

PRODUCT CATALOGUE

Systems & Vehicles
Service & Support



www.robels.com



ITS BENEFITS. YOUR BENEFITS.

ROMIS System is a three unit engineering train consisting of ROMIS Supply, ROMIS Work und ROMIS Store.

ROMIS Work has retractable side walls that form a fully enclosed and protected working space. A control station inside this unit completes the system. Tail lifts attached to both sides facilitate access and loading of the ROMIS Store. Two overhead cranes (each with 2.5 t lifting power) make it possible to transport material from ROMIS Store to ROMIS Work.

The ROMIS Supply is equipped with a powerful underfloor drive based on the proven ROBEL track vehicle family.

This allows the space above the frame floor level to be fully utilized.

ROMIS Work

- Optimized processes for high quality and safety
- Extendable side walls to increase the work space
- Reduced noise and light emissions for line side neighbours
- Working with adjacent line open is possible
- Increased efficiency through mobile maintenance
- Protection from trains and weather
- Control desk for creep mode
- Instant lightning and power supply
- Frame extraction for cutting, grinding and welding rails

ROMIS Store

- High load capacity and payload
- 2x hydraulic tail lift for loading and unloading
- Ergonomic holding and securing devices
- Equipped with a high performance crane module

ROMIS Supply

- Energy supply for the entire system
- Travel drive for the transfer drive and work drive
- Crew room including sanitary facilities

EDV-Nr.: 7679900006, 7689900005, 7609900008

TECHNICAL SPECIFICATIONS

Overall length	74,2 m
Max. axle load	18 - 22,5 t
Max. speed	100 km/h
Lifting power overhead crane	each 2,5 t (check load-concept for details regarding switch/rail transport)
Lifting power tail lift	1,5 t
Max. payload ROMIS Store	20 t
Gauge	1435 mm
Max. working space with expanded side walls	72 m ² (see data sheet for details)
Existing approvals	TSI, EN
Marketable	Europe
Kinematic gauge	UIC 505-1_Ziffer 6.1_6.2_6.3
Noise protection	according TSI Noise



ITS BENEFITS. YOUR BENEFITS.

The UIC version of the mobile maintenance unit is equipped with a solid roof member that absorbs the longitudinal compressive forces according to UIC guidelines.

This roof member also serves as a crane track for up to two chain hoists, which each have a lifting capacity of up to 2.5 tons (optional).

As standard, a longitudinal crane with a lifting capacity of max. 600 kg is provided.

The side walls can be extended automatically by up to 1 m each, resulting in a protected working area with an area of up to approx. 82 m². The sidewalls also serve as a storage space for 2x 20m rails each side.

In order to ensure protection against the weather, the windows of the side walls can be closed by blinds.

To power hand-held machines in the work space to be used on work processes, two electrical safety sockets and one power supply connection are provided at the front and rear of both side walls. As an additional option a hydraulic and pneumatic supply is also possible.

To further limit the risk for the workers, an automatic side guard is an additional option that gives greater protection against wind and weather and uncontrolled flying ballast from trains on the adjacent track.

ROMIS Work Basic

- Optimized processes for high work quality and safety
- Extendable side walls to expand the work space
- Reduced noise and light emissions for our lineside neighbours
- Working with adjacent line open is possible
- Increased efficiency and faster track access
- Protection from weather & trains on adjacent lines
- Instant site lighting and power for handheld tools
- Internal cranes mean less manual handling
- Working under live overheads

