



PLATFORM BASKET

# RR 14 EVO

RAIL ROAD ACCESS PLATFORM

**PL** / **TFORM**  
B A S K E T

*Courtesy of Crane.Market*

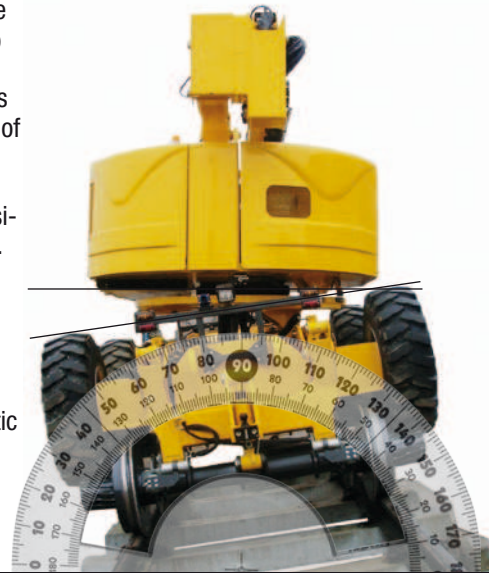
# RR 14 EVO

ON THE RAILWAY

Since there are many different models of our **RR14 EVO** & **RR14 EVO-2** according to nations of the European community where we have sold them, we have written this Product Guide to make it easier to understand the various configurations available. The latest-generation models are the result of years of experience in the construction and maintenance of electrical railways.

The **RR14 EVO** is a light and versatile machine, designed and built for versatile use on rail and off-road. Automatic leveling of the turret, 300kg lifting capacity in a large basket and 4 wheels drive. It's the unique equipment designed for electrical maintenance.

In addition the version **RR14EVO-2** offers hydrostatic drive transmission for road and railway use. Consequently the drive of the machine is more efficient and functional.



**Approved according to:**

EN280 -2013 (Europe)  
AS/NZ1418-2011 (Australia)  
EN15746 (Europe)

RIS1530/4 (UK)  
TDOK 0002 (Sweden)  
SNCF NF F 58002 (France)  
RIL 931.0003 DB Netz (Germany)



### Main working fields:

- Over-head line installation & maintenance
- Signal maintenance, station maintenance
- Bridge and tunnel maintenance
- Building construction works, trackside arboriculture.



VIDEO  
RR 14 EVO

# RR 14 EVO

## RAIL ROAD COMPARISON

### RR14 EVO FRICTION DRIVE

The rail system is friction driven by the foam filled rubber road wheels.

It is conceived on 4x4 transmission and locking differential.

The rail wheels have a negative braking system in order to increase the safety.

Third rail compliant.



# RR 14 EVO-2

## RR14 EVO-2 HYDROSTATIC

The rail system is hydrostatic. In this system the hydraulic power passes from the road to the rail through a hydraulic diverter transfer.

Consequently it's possible to pass from a transmission 4x4 on the road to 4x4 transmission on the rail.

The braking is guaranteed by the negative braking system.

The big advantage is that the tyres don't get damaged by contact on the hub of the transmission.



# RR 14 EVO

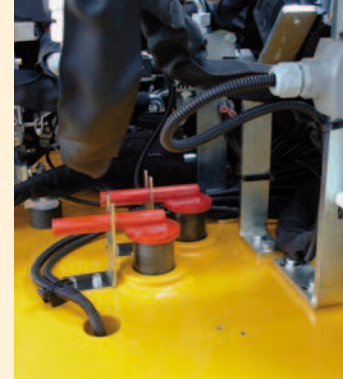
## KEY FEATURES



**Automatic levelling**  
can operate on 200mm cants with automatic levelling of the turret maintaining a level working position.



**Large cage dimensions**  
with a 2 persons plus heavy tools capacity of 300kg. 180 deg basket rotation and clear, easy to use controls.



