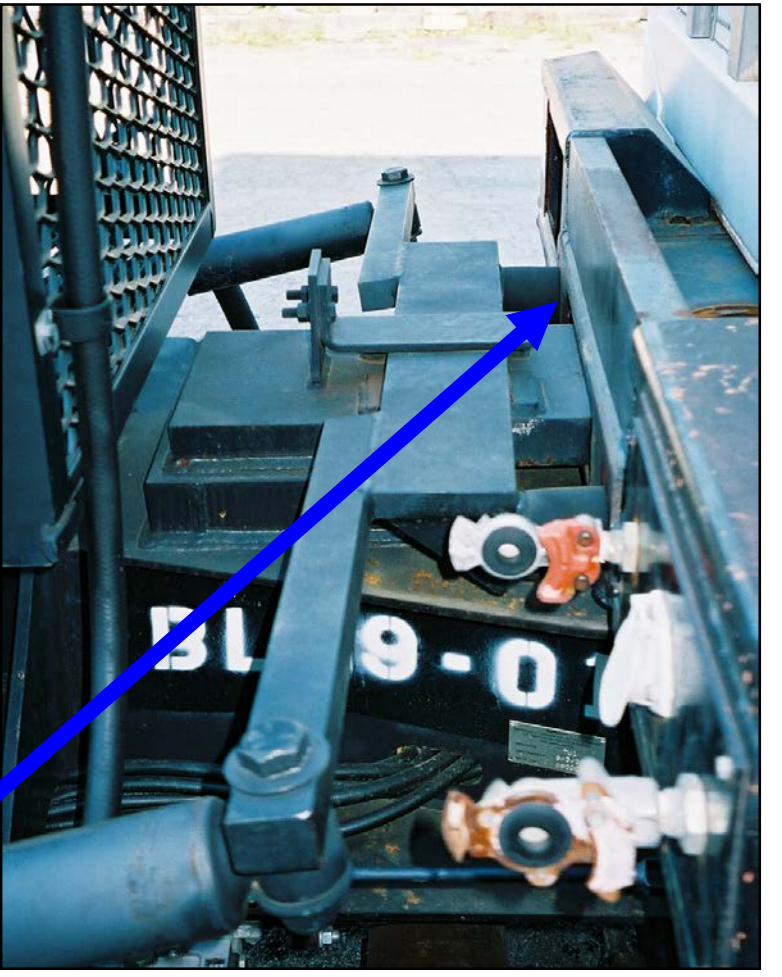
Transition Unit/ End of Train Assembly

Transition Unit being positioned under Chassis

- Positioning the TU beneath the Chassis

Notice: Remember to keep loading ramp heavily greased at all times



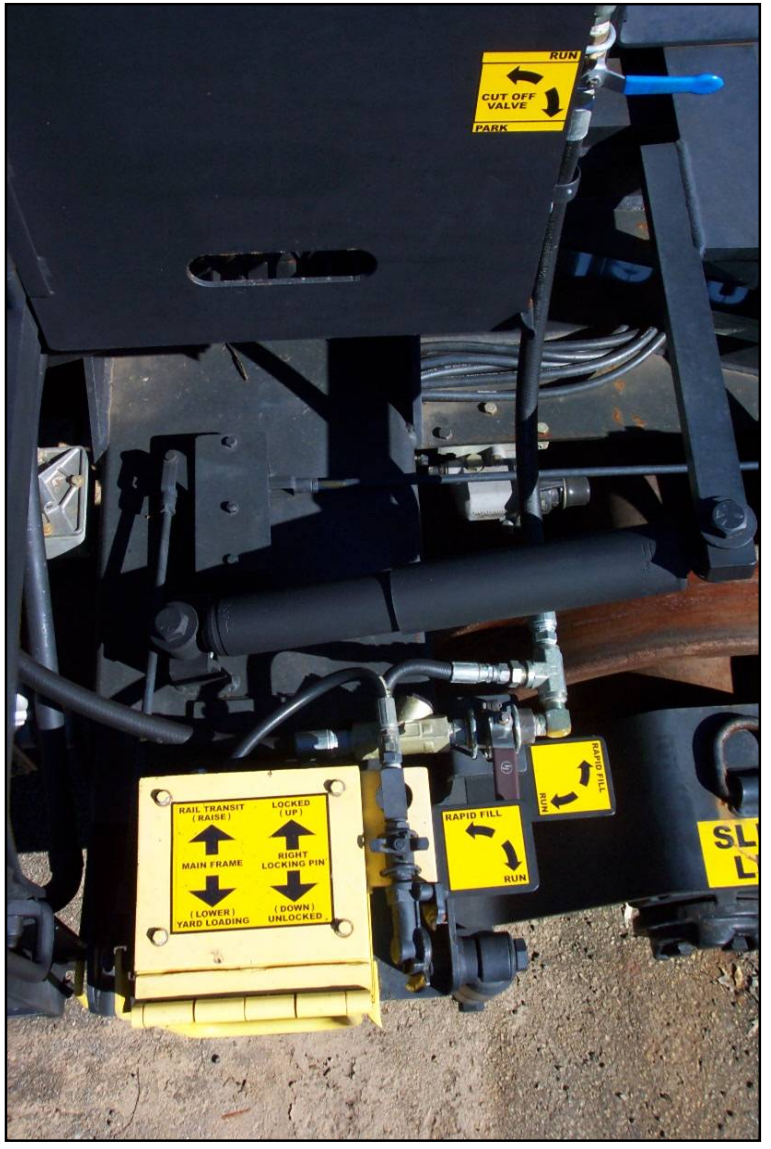


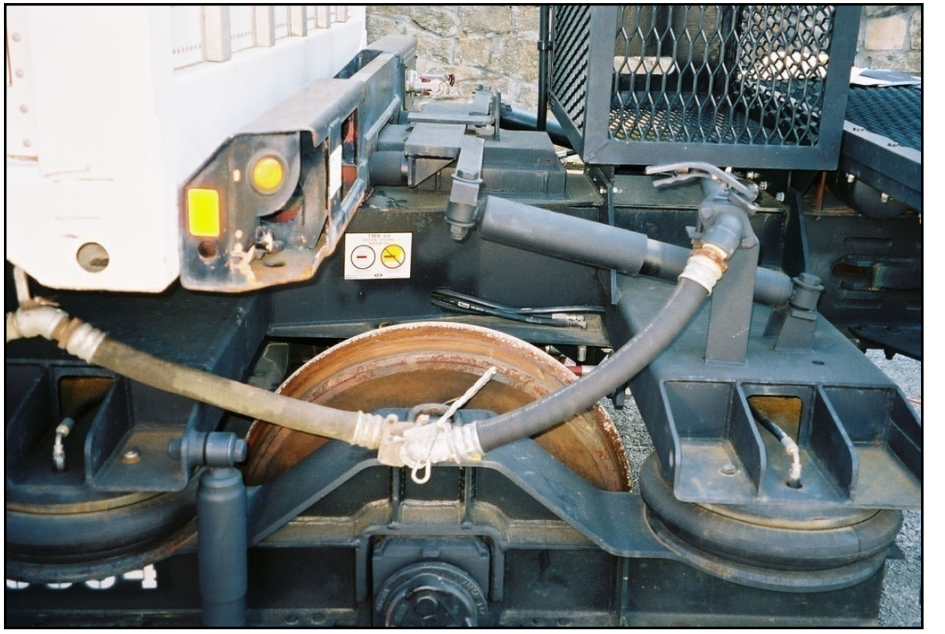
Receiver Box Fully Engaged with Drawbar

(Chassis pushed against rubber bumper)

