

**INSTALLATION OF R-290 HYDRAULIC KIT
FULL-IN-CAB CONTROLS (FICC) FRONT OR REAR PUMP/MANIFOLD
LOCATION
FORD F-250/350, GM 2500HD/3500 HD, & RAM 2500/3500**

INSTALLATION SAFETY PRECAUTIONS

If any installation problems are encountered, please call G&B Specialties, Inc. for technical assistance before continuing with the installation process.

- Failure to heed to any of the following warnings could result in severe bodily injury and/or equipment damage.
- Read and understand this manual completely before attempting installation or operation of the equipment.
- Installation/Operation instructions provided below only address the Rafna railgear equipment. Applicable railway company procedures and policies must be adhered to.
- Before performing any work under the vehicle or railgear, ensure the engine is turned off and the parking brake is set.
- When routing hydraulic hoses, ensure that the hoses do not contact any sharp edges or hot surfaces.
- When routing electrical wires, ensure that the wires do not contact any sharp edges or hot surfaces.
- All wire connections are to be soldered and heat shrink sealed to prevent future corrosion related problems.
- All wires must be covered with protective cable loom.
- Railway company rules governing rail travel must always be observed.
- Ensure all body parts and loose clothing are clear of any moving parts of the railgear. Be aware of all pinch points.
- Note that if the railgear is part way retracted or extended, opening the manifold directional valve manual over-rides may cause the railgear to drop suddenly causing personal injury. Ensure all body parts are clear of the railgear if it should suddenly drop.
- When operating the railgear using the emergency hand pump, ensure that the correct manual valve over-ride is open for the desired railgear (front or rear) and desired direction of operation (raise or lower).

- Do not use the emergency hand pump to raise and lower the railgear on a routine basis. If the hydraulic pump or manifold should fail, have it repaired as soon as possible.
- If the emergency hand pump has been used to raise or lower the railgear, ensure the manifold directional valve manual over-rides are in the closed and locked position before starting road or rail travel.
- Ensure the hydraulic pump has been de-energized before starting road or rail travel.

INSTALLATION OF HYDRAULIC KIT

The following procedure details the installation of the hydraulic kit. The hardware required for this installation is listed in Table 1.

Table 1: Hydraulic Kit Installation Parts

Part Number	Description	Qty
R-048	Hydraulic Pump and Manifold	1
R-700	In-Cab Control Panel	1
R-2965	Pump Mtg Brkt	1
R-2965B	Pump Mounting Plate	2
R-2965C	Manifold Mounting Plate	1
R-2965D	Pump Shim Plate	1
CO-071	10 Amp Circuit Breaker	1
CO-130N	"Front Gear Up" Decal	1
CO-130O	"Rear Gear Up" Decal	1
CO-130P	"Front Gear Down" Decal	1
CO-130Q	"Rear Gear Down" Decal	1
S-002001	Double Pilot Operated Check Valve	2
S-001032	Railgear Operation Decal	2
H-990KIT-000	1/4" Male O-Ring Boss to 1/4" Male JIC 90°	7
	3/8" Male O-Ring Boss to 1/4" Male JIC 90°	3
	3/8" Male O-Ring Boss to 1/4" Male JIC Straight	4
	Hose 16" Long	2
	Hose 23" Long	2
	Hose 33" Long	2
	Hose 360" Long	2
	1/4" Female JIC Straight Coupler (On Hoses)	12
1/4" Female JIC 90° Coupler (On Hoses)	3	
R-990KIT-011	1/4" UNC Gr. 8 Bolt x 1" Long	3
	1/4" SAE Washer	3
	1/4" Star Washer	3
	5/16" UNC Gr. 8 Bolt x 1" Long	4
	5/16" SAE Washer	4
	5/16" Star Washer	4
H-990KIT-052	Hydraulic Adapters	2
Not Supplied	2 & 14 Gauge Wire, Terminals, Loom, Etc.	-