**180 deg turret rotation**  
restriction by means of mechanical locking pins.



**Towing** hitch and lights pre-arrangement for small trailers.



Equipotential bonding according to **RIS1530**

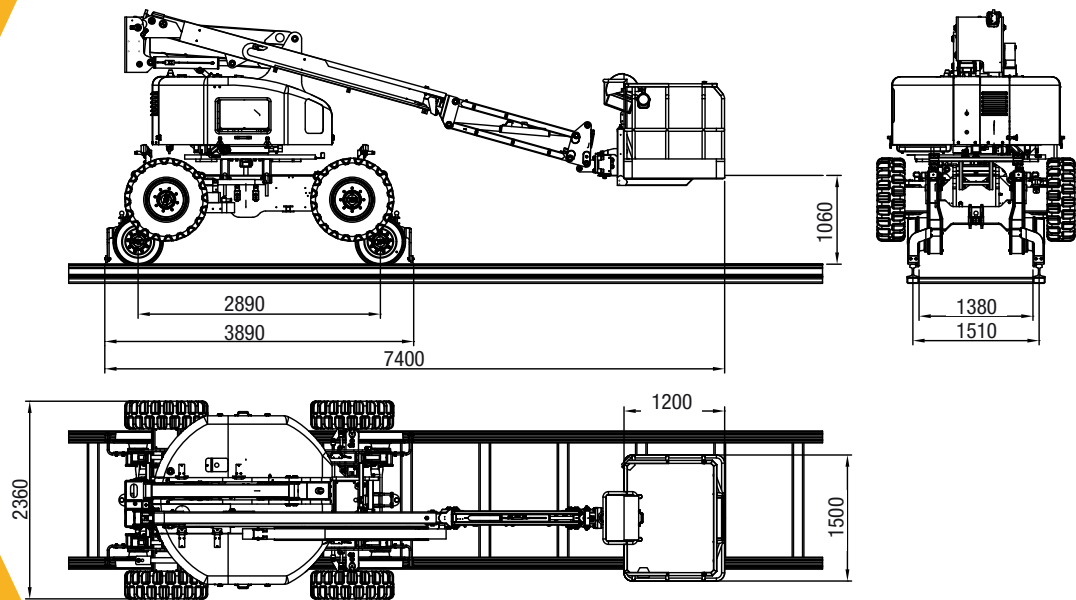


Fully compliant with **EN280** European Standards and **RIS PLT 1530** Railway Standards.

Tested and approved by the **UK Vehicle Acceptance Body**

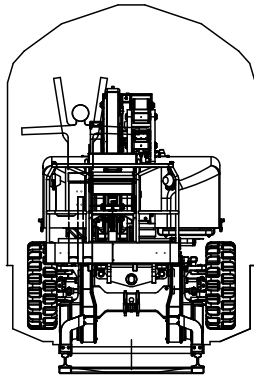
# RR 14 EVO-2

TECHNICAL DATA ON THE RAILWAY





|                                       |                |
|---------------------------------------|----------------|
| <b>max working height (static)</b>    | <b>14,40 m</b> |
| while driving (dynamic)               | 13,00 m        |
| <b>max cage floor height (static)</b> | <b>12,40 m</b> |
| while driving (dynamic)               | 11,00 m        |
| <b>max. lateral outreach (static)</b> | <b>9,30 m</b>  |