- Activating TU Controls

TU Locking Pin Fully Engaged and Secured



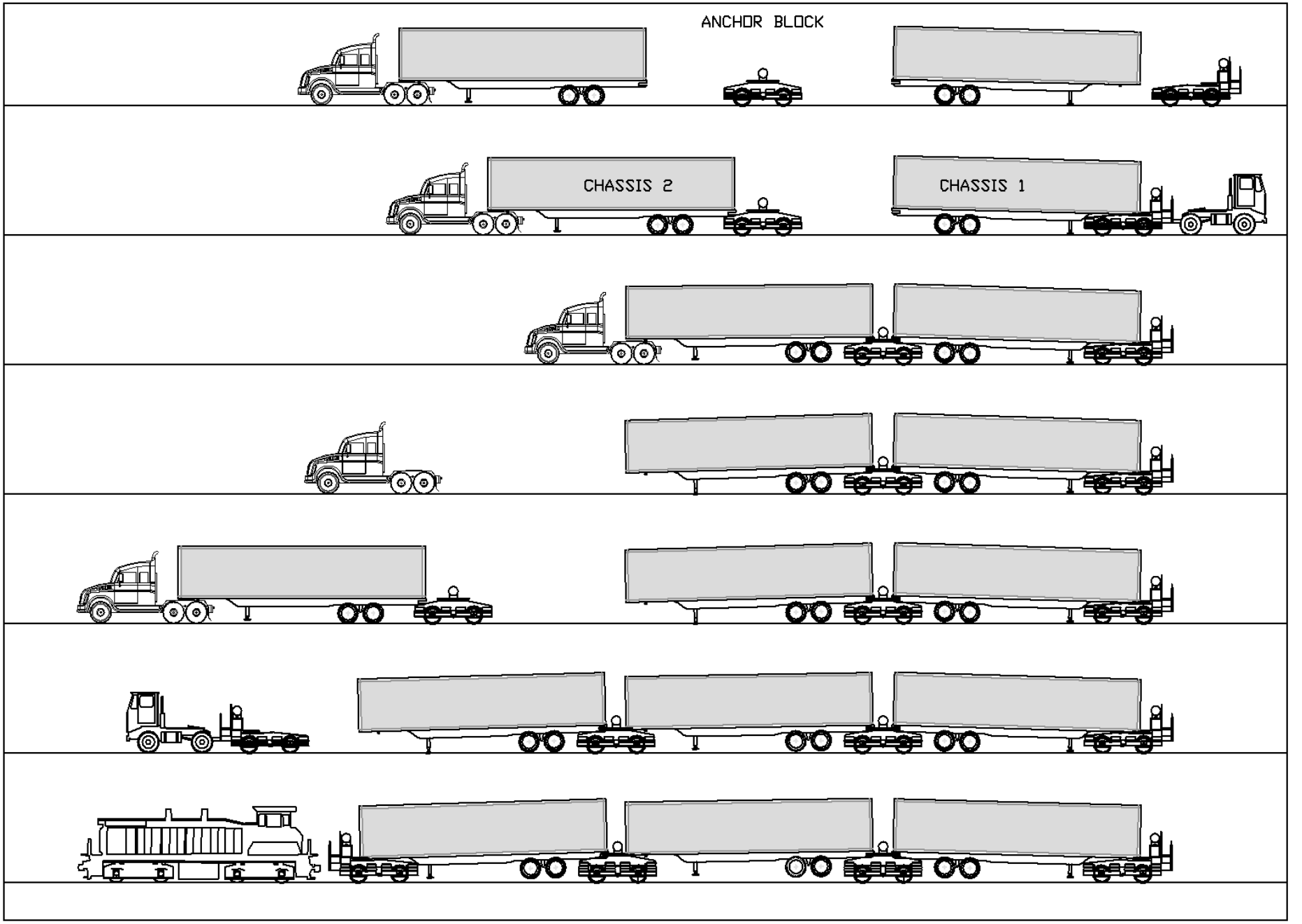


- Connecting the Train Line Air (Chassis to Bogie)

- Set all Air Valves to “**RUN**” position
- Close and latch Control Box Lid

Note Air Spring Suspension inflated for Over-the-Rail operation

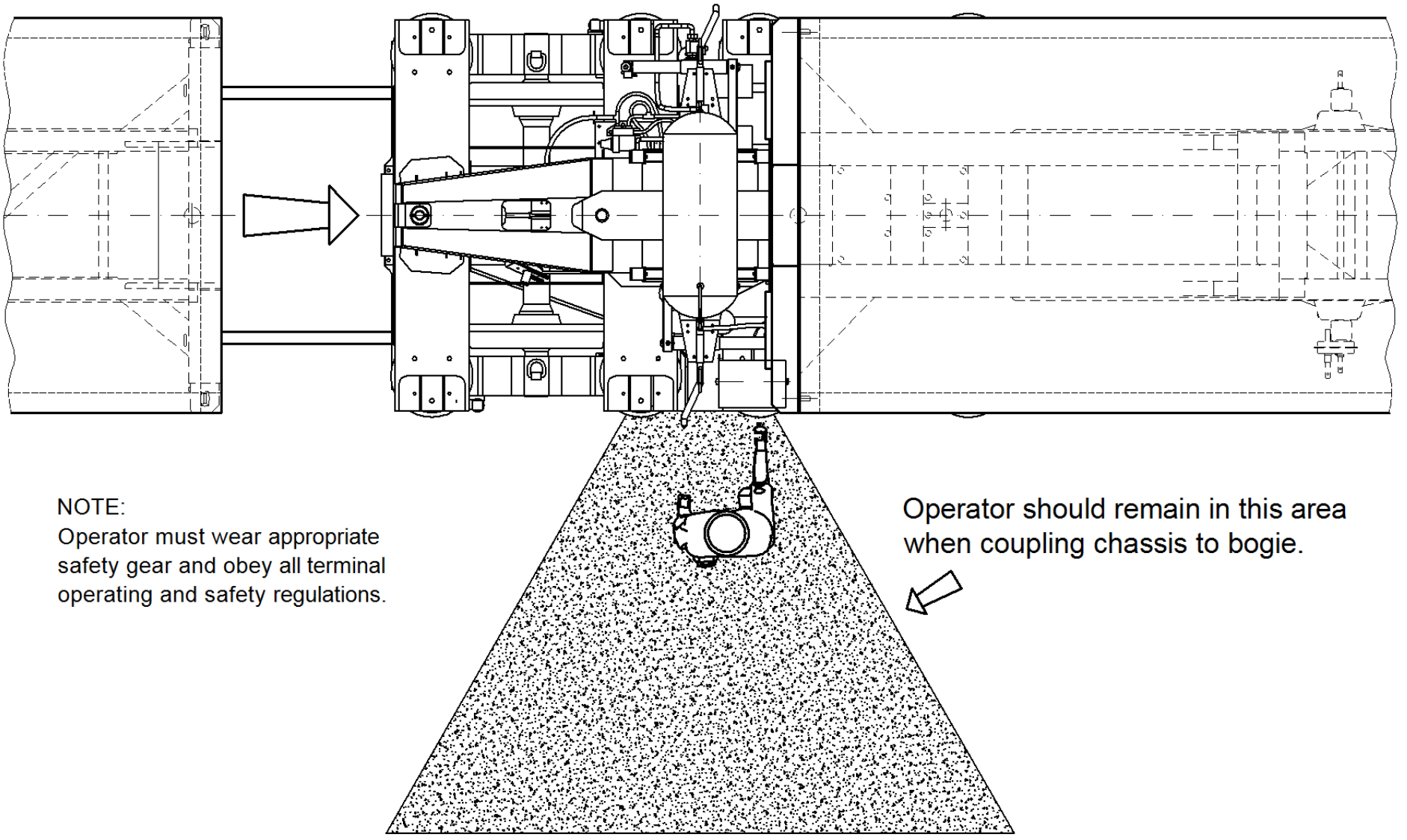
- Chassis with container shown in "**UP/RAIL**" position


ANCHOR BLOCK
CHASSIS 2
CHASSIS 1

Sequence for Building a RailRunner Consist

- **Place RailRunner bogies on the track allowing adequate space to maneuver the hostler truck and chassis.**
- **Begin by placing one Transition Unit and a few Intermediate Units on the rail.**
- **Build one end of the train starting with a Transition Unit, one Intermediate unit and two chassis. These four vehicles make up the “Anchor” block.**
- **Back chassis number two onto the first Intermediate Unit.**
- **Back chassis number one onto the first Intermediate Unit.**
- **Push the Transition Unit under the first chassis.**
- **Use the Hoslter truck and chassis to push the next Intermediate Unit on the track toward the Anchor Block.**
- **Coupler the Intermediate Unit to the chassis.**
- **Continue building the train with chassis and Intermediate Units.**
- **Finish the train build by connecting the Transition Unit to the consist.**
- **Couple the completed consist to the Locomotive.**

Safe Operating Area



NOTE:
Operator must wear appropriate safety gear and obey all terminal operating and safety regulations.