Maintenance work processes

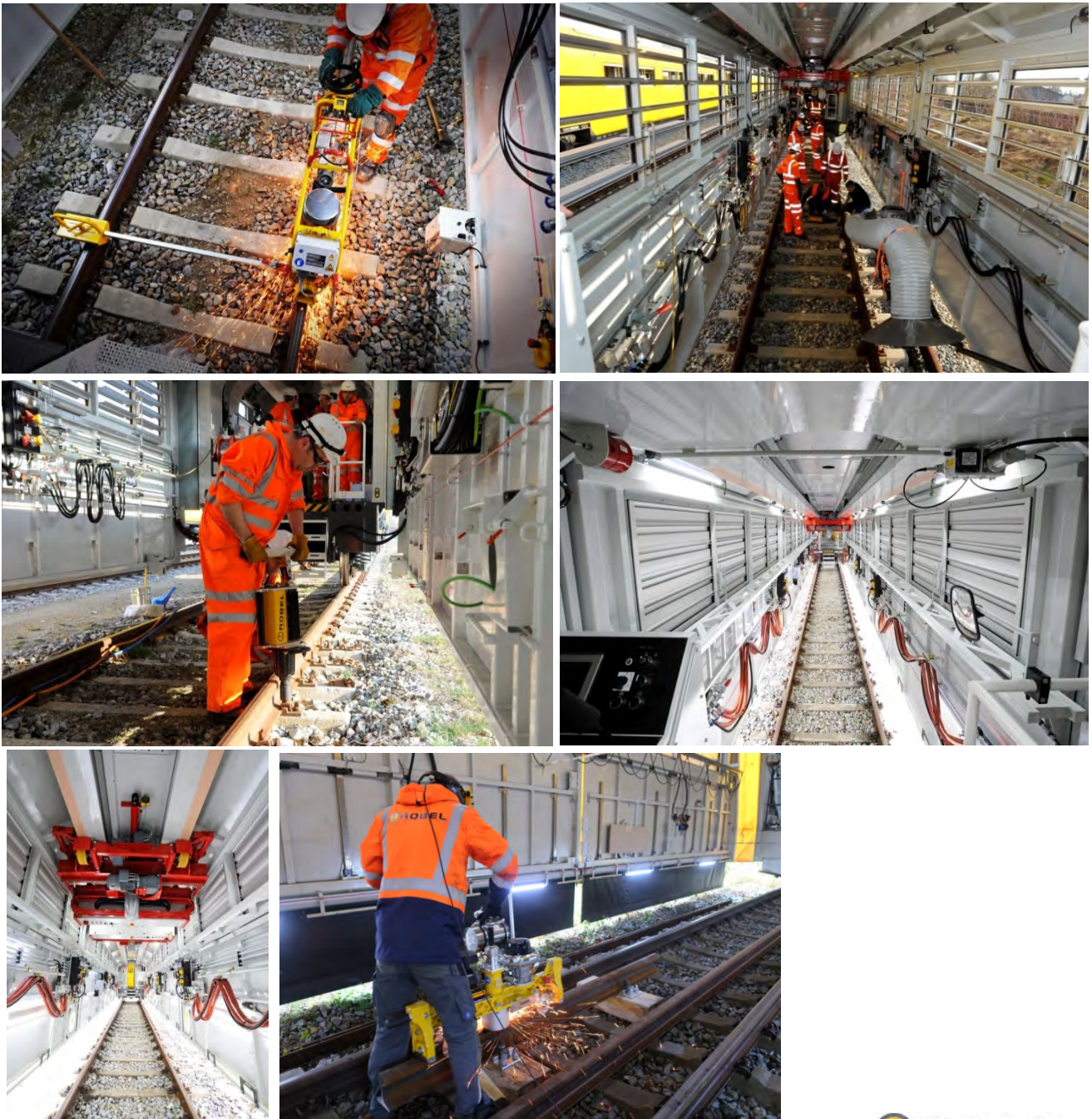
- Re-railing up to 15m including stressing & welding
- Maintaining and renewal of insulated rail joints
- Renewal of small track components e.g. rail pads & fastenings
- Track geometry repairs with vertical tampers
- Spot resleeper & re-ballasting of slurried wet beds
- Switch & crossing works including full unit exchange
- Inspection & testing of balise & other track based equipment
- Rail joint maintenance work including rail end straightening

* related work area depending on the turnout radius and turnout type

TECHNICAL SPECIFICATIONS

Total length over buffers	28 m
Max. axle load	20 to
Max. speed	100 km/h
Weight	72 to
Lifting power crane version light	max. 600 kg (rail handling up to max. 2,0 m)
Lifting power tail lift	1,5 to
Max. additional load ROMIS Store	20 to
Track gauge	1435 mm
Max. workspace with extended side walls	82 m ² (18m x 2,6m + (1m x 2))
Existing approvals	TSI, EN
Marketable	Europe
Gauge	UIC 505-1_Ziffer 6.1_6.2_6.3
Noise protection	according TSI Noise

Illustrations including possible options



www.robels.com



Operating cab

- Operating cab with space for train driver and assistant.
- Equipped with remote desk, driver and assistant seats, windows with windscreen wiper device, roller blind, side windows with slide opening

CO2- air conditioning system

Air conditioning with integrated heating, works with CO2 as a refrigerant

High-End crane version

- Lift capacity 2.5 T per crane
- Incl. radio remote control
- Synchronous operation with two cranes is possible
- Designed to access the full working even with the side walls fully deployed

Radio remote control

All functions of the crane modules can be remotely controlled.