FRONT OR REAR MOUNTING OF HYDRAULIC PUMP

1. The pump is shipped with a manifold, a hand pump handle, a solenoid, and a rubber terminal boot.
2. Locate and install the solenoid in a convenient location under the hood near the vehicle's battery using installer supplied hardware. Ensure that the solenoid's body is electrically grounded.
3. Install hydraulic fittings and adapters as shown on hydraulic schematic.
4. Position the pump mounting bracket against the right-side mounting bracket as shown. Clamp it in place. Position the pump w/ spacer on top of the pump mounting bracket as shown with the tank towards the right side of the vehicle. Ensure the pump and spacer will not interfere with any part of the vehicle or railgear components. The hand pump handle receiver can be turned to point downwards to ease hand pump handle use.
5. Once the pump mounting bracket position is verified, remove the pump and weld the pump mounting bracket to the right-side mounting plate all around.
6. Reposition and fasten the pump on top of the pump mounting bracket with four 5/16" x 1" long bolts, four 5/16" lock washers and four 5/16" washers.
7. Position the manifold on the left mounting plate as shown with the P and T ports facing upwards. Fasten the manifold to the left rear mounting plate with three 1/4" x 1" long bolts, three 1/4" lock washers and three 1/4" washers.
8. There are four directional valve manual over-rides on the face of the manifold. The decal plates can be installed on the face of the manifold as shown. Stick the decal plates next to the respective over-rides such that they are properly oriented.

HYDRAULIC INSTALLATION INSTRUCTION FOR FRONT OR REAR LOCATION

1. Connect one 16" long hydraulic hose between the U2 port on the rear railgear cylinder check valve and the rod end port on the rear railgear cylinder.
2. Connect one 16" long hydraulic hose between the U2 port on the front railgear cylinder check valve and the rod end port on the front railgear cylinder.
3. Connect one 23" long hydraulic hose (straight and 90° ends) between the C1 port on the manifold and the D1 port on the front or rear railgear cylinder check valve. The 90° hose end should be at the check valve.
4. Connect one 23" long hydraulic hose (straight and 90° ends) between the C2 port on the manifold and the D2 port on the front or rear railgear cylinder check valve. The 90° hose end should be at the check valve.
5. Connect one 33" long hydraulic hose between the P port on the manifold and the P port on the pump.
6. Connect one 33" long hydraulic hose between the T port on the manifold and the T port on the pump.
7. Connect one 360" long hydraulic hose to the C3 port on the manifold and mark the other end of this hose as "D1".
8. Connect one 360" long hydraulic hose to the C4 port on the manifold and mark the other end of this hose as "D2".
9. Route the two 360" long hydraulic hoses to the front or rear of the vehicle along the left side of the frame and secure in place with tie-wraps. Where necessary, fasten the hose to the frame with installer supplied hose clips and hardware.
10. Connect the end of the 360" long hydraulic hose marked "D1" to the D1 port on the front or rear railgear cylinder check valve.
11. Connect the end of the 360" long hydraulic hose marked "D2" to the D2 port on the front or rear railgear cylinder check valve.
12. Ensure that none of the hoses contact any sharp edges or hot surfaces. Tie-wrap all hoses securely leaving enough slack for the railgear to function.
13. Install the In-Cab Control panel in the cab in a convenient location under the dash.
14. Install the circuit breaker under the hood near the previously installed railgear pump solenoid.

15. The pump manifold has three wire harnesses and two wires connected to it:
 - a) One 4' wire harness for the front or rear railgear with a control box on the end.
 - b) One 36' wire harness for the front or rear railgear with a control box on the end.
 - c) One 22' wire harness for the in-cab controls with terminated wires on the end.
 - d) One white and one black wire each with ring terminals on the ends.

