

Transporter Vehicle with ZWEIWEG-Track Guiding Device



MB Vario mit ZWEIWEG-Einrichtung.



ZW MB 5.



MB Sprinter.

Advantages

- operating for Railway Authorities, tramways, metro companies
- various chassis types with rear axle drive or allwheel drive
- admissible total weight from 3.5 – 7.49 tons (no restriction to heavier weights)
- payload approx. 2,000 – 3,700 kg depending on base vehicle, about 300 kg less for allwheel drive
- maximum road speed up to 130 km/h
- track gauges 1,000 – 1,435 mm
- easy and versatile handling
- well suitable as service vehicle for maintenance and repair tasks
- suitable for miscellaneous tasks as diverse implements can be installed (box body, crane, platform etc.)
- heavy equipment does no longer have to be carried onto the site over long distance
- decreased staff costs and working hours compared to operations with road vehicles; the rail-roader approaches the working site directly; tools and equipment do not have to be carried from the parked road vehicle to the site
- no significant additional costs for basic vehicle as a comparable chassis is also required for operation without track guiding device
- very low risk of derailment due to reliable track guiding device with articulated guide rollers and anti-hose break safety devices
- when using the "tire-on-rail" design: high traction and short brake distances
- almost no limitations for road operation
- box-type van, standard or special box body exactly designed for specifically used equipment and tools for easy take out

Vehicle data

Base vehicle:	DaimlerChrysler (Sprinter / Vario), Volkswagen LT or other manufacturer on request
Admissible total weight:	3.5 – 7.49 ton
Payload:	2,000 – 3,700 kg depending on base vehicle, about 300 kg less for allwheel drive
Speed limit:	<ul style="list-style-type: none">• on road: up to 130 km/h (depending on base vehicle)• on rail: 50 km/h
Wheel base:	<ul style="list-style-type: none">• starting at 3,000 mm
Tire gauge:	<ul style="list-style-type: none">• driving with tires on rail: approx. 1,600 mm (special disk wheels)• actuation through rail wheels: depending on track gauge

„ Q1 supplier of German Railways (DB AG) “

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ZWEIWEG-Equipment

Concept 1:

(Driving with tires on rail; track guiding device)

Track guiding device:	track guiding system with articulated guide rollers
Track gauge:	1,435 mm
Smallest negotiable curve:	radius of approx. 25 metres (depending on wheel base of basic vehicle)
Maximum towing force:	depending on basic vehicle up to 16 kN
Maximum rail speed:	50 km/h
Admissible trailing load:	same as for road operation

Concept 2:

(Driving with rail wheels; track driving device)

Track driving device:	wheel friction drive system with rail wheels powered by wheels of basic vehicle, 2 axles, rear rail axle driven and braked, front rail axle not driven, brakeless
Track gauge:	1,000 – 1,435 mm
Smallest negotiable curve:	radius of approx. 25 metres (depending on wheel base of basic vehicle)
Maximum towing force:	approx. 4 kN
Maximum rail speed:	50 km/h
Admissible trailing load:	none

Optional equipment

- dead man's handle (Sifa)