Two crane modules can move & lift with synchronous operation from one remote control.

Possibly display of lifting capacity

Train Control System

National or European Train Control System

Communication device

Communication within the train is via fixed intercom

Door in the side wall

For better access to the track lineside there is an option of a sliding door in the sidewall, dimensions: 2 m x 2 m (above rail level)

Light barriers

Protecting staff in the working area when in creep mode.

When the light barrier is triggered the machine is automatically braked

A light beam safety trigger can also be installed at the top of the steps to prevent entering the working area during creep mode.

Additional electrical supply

In the working area of ROMIS WORK, an additional two Schuko sockets and one power connection can be integrated into the existing electrical supply.

Pneumatical supply

In the working area of the ROMIS WORK two pneumatic connections can be integrated on each side of the vehicle.

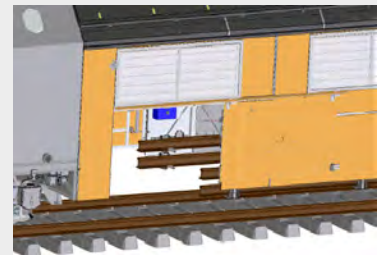
(10 bar, Euro compressed air connection).

Additional hydraulic connections

In the working area of the ROMIS WORK, a hydraulic connection (P, T, L) can be integrated in the side walls at the front and at the back (four connections in total).

Flange lubrication

A REPS version or graphite pin version is available.



Video system

Video system can display

- the track directly in front and behind the vehicle
- the side walls in the direction of travel

The view will change automatically depending on the driving direction



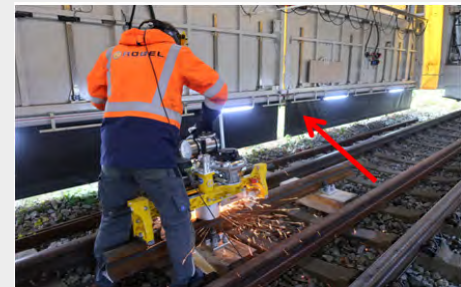
Extended Side protection

Electrically deployed:

- Side protection is integrated into the sidewall panel of the ROMIS Work
- The electrically extendable side protection can be deployed in sections until level with the ballast.
- The associated hydraulic are located in the side wall.

Manually deployed:

Plastic side protection plates can be manually hung on the lower part of the side wall



Control panel Supervisor

All functions that are relevant for the work operation can be controlled at the desk:

- Creep control (with engine start and stop)
- Brake
- Extend and retract sidewall
- Blinds control & lighting
- Laser system for monitoring Sidewall spacing to the adjacent line.
- Display device of the video system
- Dead mans switch



Window with slats

- The blind windows are pneumatically openable, electrically operated
- Low noise emissions to the outside with closed louvers
- Daylight and air exchange with open slats

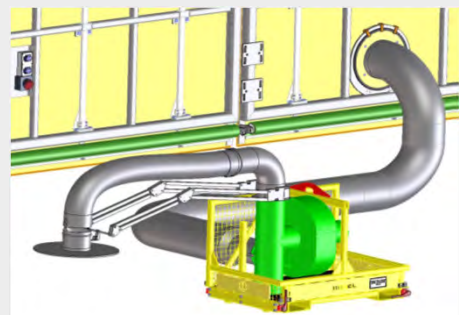


Integrated rail stressor

To tension the rail following re-railing work

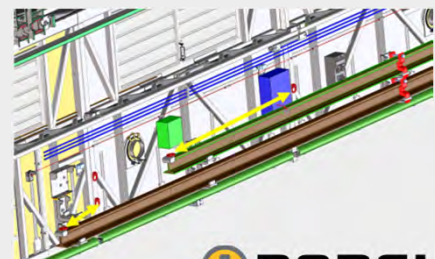
Mobile suction device - for fume extraction

- Ideal for fume extraction for cutting, grinding and welding rails
 - Simple and quick setup with quick-release fasteners
 - Flexible and adjustable in the working area
 - Detachable cover (Ø600mm) -> Ideal for collecting all fumes when welding.
- The suction device with the Ø200mm diameter hose can be brought very close to the weld position without affecting the welder.