16. Using suitable 14 gauge wire, cable loom, connectors, solder and heat shrink tubing:
 - a) Lengthen the white wire if required and connect it from the manifold to the switching terminal on the railgear pump solenoid previously mounted under the hood.
 - b) Lengthen the black wire if required and connect from the manifold through the firewall to the load terminal on the railgear switch on the In-Cab Control panel.
 - c) Connect another length of black wire from the power terminal on the railgear switch through the firewall to the "Aux" terminal on the circuit breaker.
 - d) Connect another black wire from the "Bat" terminal on the circuit breaker to the power terminal on the solenoid.
 - e) Connect another wire from the ground terminal on the railgear switch to a suitable ground location on the vehicle.
 - f) Ensure the manifold is properly grounded to the vehicle chassis by connecting a wire from the manifold to a suitable ground location on the vehicle. The railgear may not be properly grounded due to paint on the mounting plates and tar on the frame.
 - g) Lengthen the 22' wire harness if required and route it from the manifold through the firewall to the In-Cab Control panel. Connect the wires to the In-Cab Control switches as shown.

17. Using suitable 2 gauge wire, cable loom, connectors, solder and heat shrink tubing:
 - a) Connect one wire from the vehicle's battery to the power terminal on the railgear pump solenoid.
 - b) Connect another wire from the load terminal on the solenoid to the power terminal on the pump motor. Use the supplied rubber boot to protect the pump power terminal from shorting out.
 - c) Ensure the pump motor base is properly grounded to the vehicle chassis by connecting a wire from the pump motor base to a suitable ground location on the vehicle. The railgear may not be properly grounded due to paint on the mounting plates or tar on the frame.

18. Route the 36' wire harness from the pump along the frame to the front or rear of the vehicle and secure in place with tie-wraps. If necessary, the control box can be removed from and reinstalled on the wire harness to facilitate routing. Fabricate a bracket and mount the front or rear railgear control box with installer-supplied hardware in a protected vertical position in a suitable location.

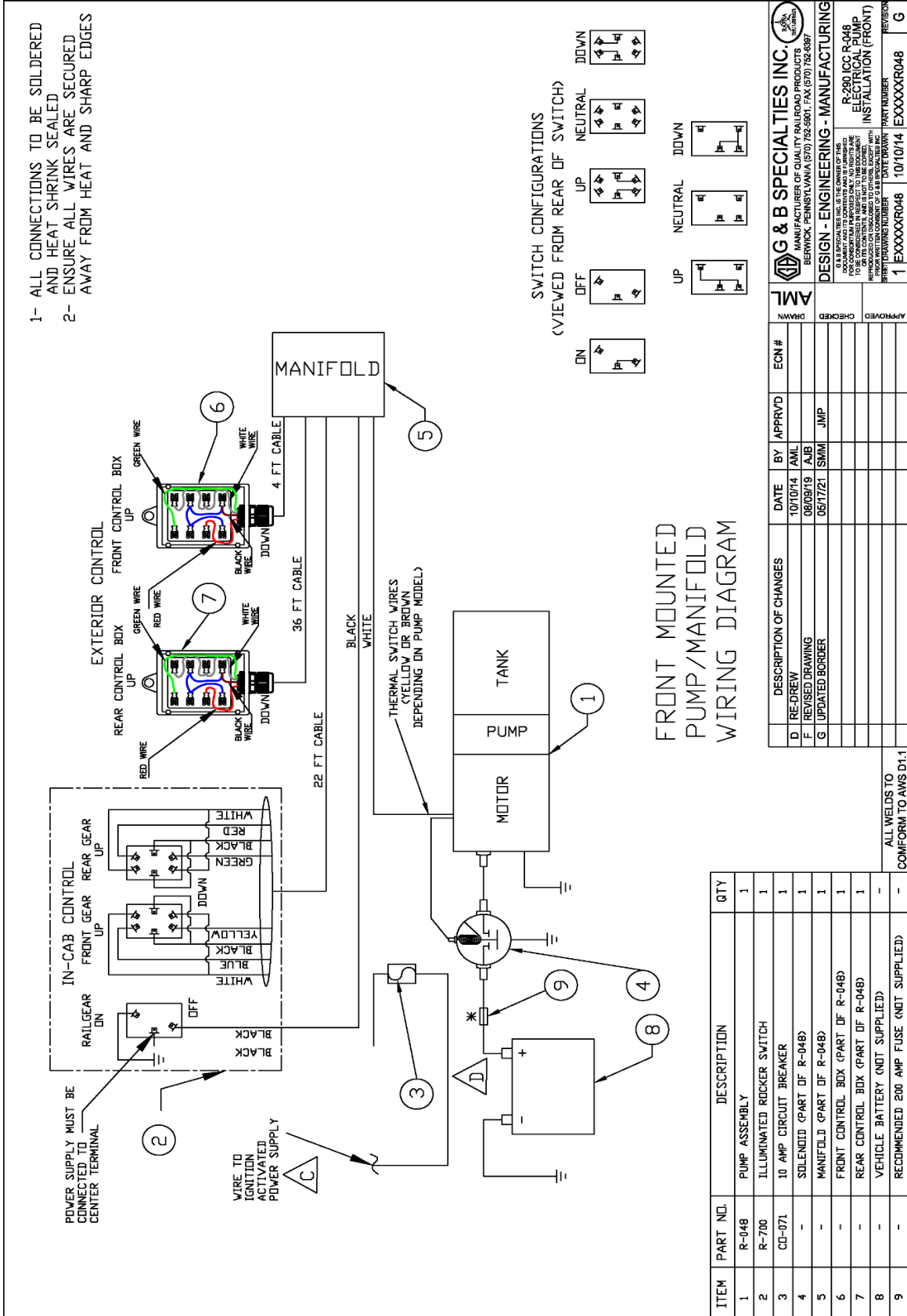
19. Route the 4' wire harness from the pump to the front or rear of the vehicle and secure in place with tie-wraps. If necessary, the control box can be removed from and reinstalled on the wire harness to facilitate routing. Fabricate a bracket and mount the front or rear railgear control box with installer-supplied hardware in a protected vertical position in a suitable location.