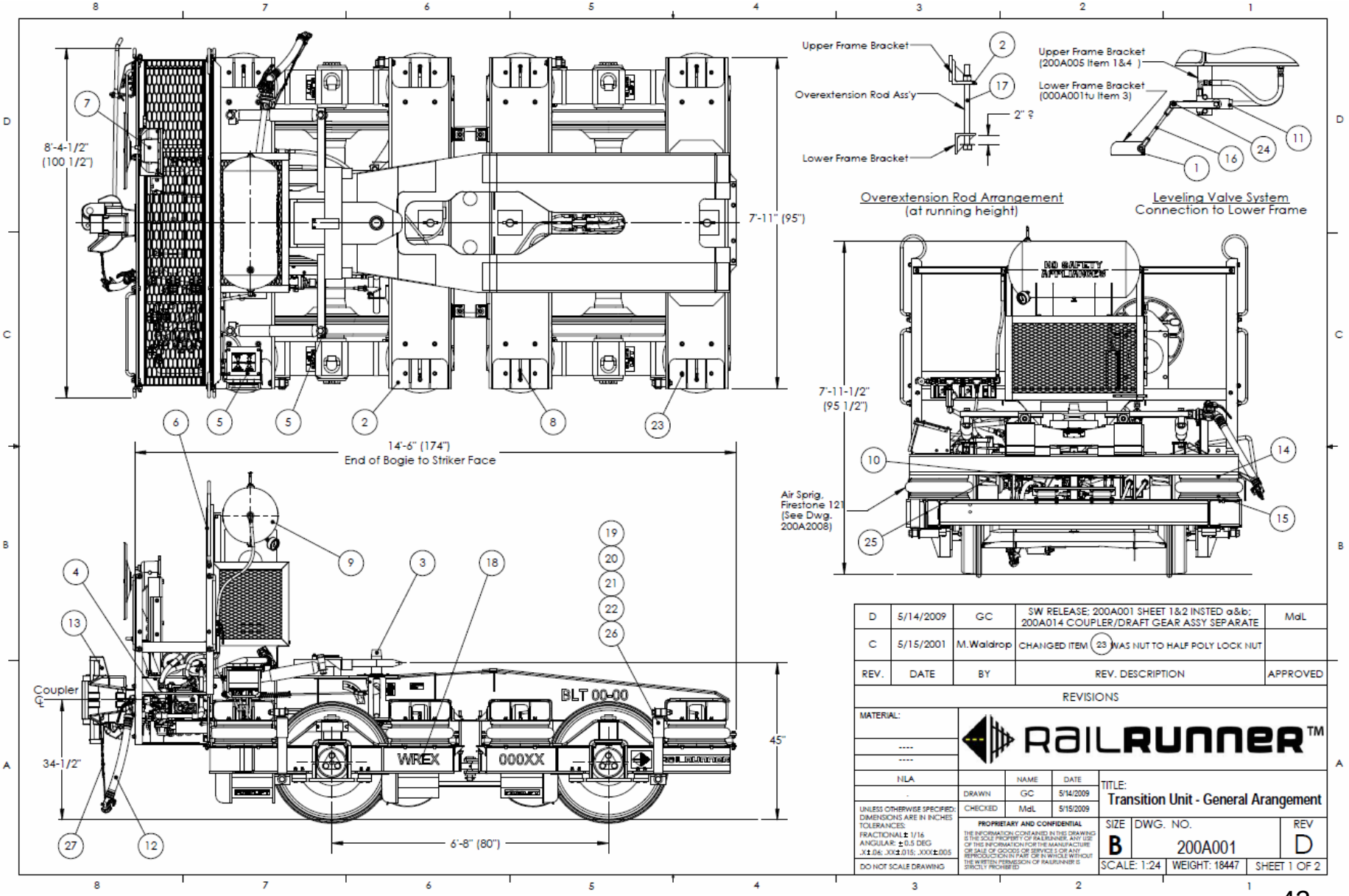
Operator should remain in this area when coupling chassis to bogie.

Operation Summary and Safety Review

- Keep clear of all equipment in motion.
- Always wear required safety gear.
- Only TU is equipped with a Cross Over Platform and appropriate safety appliances.
- IU has no safety appliances and should never be crossed over or ridden on.
- Do not attempt to disconnect train line air hoses while pressurized. Each chassis is equipped with a pressure relief vent valve at the rear. Vent pressure before disconnecting train line air.
- TU's and IU's are to be picked up from the side using designated fork lift pockets or picked up overhead by using wire slings and D-rings. Fully engage fork lift pockets on both sides of IU and TU.
- Keep all bogie loading ramps heavily greased at all times.
- Air Suspension System will not operate unless a minimum of 30psi is shown on the pressure gage.
- An Air Compressor is required to pressurize the Air Suspension System to 110psi during both train assembly and disassembly.
- The Air Suspension Reservoir is equipped with a pop off pressure relief valve set to 125psi.
- The Control Box on the IU will close and lock only when all mechanisms are in the proper "RAISED/LOCKED" position for over the rail operation.
- Parking Brakes must be released prior to moving the train to prevent damaging "flat spotting/sliding" of the wheels.
- All train line hoses must be connected between all chassis and all bogies.
- Check chassis landing gear clearance to rail.

Reference Material

Dwg. 200A001a



REV.	DATE	BY	REV. DESCRIPTION	APPROVED
D	5/14/2009	GC	SW RELEASE: 200A001 SHEET 1&2 INSTED a&b; 200A014 COUPLER/DRAFT GEAR ASSY SEPARATE	MdL
C	5/15/2001	M.Waldrop	CHANGED ITEM (23) WAS NUT TO HALF POLY LOCK NUT	

REVISIONS

		NAME	DATE
DRAWN	GC	5/14/2009
CHECKED	MdL	5/15/2009

MATERIAL: ---- ----

NLA

UNLESS OTHERWISE SPECIFIED: DIMENSIONS ARE IN INCHES TOLERANCES: FRACTIONAL ± 1/16 ANGULAR: ± 0.5 DEG .X ± .06; .XX ± .015; .XXX ± .005

DO NOT SCALE DRAWING

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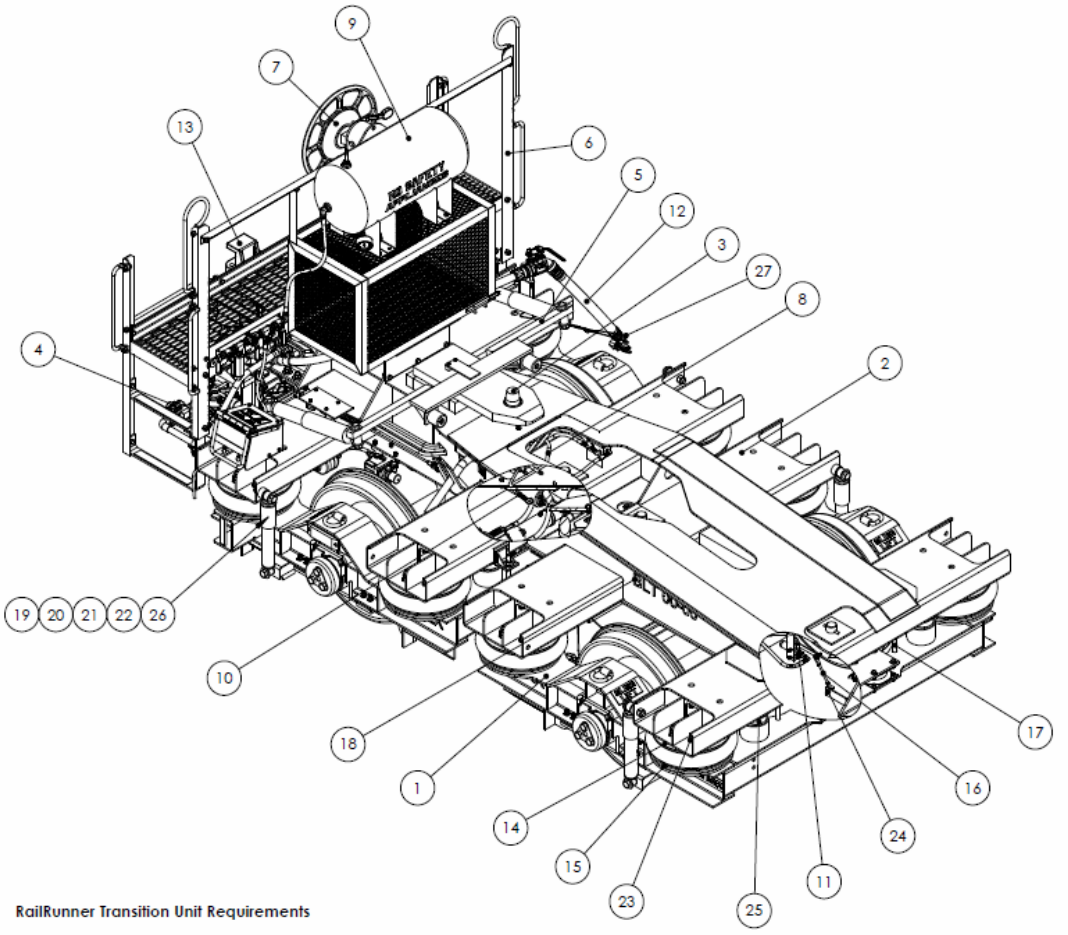
RAILRUNNER™