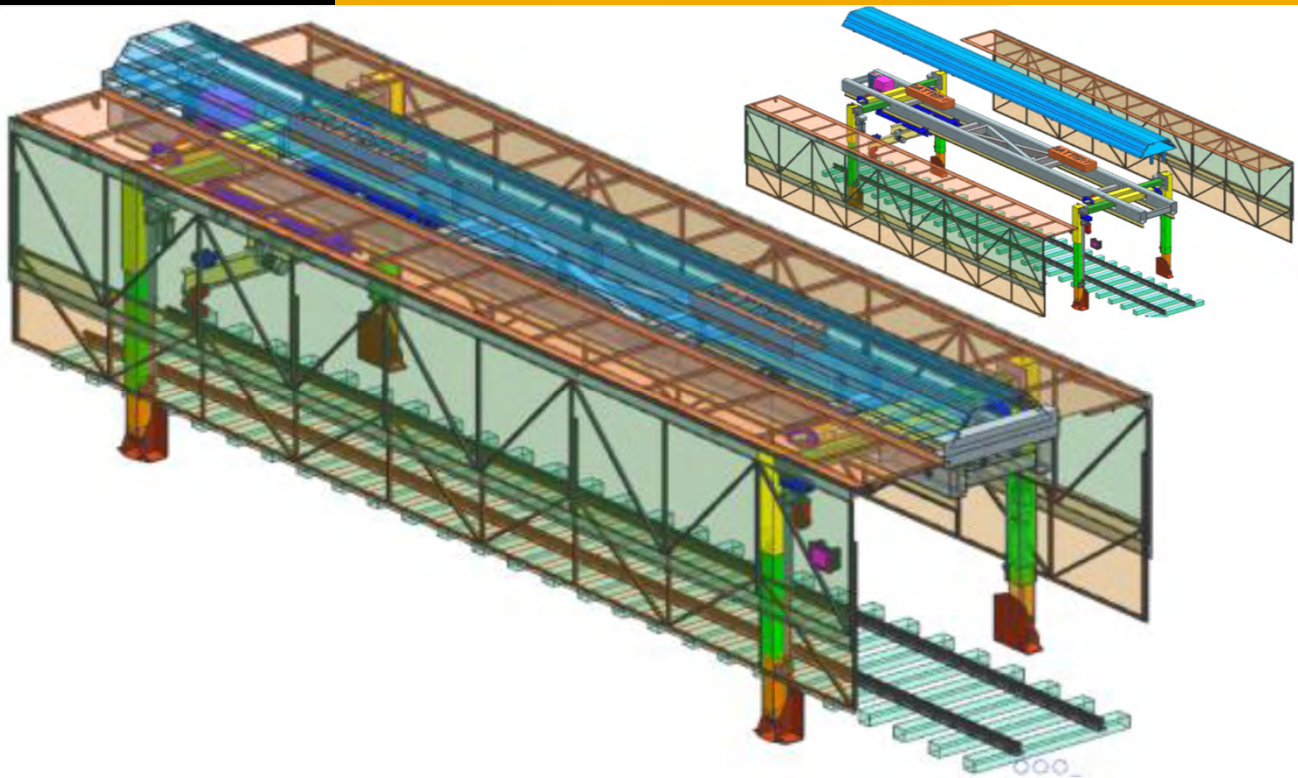
Rail storage on the side wall

- For direct rail transport on the side wall, including transport protection.
- Carries 2 rails of 15 m length per side.



Low temperature version

Machine can be upgraded to work down to -40 °C



ITS BENEFITS. YOUR BENEFITS.

The mobile maintain hall is primarily intended for maintenance work in the turnout area in order to optimize turnout repair and enables:

- Protection from weather
- greater protection of workers
- instant lighting and power
- Internal crane with XT SWL
- increased track availability (Anlagenverfügbarkeit)

Ergonomics

- Lifting aids ensure ergonomics
- Light, electricity and hydraulics make work easier
- Possible to use multiple connected MTH

Occupational safety and environmental protection

- Weather protection through roof and side walls
- Protection against passing trains (up to 200 km/h)
- Noise and light protection for line side neighbours

Improved logistics

- S&C parts are transported with the hall to the construction site and transported away again
- Staff and hall are brought separately on the construction site
- Less operational difficulties

TECHNICAL SPECIFICATIONS

Dimensions (LxW)	ca. 20 x 2,85 m / 5,30 m (closed/open)
Height crane hook	2430 mm
Max. payload crane	7 to
Usable width working space	4680 mm
Usable length working space	± 18500 mm
Power supply	Power pack diesel-electric alternatively by battery + external power supply
Approval	according to machinery directive 2006/42/EG



40.44

ITS BENEFITS. YOUR BENEFITS.