20. Ensure that the control boxes are mounted vertically so that the controls do not fill with water and freeze. They should also be mounted in a location protected from road spray etc.

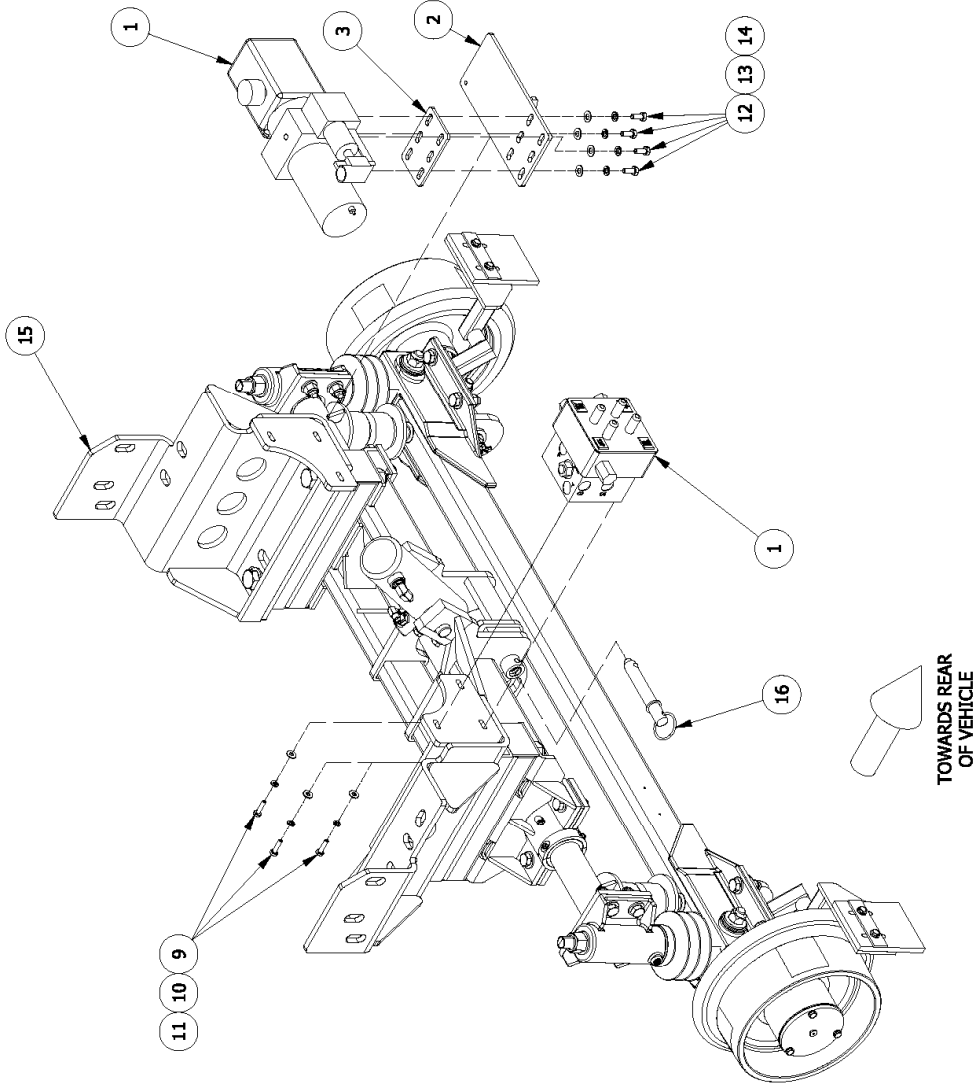
21. Affix the supplied railgear operation decals in a suitable location adjacent to the front and rear control boxes.
22. Ensure all wires and terminals are soldered, heat shrink sealed, enclosed in protective cable loom and secured with tie-wraps.
23. Ensure all holes in the firewall are sealed and protected with a grommet.
24. Fill the hydraulic system and bleed the air out:
 - a) Fill the pump tank with **DEXRON III** (or equivalent) hydraulic fluid.
 - b) Operate the front railgear up and down briefly to circulate the fluid and bleed the system of air (refer to the Railgear Kit and Hydraulic Kit Operation, Service, and Parts manuals for operation instructions).
 - c) Refill the pump tank and repeat the above step until all air is removed from the front hydraulic system.
 - d) Operate the rear railgear up and down briefly to circulate the fluid and bleed the system of air (refer to the Railgear Kit and Hydraulic Kit Operation, Service, and Parts manuals for operation instructions).
 - e) Refill the pump tank and repeat the above step until all air is removed from the rear hydraulic system.
 - f) With both front and rear railgear locked in the road position, fill the pump tank to the full line.
25. Follow the Hydraulic System Relief Valve Setting procedure detailed in the Hydraulic Kit Operation section of this manual.
26. Test the operation of the controls and directional valve manual over-rides. Refer to the operation procedure in the Railgear Kit and Hydraulic Kit Operation, Service, and Parts manuals.
27. Locate and store the hand pump handle in a secure location in the vehicle cab.

Ensure that the thermal overload wires are properly spliced/connected as shown

It is recommended that a 200 amp fuse be installed to isolate the hydraulic pump from the vehicle electrical system as shown