TITLE: Transition Unit - General Arangement

SIZE	DWG. NO.	REV
B	200A001	D

SCALE: 1:24 | WEIGHT: 18447 | SHEET 1 OF 2



BOM Table				
ITEM NO	QTY.	PART NUMBER	Rev	Description
1	1	000A001tu		LOWER FRAME ASSEMBLY (TRANSITION UNIT)
2	1	200A002a		Upper Frame Assembly
3	1	200A003		Pin Lock Assembly
4	1	200A004		Air Brake assembly
5	1	200A005		Miscellaneous Accessories Assembly
6	1	200A006		Safety Appliances
7	1	200A007		Hand Brake Arrangement
8	1	200A008		Air Bag Piping
9	1	200A009		Air Supply System
10	1	200A010		Cylinder System
11	1	200A011		Height Control Valve System
12	1	200A012		Trainline Assembly
13	1	200A014		Coupler/Draft Gear Assembly
14	8	200D001		Upper Wing Shim Plate
15	8	200D002		Lower Wing Shim Plate
16	2	200D071		Rod Assembly
17	8	200D127		Overextension Rod Assembly
18	1	200D152		Transition Unit - Decal & Stencil Location
19	4	910065		1-8UNC Hex Head Bolt x 5 lg. Gr.5
20	8	910066		1-8UNC Nylon Lock Nut
21	4	910067		1-8UNC Hex Head Bolt x 4 lg. Gr.5
22	8	910068		1 Washer
23	64	910110		5/8-11UNC Half Poly Lock Nut GR 5
24	4	910116		3/8-24UNC Nylon Lock Nut
25	8	940019		Spring, Alco CH14707A
26	4	940021		Shock, Monroe 74423
27	2	950026		Brake Hose Support, IRECO 20161 (or STRATO BC 601)

RailRunner Transition Unit Requirements

Weld Requirements:
1. Welds must conform to the requirements of AWS D1.1 and D15.1.
2. D15.1 will take precedence over D1.1 where the two disagree.
3. Welders must be certified to either D1.1 or D15.1 regarding applicable welding positions.
4. All welding will be performed using FCAW unless specified otherwise.
5. For all weld processes, the filler metal must meet the requirements of Table C4 of D15.1 for A572, Grade 50 steel.
6. All welds require visual inspection. 10% of all welds require a non-destructive inspection using either magnetic-particle or dye-penetrant testing per AWS D1.1. Inspectors must be AWS certified.

Material Specifications:
1. All structural steel must be certified to exceed 15 ft-lb @ 0 °F on Charpy V-notch Impact test.
2. Material specifications for all materials must be kept for every lower frame, filed by upper frame serial number.

REV.	DATE	BY	REV. DESCRIPTION	APPROVED
-	-	-	See Sheet1	-

REVISIONS

MATERIAL:

NLA

UNLESS OTHERWISE SPECIFIED: DIMENSIONS ARE IN INCHES TOLERANCES: FRACTIONAL ± 1/16 ANGULAR: ± 0.5 DEG .X ± .06; .XX ± .015; .XXX ± .005

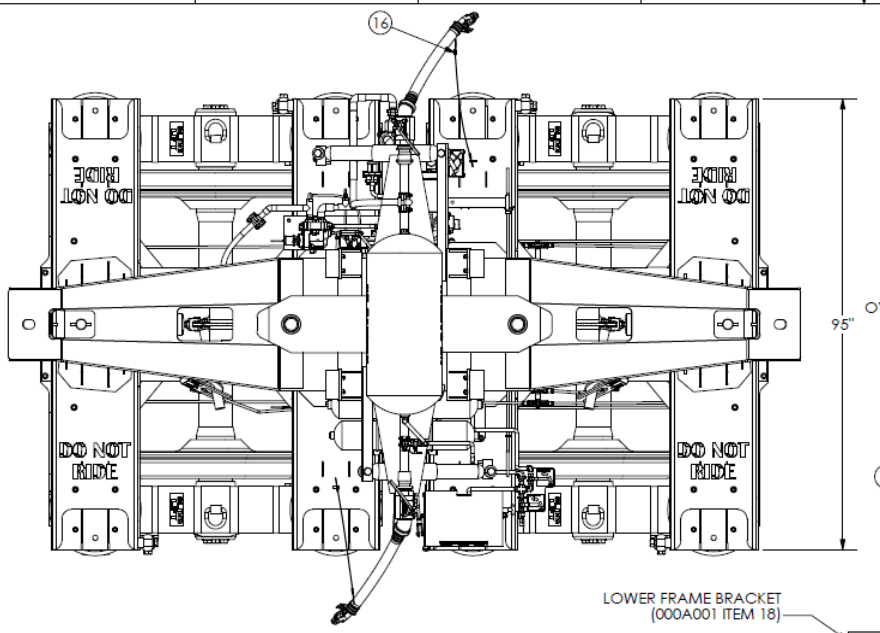
DO NOT SCALE DRAWING

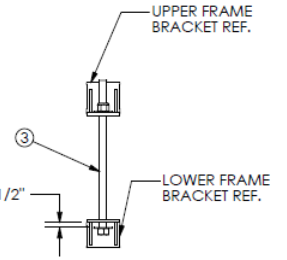
	NAME	DATE
DRAWN	GC	5/14/2009
CHECKED	MdL	5/15/2009

RAILRUNNER™

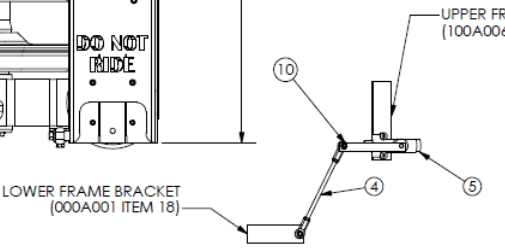
TITLE: Transition Unit - General Arangement