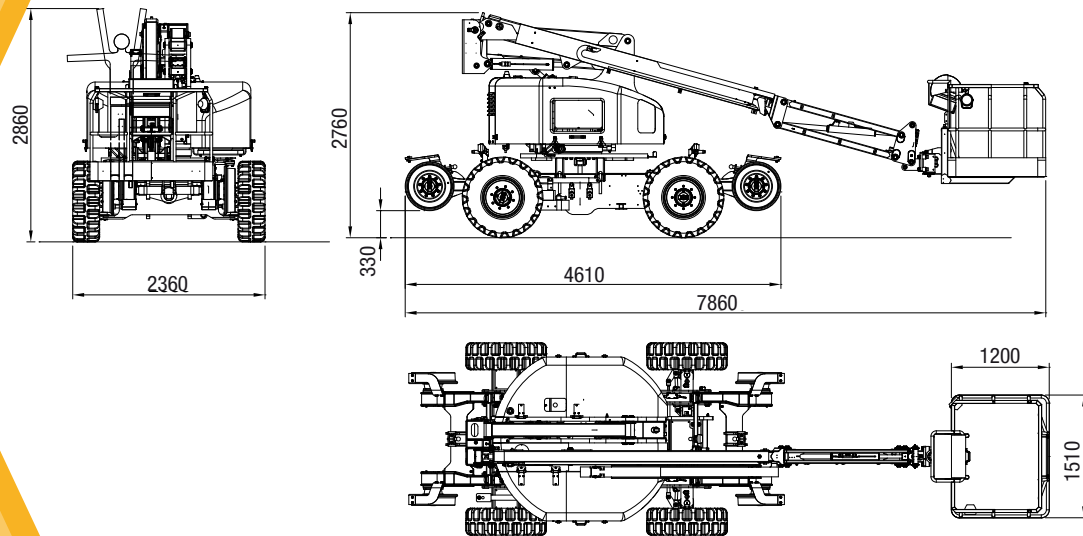


Traveling in W6a gauge

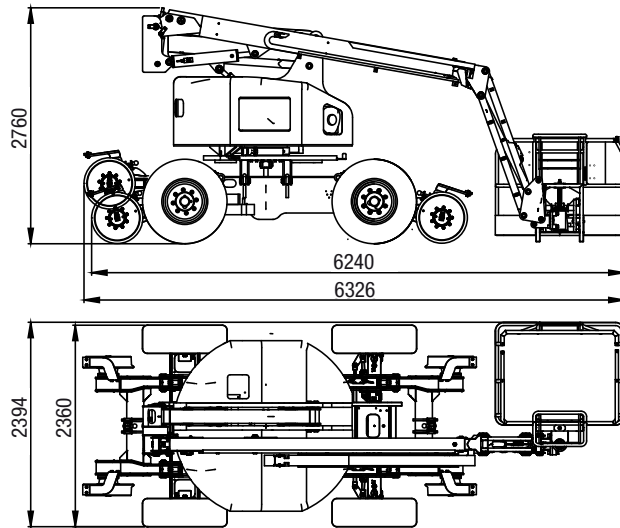
|                               |                 |
|-------------------------------|-----------------|
| while driving (dynamic)       | 6,30 m          |
| rotation angle (mech. Set up) | % deg 180 + 180 |
| basket rotation               | % deg 90 + 90   |
| flying jib lenght             | 1,50 m          |
| lenght in stowed position     | 7,30 m          |
| min. stowed width             | 2,36 m          |
| min. stowed height            | 3,00 m          |
| driving speed (5mph)          | 10 km/h         |
| minimum turning radius        | 40 m            |
| max turning slope (CANT)      | 200 mm          |
| main engine power             | Kw (Hp) 36 (49) |
| auxiliary engine power        | Kw (Hp) 6,5 (9) |
| basket swl                    | 300 kg          |
| active oscilating axle        | yes             |
| max allowed wind speed        | 45 km /h        |

