

Hydrema MX16 RAIL.

**AS7502
COMPLIANT**



Specially designed compact excavator in the 19 tonne 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 Tier 4 engine with DOC and SCR catalyst
- Most compact machine in the 19 tonne class
- Hydrema rail system with both (type 3) low and (type 2a) high 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. Dipper is available in lengths of 2.0 m and 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:	0-200	l/Min
Hydraulic option 2 ZV2:	0-100	l/Min
Hydraulic option 3 ZV3:	50-200	l/Min

Engine

Cummins QSB 4.5L Stage 4 engine with DOC and SCR catalyst with AdBlue. 16 valve Common-Rail Turbo diesel with inter-cooler, electronically variable turbo charger and EGR with cooling. Max power: 167 hp (123 kW) at 2000 rpm. Max. torque: 678 Nm at 1500 rpm. Fuel tank 300 L. AdBlue-tank: 19 L.

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 (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. 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 derailling. 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
 Electronic Prolec height and slew system (Virtual wall)
 Rated capacity indicator (Dynamic load charts)
 Hydraulic emergency operation
 Mechanic lock on steering wheel (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
 2 cameras (counter weight and right side)
 Coupling for trailer, front / rear
 Warning triangle on counter weight
 Air brake system for trailer (option)
 Derailling catch system
 Insulated rail wheels on one side

Specifications

		L 2.0	L 2.5
Machine weight	ton	19,40	19,45
Width over std. tires, 10.00-20	mm	2580	2580
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	1640	1640
Swing radius, rear	mm	1792	1792
Swing radius, front	mm	1650	1990
Reach, max.	mm	8820	9320
Ground clearance (rail work)	mm	120	120
Lifting capacity, max.	kg	12000	11500



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