SIZE	DWG. NO.	REV
B	200A001	D
SCALE: 1:24	WEIGHT: 18447	SHEET 2 OF 2

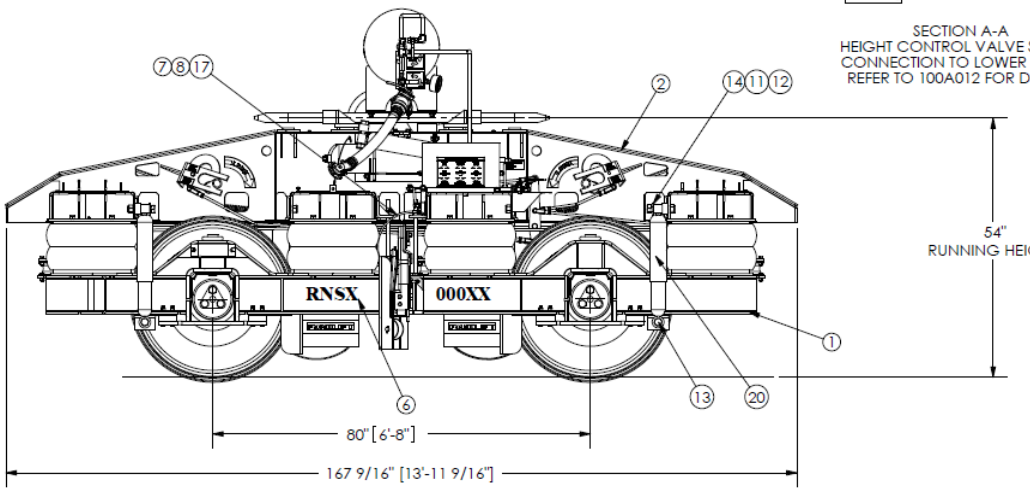


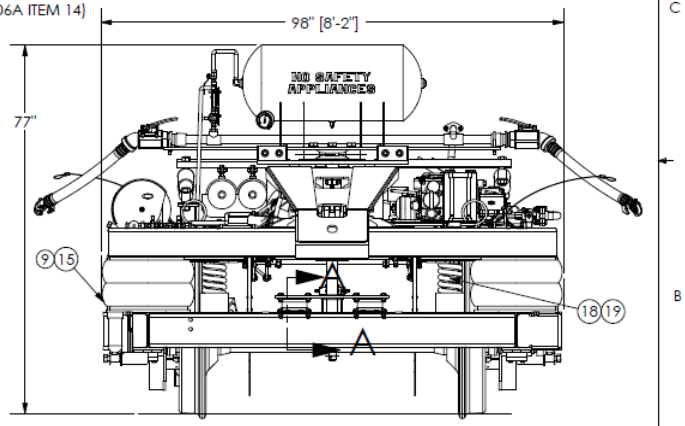


OVER EXTENSION ROD ARRANGEMENT (AT RUNNING HEIGHT)



SECTION A-A
HEIGHT CONTROL VALVE SYSTEM CONNECTION TO LOWER FRAME REFER TO 100A012 FOR DETAILS





BOM Table

ITEM	DWG.	QTY.	DESCRIPTION
1	000A001	1	LOWER FRAME ASSEMBLY (INTERMEDIATE UNIT)
2	100A002	1	UPPER FRAME ASSEMBLY
3	100D001	8	OVEREXTENSION ROD ASSEMBLY
4	100D002	2	LEVELING VALVE ROD ASSEMBLY
5	100D129	2	Height Control Valve & Modification
6	100D160	1	DECAL & STENCIL LOCATIONS
7	910040	2	3/8-16UNC Hex Head Bolt x 1 lg.
8	910051	6	3/8-16UNC Nylon Lock Nut
9	910060	64	5/8-11UNC Nylon Lock Nut
10	910062	4	3/8-24UNF Hex Jam Nut
11	910065	4	1-8UNC Hex Head Bolt x 5 lg. Gr.5
12	910066	8	1-8UNC Nylon Lock Nut
13	910067	4	1-8UNC Hex Head Bolt x 4 lg. Gr.5
14	910068	8	1 Washer
15	920092	8	AIRBAG, FIRESTONE PN 203 ROLLED PLATE
16	940017	2	TRAINLINE HOSE LANYARD STAINLESS
17	940018	1	BRAIDED STATIC CABLE ZINC
18	940019	8	Spring, Alco CH14707A
19	940020	8	Spring Alco CH14707B
20	940025	4	SHOCK, MONROE 70045

REV.	DATE	BY	REV. DESCRIPTION	APPROVED
G	7/1/2009	GC	B FORMAT	MdL
F	12/18/2008	MEC	SOLIDWORKS CONVERSION	AMD

REVISIONS

MATERIAL:

NLA

RAILRUNNER™

	NAME	DATE
DRAWN	MEC	12/18/2008
CHECKED	AMD	1/23/2009

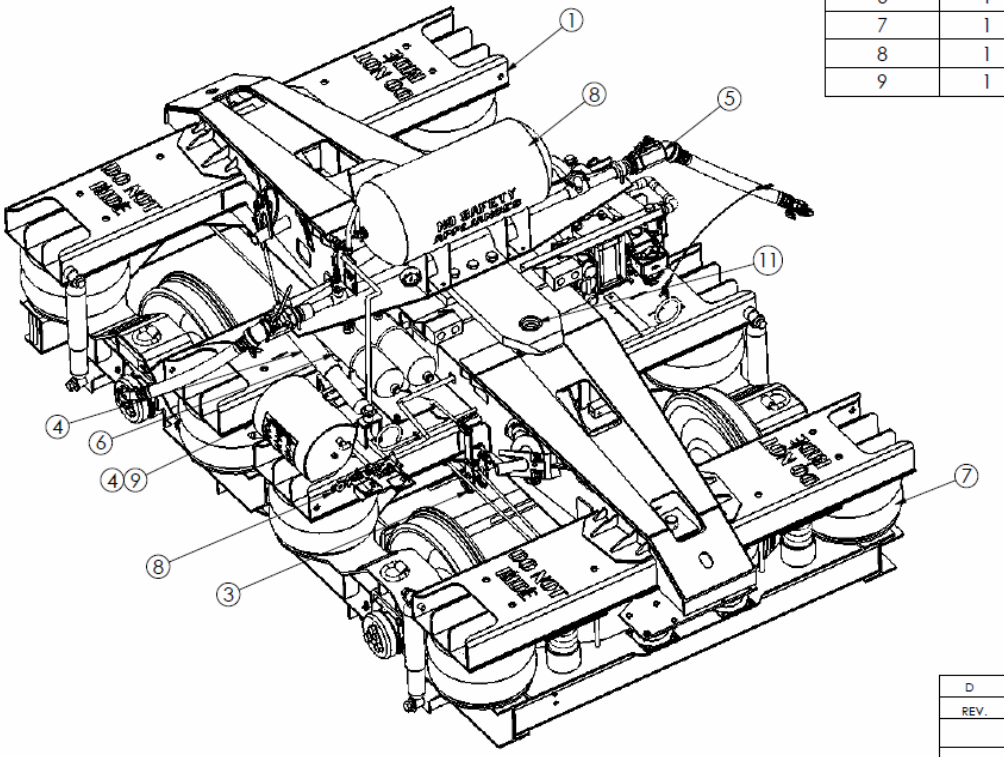
TITLE: INTERMEDIATE UNIT-GENERAL ARRANGEMENT

UNLESS OTHERWISE SPECIFIED: DIMENSIONS ARE IN INCHES
TOLERANCES:
FRACTIONAL ± 1/16
ANGULAR: ± 0.5 DEG
.X ±.06; .XX ±.015; .XXX ±.005
DO NOT SCALE DRAWING

SIZE	DWG. NO.	REV
B	100A001	G
SCALE: 1:24	WEIGHT: 15242	SHEET 1 OF 1

WELD REQUIREMENTS:
1. WELDS MUST CONFORM TO THE REQUIREMENTS OF AWS D1.1 AND D15.1.
2. D15.1 WILL TAKE PRECEDENCE OVER D1.1 WHERE THE TWO DISAGREE.
3. WELDERS MUST BE CERTIFIED TO EITHER D1.1 OR D15.1 REGARDING APPLICABLE WELDING POSITIONS.
4. ALL WELDING WILL BE PERFORMED USING GMAW-P UNLESS SPECIFIED OTHERWISE.
5. FOR ALL WELD PROCESSES, THE FILLER METAL MUST MEET THE REQUIREMENTS OF TABLE C4 OF D15.1 FOR A572, GRADE 50.

ITEM NO.	QTY.	PART NUMBER	DESCRIPTION
1	1	100A003	UPPER FRAME WELDMENT
2	1	100A004	PIN LOCK ASSEMBLY
3	1	100A005	PADDLE SYSTEM ASSEMBLY
4	1	100A006	MIISC ACCESORIES ASSEMBLY
5	1	100A007	TRAINLINE ASSEMBLY
6	1	100A008	AIR BRAKE ASSEMBLY
7	1	100A009	AIR BAG PIPING
8	1	100A010	AIR SUPPLY SYSTEM
9	1	100A011	CYLINDER SYSTEM



MATERIAL SPECIFICATIONS:
1. ALL STRUCTURAL STEEL MUST BE CERTIFIED TO EXCEED 15 FT-LB @ 0ºF ON CHARPY V-NOTCH IMPACT TEST.
2. MATERIAL SPECIFICATIONS FOR ALL MATERIALS MUST BE KEPT FOR EVERY LOWER FRAME, FILED BY UPPER FRAME SERIAL NUMBER.