R-048 REAR MOUNTED PUMP INSTALLATION



BILL OF MATERIALS/ PARTS LIST		QTY	
ITEM	PART NUMBER	DESCRIPTION	QTY
1	R-048	HYDRAULIC PUMP AND MANIFOLD	1
2	R2965	REAR PUMP MOUNTING BRACKET	1
3	R2965D	PUMP MOUNTING SPACER	1
4	CO-130N	"FRONT GEAR UP" DECAL	1
5	CO-130O	"REAR GEAR UP" DECAL	1
6	CO-130P	"FRONT GEAR DOWN" DECAL	1
7	CO-130Q	"REAR GEAR DOWN" DECAL	1
8	S-001032	RAILGEAR OPERATION DECAL (NOT SHOWN)	1
9		1/4" UNC GR.8 BOLT X 1"	3
10		1/4" LOCK WASHER	3
11		1/4" SAE WASHER	3
12		5/16" UNC GR.8 BOLT X 1" LONG	4
13		5/16" LOCK WASHER	4
14		5/16" SAE WASHER	4
15		RAILGEAR MOUNTING BRACKET (AS PER MOUNTING KIT)	N/A
16	S-001011	RAILGEAR LOCK PIN (AS PER RAILGEAR KIT)	N/A

REV	DESCRIPTION OF CHANGES	DATE	BY	APPRVD	EON #	DRM	MR
A	UPDATED BOM AND BORDER	08/12/19	AJB				
						CHECKED	
						APPROVED	

G & B SPECIALTIES INC. MANUFACTURER OF QUALITY RAILROAD PRODUCTS BERWICK, PENNSYLVANIA (570) 752-5901, FAX (570) 752-6397		R-290 HYDRAULIC KIT
DESIGN - ENGINEERING - MANUFACTURING		PART NUMBER K-H29RRGX048-03
<small>G & B SPECIALTIES INC. IS THE OWNER OF THIS DOCUMENT. IT IS TO BE USED ONLY FOR THE PROJECT AND FOR CONSULTING PURPOSES ONLY. NO RIGHTS ARE GRANTED TO ANY OTHER PARTY. THE CONTENTS ARE NOT TO BE COPIED, REPRODUCED, OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, WITHOUT THE WRITTEN CONSENT OF G & B SPECIALTIES INC.</small>		REVISION A
SHEET DRAWING NUMBER 1	DATE DRAWN 06/23/04	PART NUMBER K-H29RRGX048-03

**OPERATION AND SERVICE OF R-290 HYDRAULIC KIT
FULL-IN-CAB CONTROLS (FICC) FRONT OR REAR PUMP/MANIFOLD
LOCATION
FORD F-250/350, GM 2500HD/3500 HD, & RAM 2500/3500**

OPERATION AND SERVICE SAFETY PRECAUTIONS

If any operating, service or parts problems are encountered, please call G&B Specialties, Inc. for technical assistance.



- Failure to heed to any of the following warnings could result in severe bodily injury and/or equipment damage.
- Read and understand this manual completely before attempting operation of the railgear equipped vehicle.
- Operating instructions provided below only address the Rafna railgear equipment. Applicable railway company procedures and policies must be adhered to.
- Railway Company rules governing rail travel must be observed at all times.
- Before performing any work under the vehicle or railgear, ensure the engine is turned off and the parking brake is set.
- Ensure all body parts and loose clothing are clear of any moving parts of the railgear. Be aware of all pinch points.
- Note that if the railgear is part way retracted or extended, opening the manifold directional valve manual over-rides may cause the railgear to drop suddenly causing personal injury. Ensure all body parts are clear of the railgear if it should suddenly drop.
- When operating the railgear using the emergency hand pump, ensure that the correct manual valve over-ride is open for the desired railgear (front or rear) and desired direction of operation (raise or lower).
- Do not use the emergency hand pump to raise and lower the railgear on a routine basis. If the hydraulic pump or manifold should fail, have it repaired as soon as possible.
- If the emergency hand pump has been used to raise or lower the railgear, ensure the manifold directional valve manual over-rides are in the closed and locked position before starting road or rail travel.
- Ensure the hydraulic pump has been de-energized before starting road or rail travel.

OPERATION OF HYDRAULIC KIT

With the hydraulic kit installed on this vehicle, it may be operated as normal.

Never operate the vehicle if the Gross Vehicle Weight Rating (GVWR), Gross Axle Weight Rating Front or Rear (GAWR), or the wheel or tire load ratings are exceeded.

Refer to the Railgear Kit Operation, Service and Parts manual for information on the mechanical operation, service and parts of the railgear.