# RR 14 EVO-2

TECHNICAL DATA ON THE ROAD



## Transport position



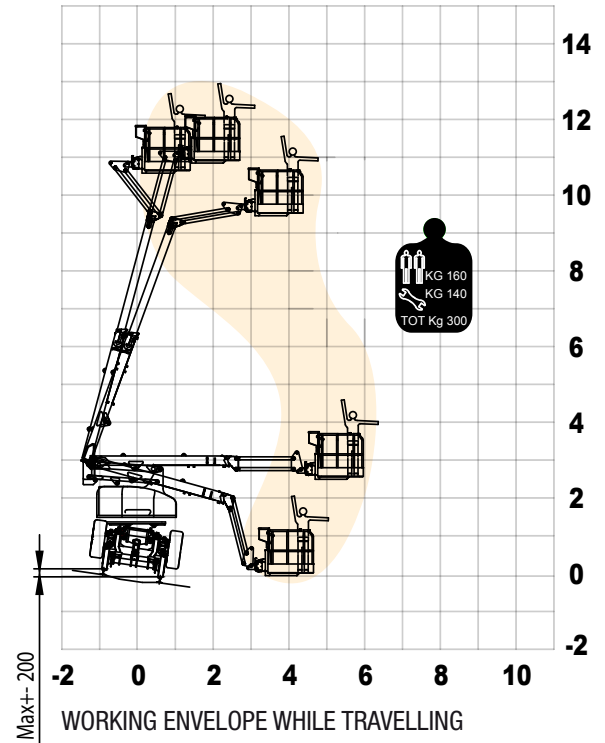
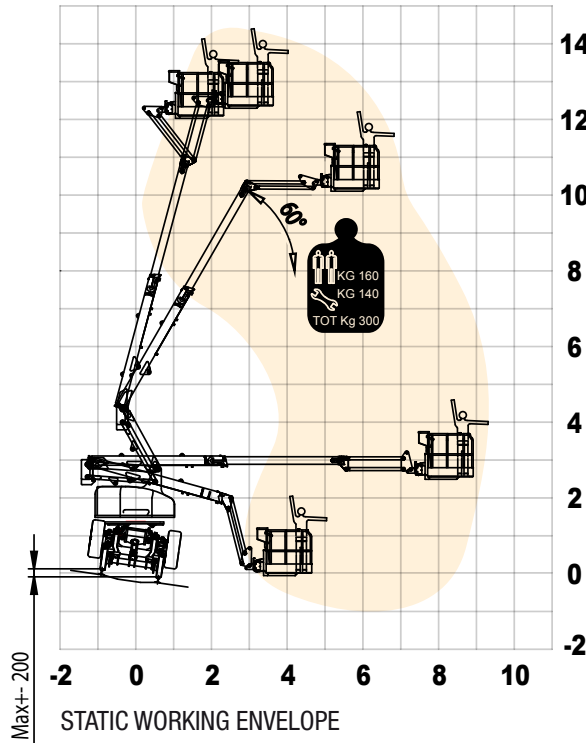
|                           |                    |
|---------------------------|--------------------|
| rotation angle            | % deg 180 + 180    |
| basket rotation           | % deg 90 + 90      |
| max working load          | 1,5 m              |
| length in stowed position | 7,86 m             |
| min. stowed width         | 2,36 m             |
| min. stowed height        | 2,73 m             |
| basket dimensions         | 1,2 x 1,5 x 1,14 m |
| driving speed             | 2,8 km/h           |
| steering outer radius     | 5,55 m             |
| steering inner radius     | 2,85 m             |
| main engine power         | Kw (Hp) 36 (49)    |
| tyre size (foam filled)   | 12.5 x 18"         |
| oil reservoir             | 70 L               |
| fuel reservoir            | 50 L               |
| weight                    | 12800 kg           |
| basket swl                | 300 kg             |
| active oscilating axle    | yes                |
| max operating slope       | % deg 3            |
| electric circuit          | 24 Vdc             |
| battery power             | 70 A/h             |
| max allowed wind speed    | 45 km /h           |

|                                       |                |
|---------------------------------------|----------------|
| <b>max working height (static)</b>    | <b>14,10 m</b> |
| <b>max cage floor height (static)</b> | <b>12,10m</b>  |
| <b>max lateral outreach</b>           | <b>10,20 m</b> |