OTHER:
A SERIAL NUMBER SHALL BE STAMPED ON EVERY UPPER AND LOWER FRAME.

REV.	DATE	BY	DESCRIPTION	APPROVED
D	12/15/2008	MEC	SOLIDWORKS CONVERSION	

REVISIONS

MATERIAL: 100A001

NLA:

RAILRUNNER™

	NAME	DATE
DRAWN	MEC	12/15/2008
CHECKED	AMD	1/23/09

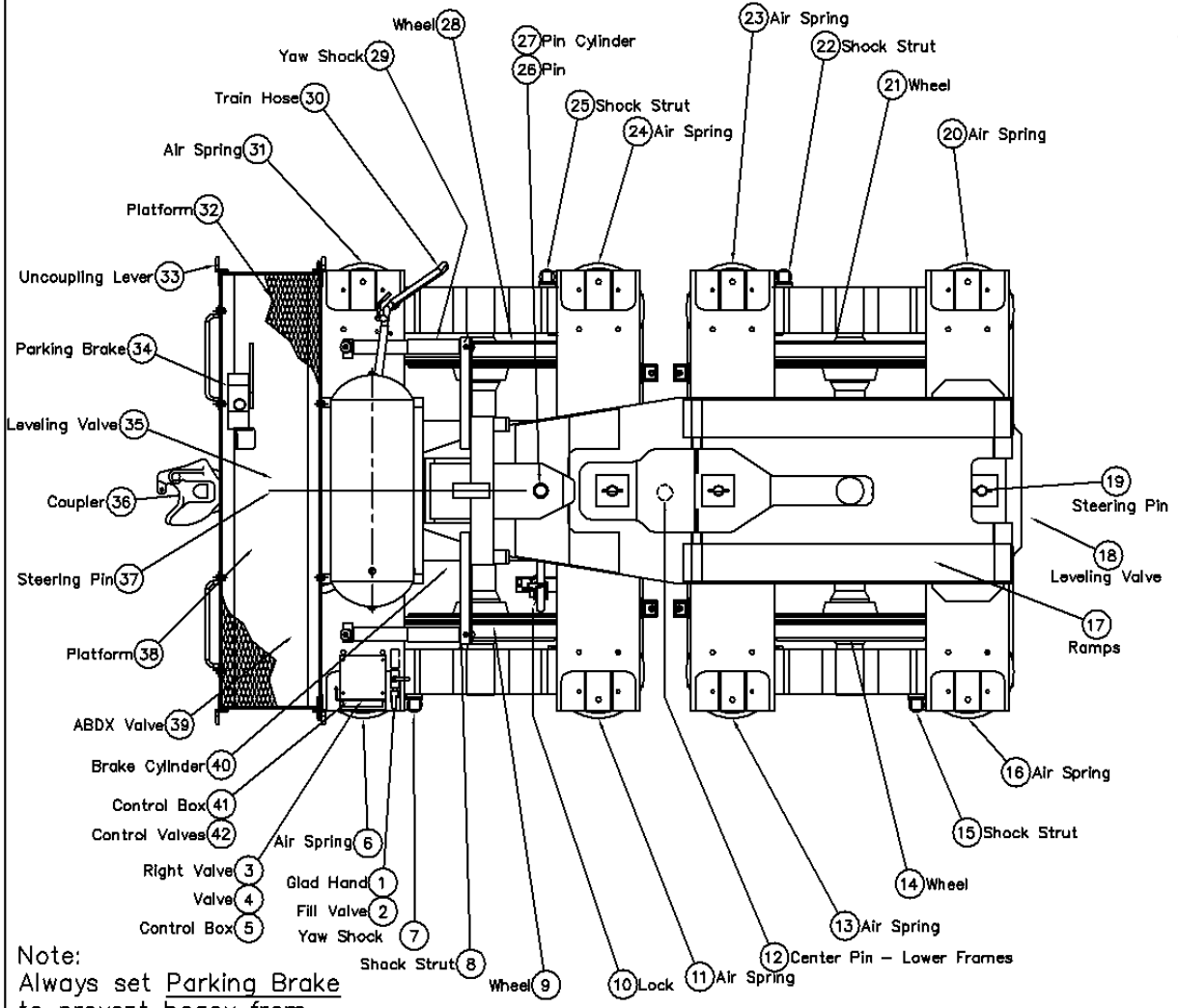
TITLE: **UPPER FRAME ASSEMBLY**

UNLESS OTHERWISE SPECIFIED:
DIMENSIONS ARE IN INCHES
TOLERANCES:
FRACTIONAL ± 1/16
ANGULAR: ± 0.5 DEG
THREE PLACE DECIMAL ±.005

DO NOT SCALE DRAWING

SIZE	DWG. NO.	REV
B	100A002	D

SCALE: 1:1 | WEIGHT: 15128LB | SHEET 1 OF 1



Note:
Always set Parking Brake
to prevent bogey from
rolling during inspection
See Location at Item 34

Field Inspection Transition Unit

1	Glad Hand	Charge tank to 110 PSI
2	Fill Valve	Set Valve to Rapid Fill
3	Right Valve	Move Valve IN and Out – Leave Out
4	Right Valve	Move Valve IN – Raise Frame
5	Control Box	Close Control Box, check mechanisms for fuction
6	Air Spring	Look for damage, listen for air leaks
7	Yaw Shock	Check bolted connections, look for fluid leaks
8	Shock Strut	Check bolted connections, look for fluid leaks
9	Wheel	Inspect wheel, brake shoe and brake beam
10	Lock	Check locking mechanism and connections
11	Air Spring	Look for damage, listen for air leaks
12	Center Pin	Check pin connecting lower frames
13	Air Spring	Look for damage, listen for air leaks
14	Wheel	Inspect wheel, bearing, brake shoe and brake beam
15	Shock Strut	Check bolted connections, look for fluid leaks
16	Air Spring	Look for damage, listen for air leaks
17	Ramps	Apply grease to ramps
18	Leveling Valve	Check control rod connections
19	Steering Pin	Check shear pad bolts. Inspect rod and bushing for damage
20	Air Spring	Look for damage, listen for air leaks
21	Wheel	Inspect wheel, bearing, axle, brake shoe and brake beam
22	Shock Strut	Check bolted connections, look for fluid leaks
23	Air Spring	Look for damage, listen for air leaks
24	Air Spring	Look for damage, listen for air leaks
25	Shock Strut	Check bolted connection, look for fluid leaks
26	Pin	Locked pin should be up and vertically aligned
27	Pin Cylinder	Inspect cylinder mechanism beneath unit
28	Wheel	Inspect wheel, bearing, axle, brake shoe and brake beam
29	Yaw Shock	Check bolted connections, check for fluid leaks
30	Train Hose	Check glad hand and condition of hose
31	Air Spring	Check for damage, listen for air leaks
32	Platform	Check steps and safety appliances for damage
33	Uncoupling Lever	Inspect lever and bracket for operation
34	Parking Brake	Set and release brake, inspect chain connections
35	Leveling Valve	Check control rod connections
36	Coupler	Check condition of coupler, draft key and train hose
37	Steering Pin	Check shear pad bolts. Inspect rod and bushing for damage
38	Platform	Check steps and safety appliances for damage
39	ABDX Valve	Inspect ABDX valve, air tanks and empty/load valve
40	Brake Cylinder	Check pinned connections and brake beam
41	Control Box	Open box. Check mechanisms for fuction
42	Control Valves	Pull the valves outward lower locking pins and frame