For the fast, efficient and safe loading and unloading of up to 36 x 120 m of rails by remote controlled crane operation. The system includes mainly additional options for automation to maximise safety and efficiency.

High security through maximum automation

- Full remote control with operator in position of safety
- Safe operation with slew limiters to allow adjacent line open
- Option to work on either side of automatic 270 degree rotation of the crane
- Precise and synchronised crane operation even in adverse weather conditions and on maximum cant
- Option of automatic fail safe rail camlocks
- Load rail from either side of the track
- Full on board & ground lighting to assist all operations

Variable and reliable

- Moveable counterweights compensation the weight distribution to allow flexible loading
- Flexible configuration are available depending on customer requirements without effecting wagon approvals
- Synchronised crane operation prevents damage to the rail and precise control prohibits rail tilting when unloading
- All equipment can be mounted on twist lock frames to allow a standard wagon solution

Generator with SuperCap technology

- Requires a lower rated generator - less emissions
- Reduced fuel consumption
- More efficient running therefore less maintenance
- Supercap stores power for peak requirements

EDV-Nr.: 8459900011

TECHNICAL SPECIFICATIONS

Lifting power	900 - 1500 kg
Max. rail length	120 m (per 10 m rail length one unit 40.44 recommended)
Max. track superelevation	180 mm
Reach	approx. 2.6m depending on model
Automation options	Rail Camlock
	Crane rotation & locking



ITS BENEFITS. YOUR BENEFITS.

Smooth, cost efficient, and simple unloading of long-welded rails.

The Rail-Unloading Device allows rails to be unloaded from transport wagons easily and without being damaged. With this system permissible stresses in the rails are not exceeded during the course of unloading. Damage such as rail breaks as a consequence of improper handling is thereby kept to a minimum. The device can be mounted on any of the K-class wagons without major difficulty and the working direction can be switched in a few easy steps.

Maximum safety with simple operation

- Short set-up times
- Easy to use
- Quick and easy assembly on any K-class wagon
- Adequate lighting of the working areas