LOCATION AND OPERATION OF THE RAILGEAR HYDRAULIC SYSTEM CONTROLS

The railgear hydraulic system consists of a hydraulic pump and manifold, a front control box and a rear control box.

1. The railgear hydraulic pump must be energized prior to use by turning on the respective dash switch. At this point the dash switch light should come on but the pump should not run and the railgear should not move until a control button is depressed.
2. The direction of the front or rear railgear movement is selected by pushing the "Up" or "Down" button on the respective control box located near the railgear. At this point the pump should start and the railgear should move in the selected direction.
3. To stop the movement of the railgear, release the depressed button.
4. The pump must be de-energized after use by turning off the respective dash switch. At this point the pump should not be able to run and the control buttons should be in-active.

LOCATION AND OPERATION OF THE HYDRAULIC PUMP EMERGENCY HAND PUMP

If the railgear hydraulic system should fail such that the railgear does not respond to depressing the buttons on the front and / or rear control boxes, then the emergency hand pump system may be used to place the vehicle on rail or remove the vehicle from rail. Follow the standard operation procedure (as detailed in the Railgear Kit Operation, Service and Parts Manual) except substitute the following steps when the procedure requires raising or lowering of the railgear.

1. Remove the hand pump handle from storage and insert the handle into the hand pump located on the body of the hydraulic pump.
2. There are four manifold directional valves, one for each railgear function: "Front Gear Up", "Front Gear Down", "Rear Gear Up", and "Rear Gear Down". The manual over-rides for these valves are located on the manifold under rubber boots. Only open one manifold directional valve over-ride at a time. To manually open a manifold directional valve over-ride, remove the rubber boot, push in and twist the knob allowing the knob to extend. To manually close a manifold directional valve over-ride, push the knob in, twist the knob to lock it in place and replace the rubber boot.

3. Select and open the manual over-ride for the respective railgear and desired direction of movement.
4. Remove the locking cable holding collar from storage. It can be slipped in between the locking cable handle and the locking cable bulkhead fitting to hold the locking cable in the disengaged position.
5. Pump the emergency hand pump handle to move the railgear. It will require 50 to 100 full strokes to fully raise or lower each railgear.
6. Close the manual over-ride. Ensure all manifold directional valve manual over-rides are closed and locked in position. Replace all the rubber boots.
7. Remove and store the locking cable holding collar and the hand pump handle.
8. Ensure the railgear lock pins are fully engaged as required by the procedure.

SERVICE OF HYDRAULIC KIT

The hydraulic kit must be serviced regularly to avoid damage to the equipment.

The recommended oil for the railgear hydraulic system is **DEXRON III** or equivalent. In extremely cold weather areas/seasons, Tellus S4 VX32 or equivalent may be used.

Table 1: Recommended Service Schedule

Service Required	Initial 100 km (62 Miles) of road and/or rail use	Daily	Weekly	Monthly
Inspect hydraulic kit fasteners (re-torque if required)		✓	✓	✓
Inspect all hydraulic fittings and hoses for leaks and wear.		✓	✓	✓
Check oil in hydraulic reservoir. (fill with railgear raised if req'd)				✓
Check emergency hand pump and manifold over-ride operation				✓

HYDRAULIC SYSTEM RELIEF VALVE SETTING

This system is equipped with one relief valve located on the railgear pump body next to the emergency hand pump. This relief valve protects the entire hydraulic system from over pressurization. The relief valve will require adjustment at installation and if ever there appears to be inadequate hydraulic pressure to operate the railgear.