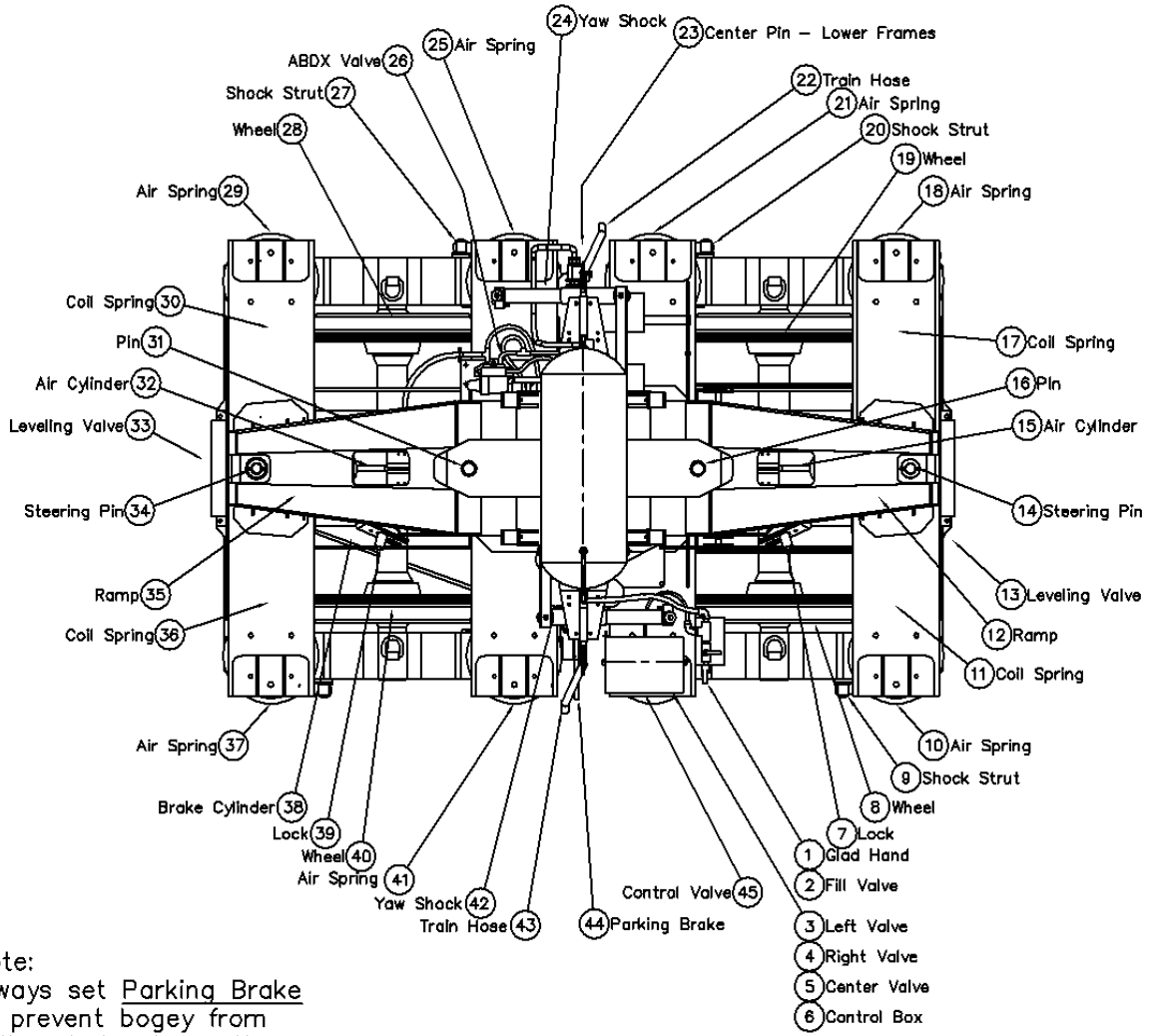
REV.	DATE	BY	DESCRIPTION
A	03/7/05	M.Waldrop	INITIAL DRAWING RELEASE

RailRunner
Field Inspection
Transition Unit

TOLERANCED ± 1/16 Unless Noted
Total Weight
Dwn M.Waldrop
CHKD

DWG # 100D176

NLA



Note:
Always set Parking Brake to prevent bogey from rolling during inspection
See Location at Item 44

Field Inspection Intermediate Unit

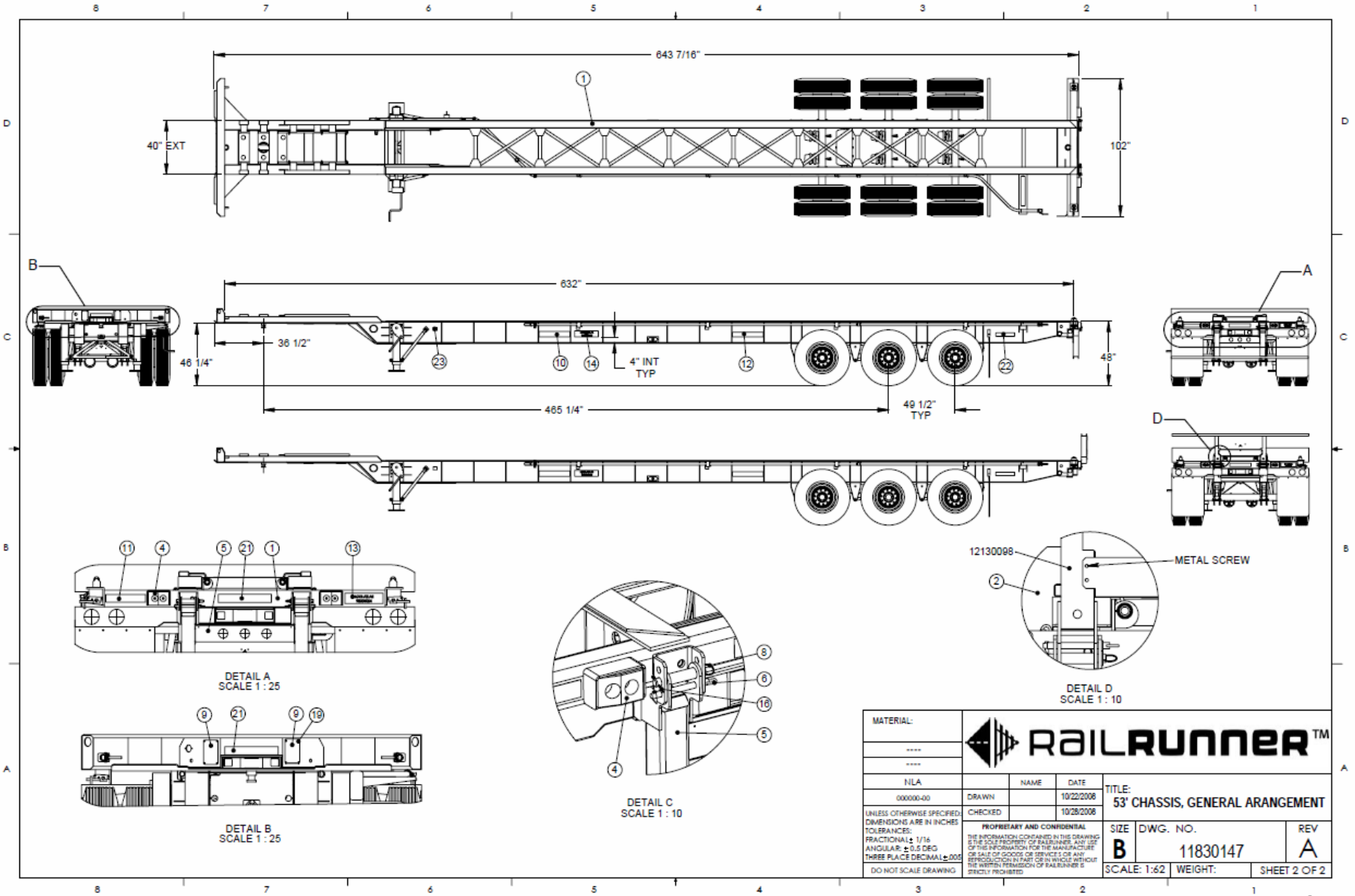
1	Glad Hand	Charge tank to 110 PSI
2	Fill Valve	Set Valve to Rapid Fill
3	Left Valve	Move Valve IN and OUT
4	Right Valve	Move Valve IN and OUT
5	Center Valve	Move IN – Raise Upper Frame
6	Control Box	Close Control Box, check mechanisms for function
7	Lock	Check locking mechanism and connections
8	Wheel	Inspect wheel, bearing, axle, brake shoe and brake beam
9	Shock Strut	Check bolted connections, look for fluid leaks
10	Air Spring	Look for damage, Listen for air leaks
11	Coil Springs	Check springs & paddle mechanism connections
12	Ramps	Apply grease to ramps
13	Leveling Valve	Check control rod connections
14	Steering Pin	Check shear pad bolts. Inspect rod and bushing for damage
15	Air Cylinder	Inspect mechanism inside frame for damage or debris
16	Pin	Locking Pin should be up and vertically aligned
17	Coil Spring	Check spring and paddle mechanism connections
18	Air Spring	Look for damage, listen for air leaks
19	Wheel	Inspect wheel, bearing, axle, brake shoe and brake beam
20	Shock Strut	Check bolted connections, look for fluid leaks
21	Air Spring	Look for damage, listen for air leaks
22	Train Hose	Check glad hands and condition of hose
23	Center Pin	Check pin connecting lower frames
24	Yaw Shock	Check bolted connections, look for fluid leaks
25	Air Spring	Look for damage, listen for air leaks
26	ABDX Valve	Look for damage, listen for air leaks
27	Shock Strut	Check bolted connection, look for fluid leaks
28	Wheel	Inspect wheel, bearing, axle, brake shoe and brake beam
29	Air Spring	Look for damage, listen for leaks
30	Coil Spring	Check spring and paddle mechanism connections
31	Pin	Locking pin should be up and vertically aligned
32	Air Cylinder	Inspect mechanism inside frame for damage or debris
33	Leveling Valve	Check control rod connections
34	Steering Pin	Check shear pad bolts. Inspect rod and bushing for damage
35	Ramps	Apply grease to ramps
36	Coil Springs	Check springs and paddle mechanism connections
37	Air Spring	Look for damage, listen for leaks
38	Brake Cylinder	Check pinned connections and brake beams
39	Lock	Check locking mechanism and connections
40	Wheel	Inspect wheel, axle, bearing, brake shoe and brake beam
41	Air Spring	Look for damage, listen for leaks
42	Yaw Shock	Check bolted connections, look for fluid leaks
43	Train Hose	Check glad hand and condition of hose
44	Parking Brake	Set and release brakes. Inspect chain connection
45	Control Valve	Pull the valves outward lower locking pins and frame