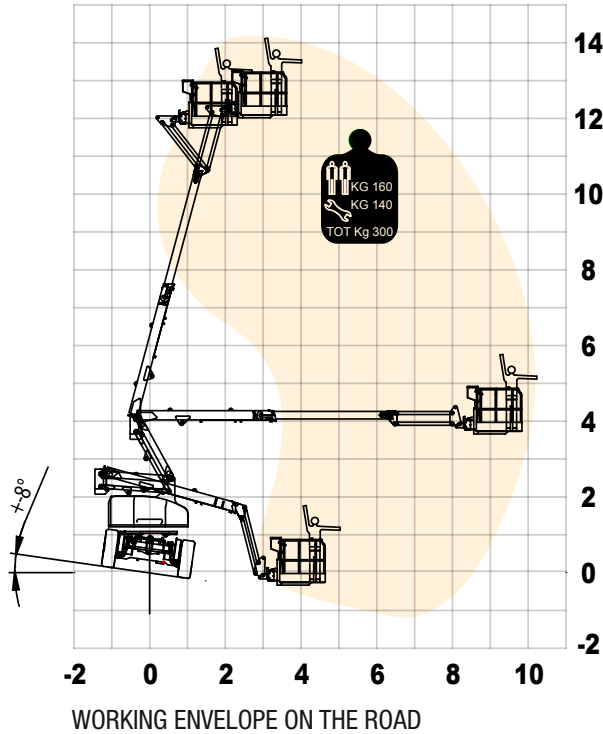
# RR 14 EVO-2

## WORKING ENVELOPES

### ON THE RAILWAY



## ON THE ROAD



# RR 14 EVO-3G

ON THE RAILWAY THREE GAUGES

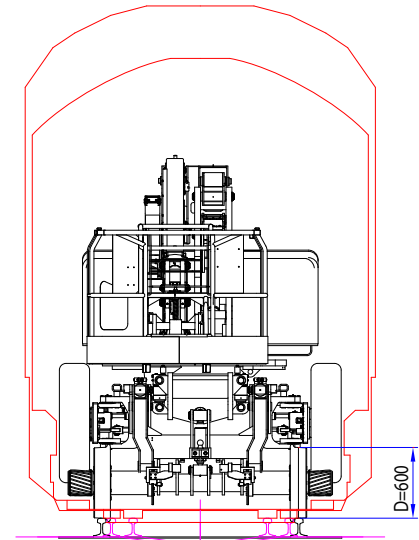


RR14 EVO-3G has been designed according to the Australian Standards.

It differs from RR14 EVO:

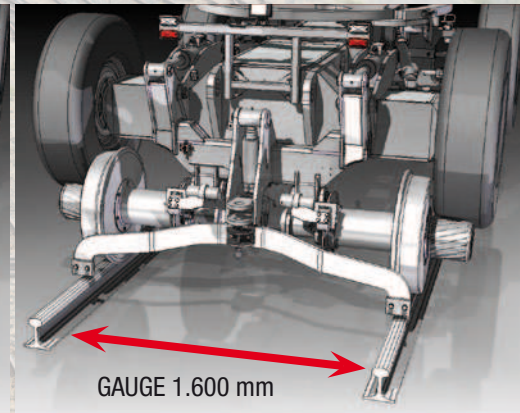
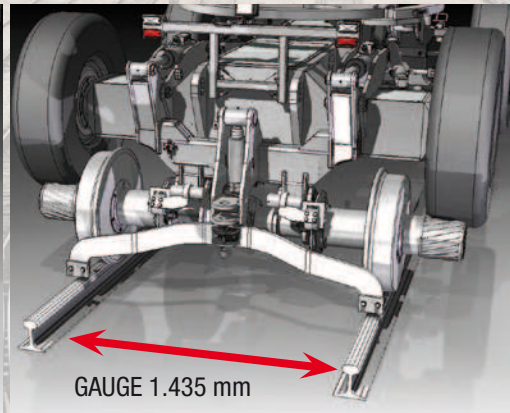
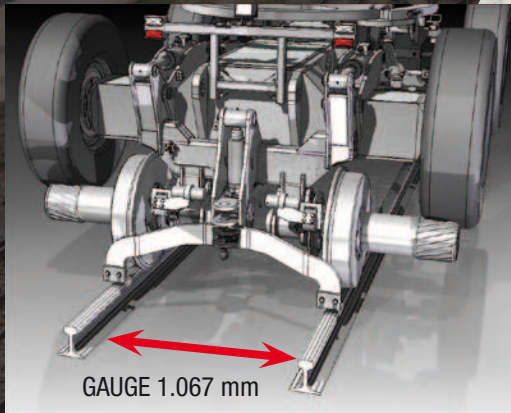
- Railway wheels profile
- Adjustable rail gear with 3 different gauges according to AS railway.
- Insulation of left/right side of the machine to be monitored when on railway
- Automatic device to limit the side outreach depending on the selected gauge.
- Towing bar

