

Hydrema MX20G RAIL.

**AS7502
COMPLIANT**



Specially designed compact excavator in the 20t class for railway work with focus on great stability, high performance and flexibility.

Key features

- Highest hydraulic flow in its class
- Powerful 175 hp Cummins Stage 5 engine with DOC, DPF and SCR catalyst
- Most compact machine in the 20t class
- Hydrema rail system with both low (type 3) and high (type 2a) rail capability



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Technical data.

Excavator

Compact excavator with two-piece boom for all models. Build in high tensile steel with closed profiles in lengths 2.0 m, 2.5 m. 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:	319	l/Min
Swing hydraulics:	88	l/Min
Hydraulic option 1 ZV1:	30-200	l/Min
Hydraulic option 2 ZV2:	15-100	l/Min
Hydraulic option 3 ZV3:	50-200	l/Min

Engine

Cummins B 4.5L Stage 5 engine with DOC, DPF and SCR catalyst with AdBlue additive. 16-valve Common-Rail Turbo-diesel with intercooler. Max. power: 175 hp (129 kW) at 2200 rpm. Max. torque: 780 Nm at 1500 rpm. 165 hp (121 kW) is achieved already at 1500 rpm. Fuel tank 280 L. Ad Blue tank: 32 L.

Driving hydraulics

Constant 4 wheel hydrostatic drive. Electronically controlled drive motor with automatic retarder. ZF 2-speed soft shift powershift transmission with electro-hydraulic gearshift system.

Rail system

Hydrema Rail System. MX20 Rail is capable of working in two categories:

High rail (type 2a)

Driveline and brakes work indirectly from tires (pull wheels) to rail wheels. Using 'high rail' the machine is lifted more than 100 mm above the tracks which ensures no conflicts with sensors and track switches. Operating in high rail mode provides maximum stability. Service brakes and parking brake acts directly on the rail wheels.

Low rail (type 3)

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 derailing. Being partly on rubber wheels provides comfortable driving.

Standard equipment - Rail system

Under carriage with high & low Rail System
Special rail-Keypad for undercarriage (l.h.armrest)
Electronic monitoring/alarm - high & low rail
Visual control of rail wheel pressure on rails
Rail wheels-diameter: 650 mm
Fixed BM-hitch, rear
Failsafe Prolec height and slew system (Virtual wall)
Rated capacity indicator (Dynamimic load charts)
Hydraulic emergency operation
Hydraulic lock of steering wheels (rail mode)
Service brakes on all rail wheels
Parking brake on all rail wheels
Extra hydraulic oil circuit, rear - (50 L)
7-pole socket for trailer, rear
3 cameras (counter weight and right side)
Coupling for trailer, front / rear
Air brake system for trailer (option)
Derailment catch system
Insulated rail wheels on one side

Specifications		L 2.0	L 2.5
Machine weight	ton	20,5	20,55
Width over std. tires	mm	2570	2570
Wheelbase (rubber wheels)	mm	2600	2600
Clearance height, cabin (in terrain)	mm	3120	3120
Clearance height, cabin (on rails)	mm	3220	3220
Transport height (rail work)	mm	4100	4100
Distance, pivot center to counter weight	mm	1700	1700
Swing radius, rear	mm	1839	1839
Swing radius, front	mm	1650	1990
Reach, max.	mm	8820	9320
Ground clearance (rail work)	mm	100	100
Lifting capacity, max.	kg	12000	11500



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