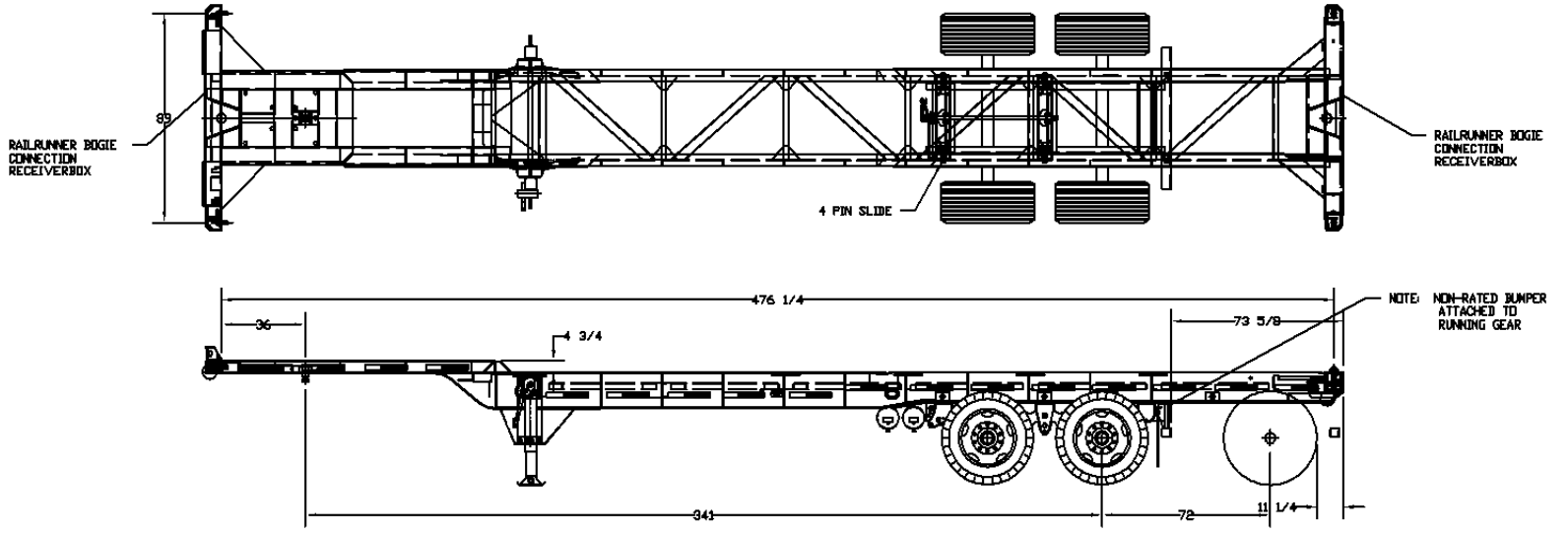
REV.	DATE	BY	DESCRIPTION
A	03/7/05	M.Waldrop	INITIAL DRAWING RELEASE

RailRunner
Field Inspection
Intermediate Unit

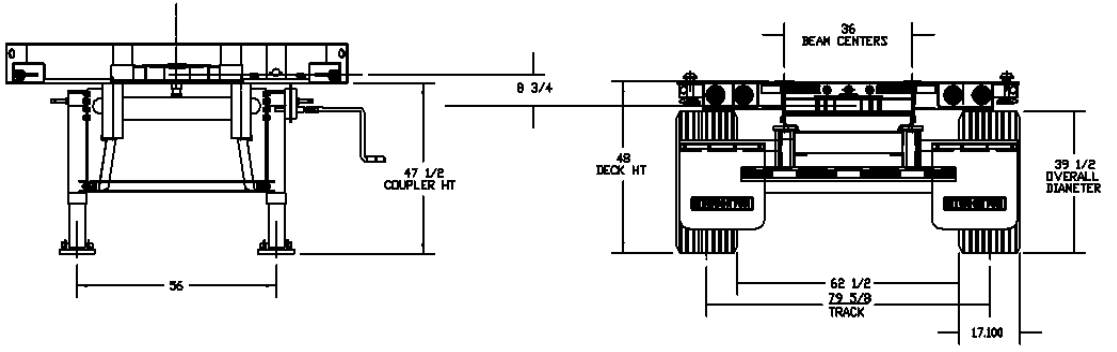
TOLERANCE: ± 1/16 Unless Noted
Total Weight
Dwn M.Waldrop
CHKD
NLA

DWG # 100D175


643 7/16"
40" EXT
102"
632"
36 1/2"
46 1/4"
4" INT
TYP
48"
465 1/4"
49 1/2"
TYP
DETAIL A
SCALE 1 : 25
DETAIL B
SCALE 1 : 25
DETAIL C
SCALE 1 : 10
12130098
METAL SCREW
DETAIL D
SCALE 1 : 10
MATERIAL:
NLA
000000-00
UNLESS OTHERWISE SPECIFIED:
DIMENSIONS ARE IN INCHES
TOLERANCES:
FRACTIONAL ± 1/16
ANGULAR: ± 0.5 DEG
THREE PLACE DECIMAL ± .005
DO NOT SCALE DRAWING
NAME
DATE
DRAWN
10/22/2008
CHECKED
10/28/2008
PROPRIETARY AND CONFIDENTIAL
THE INFORMATION CONTAINED IN THIS DRAWING IS THE SOLE PROPERTY OF RAILRUNNER. ANY USE OF THIS INFORMATION FOR THE MANUFACTURE OR SALE OF GOODS OR SERVICES OR ANY REPRODUCTION IN PART OR IN WHOLE WITHOUT THE WRITTEN PERMISSION OF RAILRUNNER IS STRICTLY PROHIBITED
RAILRUNNER™
TITLE:
53' CHASSIS, GENERAL ARRANGEMENT
SIZE
B
DWG. NO.
11830147
REV
A
SCALE: 1:62
WEIGHT:
SHEET 2 OF 2



ESTIMATED WGT: 7900lbs ± 2%



REV.	DATE	BY	APPVD	DESCRIPTION
1	08/25/06	RGR		SKETCH FOR INFO ONLY

RailRunner

40Ft CHASSIS
Specification drawing

TOLERANCE: ± 1/16 Unless Noted
Total Weight
DWN
CHKD
Scale: 1/25

DWG # CH100-401A

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End