This version enable three gauges  
**1067mm - 1435mm - 1600mm**



Travelling in Australian gauges

**Approved according to  
AS1418-2011 and AS 4292.3**



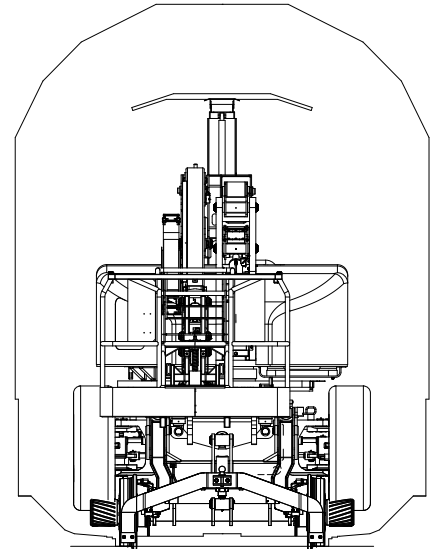
# RR 14 EVO-FR

## ON THE RAILWAY



It differs itself from RR14 EVO for:

- Railway wheels with traction-type behavior in compliance with the UIC Standardization.
- Pantograph (Mast) applied to the structure and brushes with stainless steel discs to allow the minimum electrical impedance.
- Device selection RR14 presence of railroad track.
- A camera is installed in order to improve the rear visibility.
- When it operates on existing railway lines, automatic leveling turret can be locked.
- Outreach limitation.



Travelling in French gauges

**Approved according  
to NF F 58002.**





# RR 14 EVO-SE

## ON THE RAILWAY



- Different wheel profile according to UIC 1002.
- Electric device and alarm, to monitor the rail gear engaged.
- Selection button to let the machine being operated on left or right railway tracks. It works along with the rotation restriction pin.
- Electric equipotential bonding system made by different electric cables and terminals.
- Different design of the towing bar and safety device to latch it to the locomotive.
- Environmental safety kit fitted in a proper box.

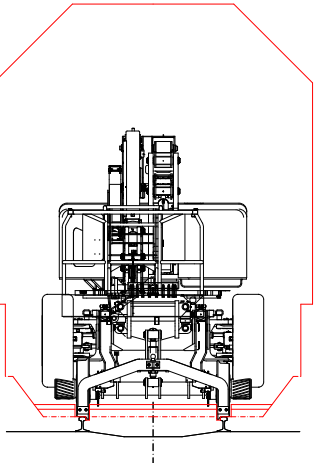


**Approved according to  
TDOK 2013:0002**

# RR 14 EVO-DE



**PLATFORM**  
BASKET



Travelling in  
German gauges



Approved according to  
RIL 931.0003 DB Netz

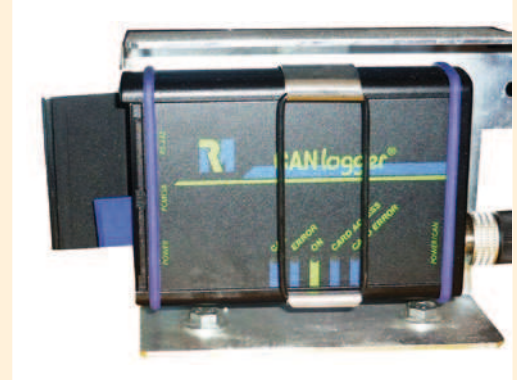
# RR 14 EVO

## OPTIONALS



- **Keyboard.**

To identify the user of the machine by User name and Password.