1. Disconnect the hydraulic hose from the "P" port of the pump.
2. Install a hydraulic pressure gauge (up to 3000 PSI) between the disconnected hydraulic hose and the pump port. The pressure gauge will indicate the relief valve setting when the pump is loaded.
3. Following the procedure in the Railgear Kit Operation, Service and Parts manual, raise the front railgear completely and continue to raise the railgear so that the hydraulic cylinder creates a load on the pump by trying to "dead-head". The pressure reading on the pressure gauge should climb to 1800 PSI.
4. If the pressure is not correct, release the railgear controls and adjust the relief valve on the pump accordingly. Loosen the lock nut and turn the setscrew in to increase the pressure or out to decrease the pressure. Re-check the pressure.
5. Once the correct pressure on the pump relief valve is obtained, ensure the lock nut on the relief valve is tightened. Release the pressure in the system and remove the pressure gauge. Re-connect all hydraulic hoses.
6. Ensure the railgear is properly raised as per the Railgear Kit Operation, Service and Parts manual.

ELECTRICAL SYSTEM TROUBLESHOOTING

The following basic test can be performed to check the integrity of the railgear electrical system.

Should the railgear pump fail to operate, first check the fuse or the circuit breaker and all wiring for shorts. Then the following test can be performed to verify the integrity of the pump motor and pump solenoid.

1. Pump motor test:
 - a) Connect one end of a 2 gauge shunt wire to the pump motor power terminal and touch the other end to the battery positive terminal.
 - b) The pump motor should run upon touching the shunt wire.
 - c) If the pump does not run, the pump is not properly grounded, or the pump motor is defective.
 - d) If the pump motor runs, test for a defective solenoid.
2. Solenoid test:
 - a) Connect one end of a 14 gauge shunt wire to the switching terminal on the solenoid and touch the other end to the battery positive terminal. If the pump does not operate the solenoid is not properly grounded or it is defective. If the pump operates, the problem lies with the fuse/circuit breaker, wiring and/or switches.

Should the pump start running immediately following turning on the respective dash switch, the following tests can be performed to help locate the problem.

1. Disconnect the wire from the switching terminal on the solenoid. If the pump continues to run, then the solenoid is defective.
2. Check all wiring and switches for shorts and / or loose terminals

PARTS LIST			
ITEM	PART NUMBER	DESCRIPTION	QTY
1	S-309631	3W / 2P CARTRIDGE VALVE	4
2	S-309632	COIL	4
3	S-309630	PO CHECK CARTRIDGE VALVE	2
4	S-309629	MANIFOLD BODY	1
5	S-309638	STRAIN RELIEF ASSEMBLY	2
6	S-309639	PAN HEAD SCREW	4
7	S-309689	STRAIN RELIEF ASSEMBLY	1
8	S-309633	ALUMINUM WATERPROOF BOX ASSY	1
9	INCLUDED	ANTI-FALLING SCREW (INCLUDED IN S-309633)	4
10	INCLUDED	LID (INCLUDED IN S-309633)	1

REVISION	DESCRIPTION OF CHANGES	DATE	BY	APPRVD	ECN #
A	REVISION A RELEASED	10/17/19	SMM	JMP	
B	UPDATED PART NUMBERS	07/14/20	SMM	SMM	
C	UPDATED LID PART NUMBER	08/19/20	SMM	SMM	

G & B SPECIALTIES INC. MANUFACTURER OF QUALITY RAILROAD PRODUCTS BERWICK, PENNSYLVANIA (570) 752-5901, FAX (570) 752-6397	DESIGN - ENGINEERING - MANUFACTURING	R-048/R-048B	MANIFOLD PARTS
G & B SPECIALTIES INC. IS THE OWNER OF THIS DOCUMENT. ANY REVISIONS TO THIS DOCUMENT SHALL BE THE PROPERTY OF G & B SPECIALTIES INC. FOR CONSTRUCTION PURPOSES ONLY. NO RIGHTS ARE RESERVED IN THIS DOCUMENT. ANY REVISIONS TO THIS DOCUMENT SHALL BE THE PROPERTY OF G & B SPECIALTIES INC. FOR CONSTRUCTION PURPOSES ONLY.		SHEET DRAWING NUMBER: 10/17/19 S-003042	
APPROVED: JMP	CHECKED: JMP	DATE DRAWN: 10/17/19	REVISION: C