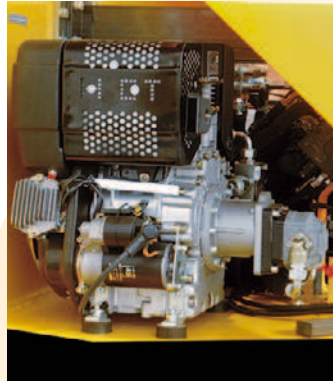
- **Data recorder (black-box).**

It is possible to monitor the main safety devices by recording the use of the machine.



- **230Vac outlets.**

On customer demand RR14 can be supplied with 230Vac outlets into the basket to enable to use of electric tools.



- **Auxiliary engine.**

Emergency on board auxiliary engine can carry out all machine functions to fully recover the machine and remove off line.



- **Emergency electric power pack.**

Emergency on board electric pump to move people into the basket down to ground in case of fault of the main engine.

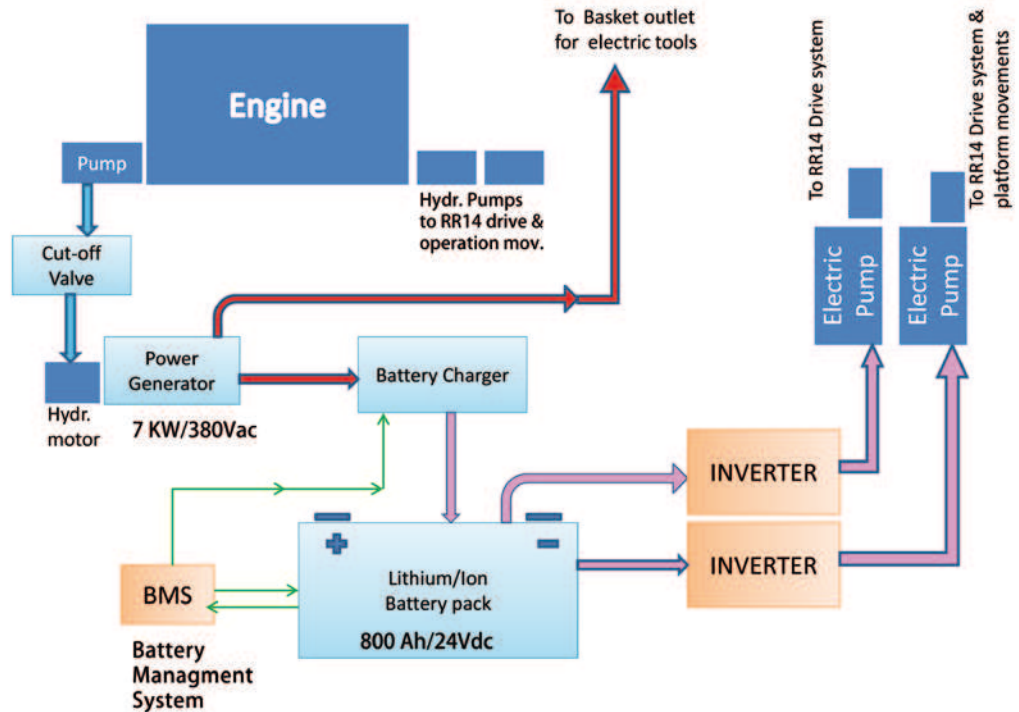


- **Hydraulic power generator.**

4,5kw/230Vac hydraulic generator fitted on board, enabling the use of electric tools.

# RR 14 EVO

ON THE RAILWAY - HYBRID





# PLATFORM BASKET

## PLATFORM BASKET

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