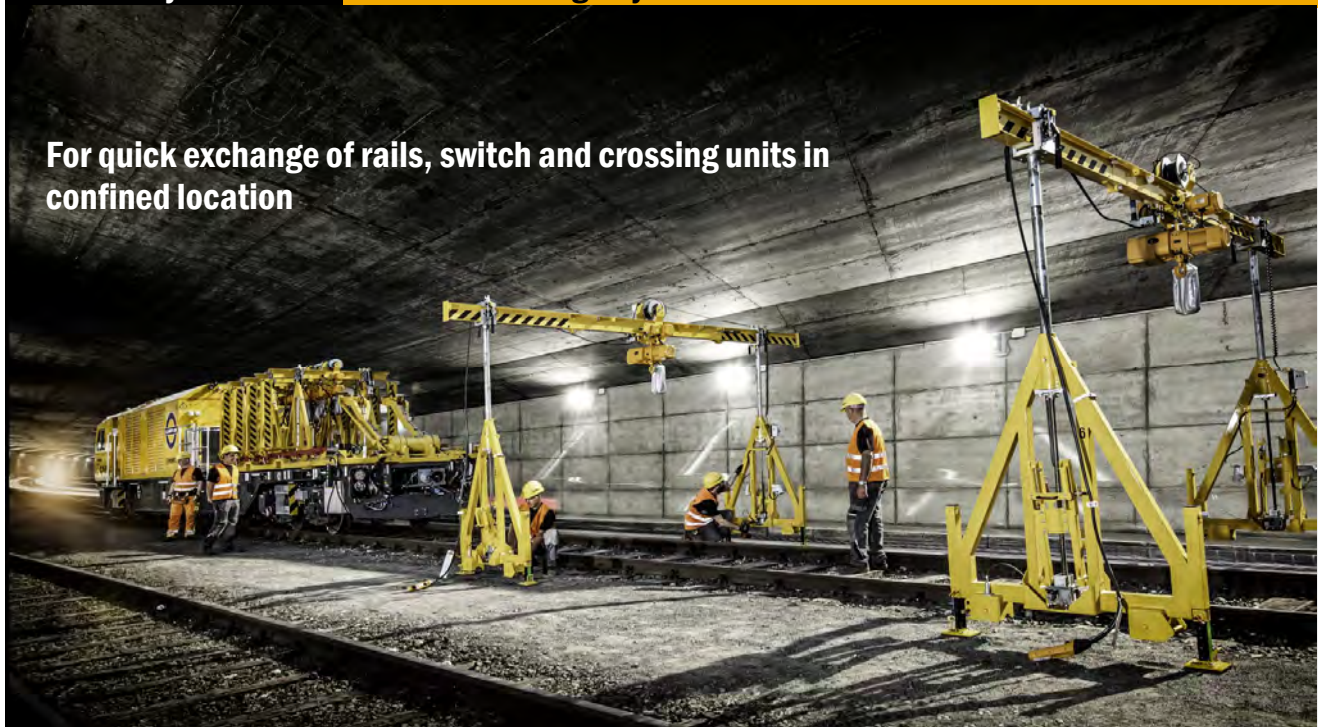
EDV-Nr.: 4300000001

TECHNICAL SPECIFICATIONS

Rail length*	50 - 120 m
Curve radius	≥ 250 m
Track superelevation	160 mm
Operating crew	4 persons
Unloading performance	650 m length/h

*The maximum rail length is dependent on the type of storage on the transporting unit

For quick exchange of rails, switch and crossing units in confined location



ITS BENEFITS. YOUR BENEFITS.

When replacing rails or switch and crossings units particular in confined area such as in tunnels, underpasses or at platforms, ROLIFT is the space-saving alternative to cranes or large machines. The system includes 6 fully adjustable gantries with remote control, electric motors and loading frame with rotary hydraulic on/off loading device.

- With automated deployment the pre-assembled gantries allow a rapid method handling & exchanging large switch and crossing units
- The gantry cranes are electrically operated by remote control and allowing careful handling of rails and switch parts.
- Single gantry operation without automatic synchronization
- The gantry transport frame is suitable for mounting on standard container wagons

Fast & Space-saving

- Fast & easy to deploy and operate
- Alternative to cranes or large machines
- Easy to handle of S&C in confined space
- Full remote control operation

Emission-free

- Electric motors

Safe handling of S&C

- slip clutch to prevent overload
- Load indicator on cranes to allow synchronised lift

EDV-Nr.: 4469900005 + 4469900004

TECHNICAL SPECIFICATIONS

Lifting capacity per gantry	1000 kg
Range	Lift range 2300 mm
	lateral range 4850 mm
Weight per gantry	approx. 550 kg
Marketable	overall, unloading device with container twist locks
	inspection of kinematic gauge is necessary
Possible switch radius	any, as long lifting load is observed
Work processes	Set up of gantries: 1 driver and 3 worker - 6 min.
	Operation of gantries: depending on amount of gantries and weight of the switch/crossing

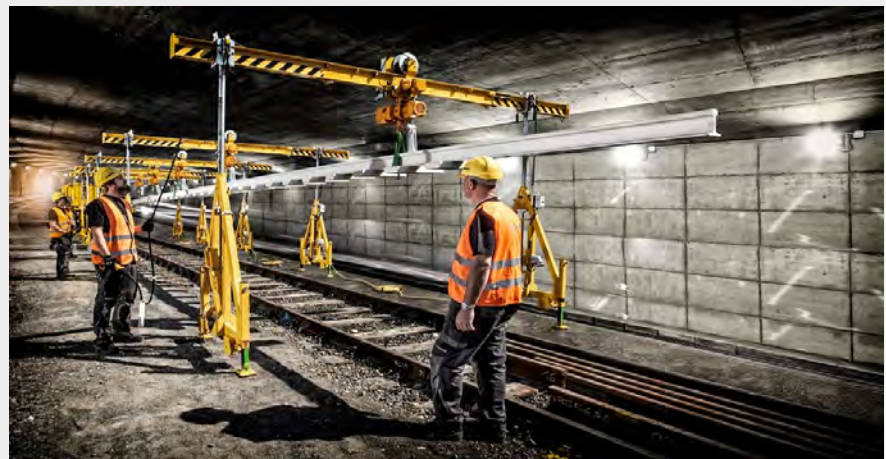
1. Unload the gantries on site and level them



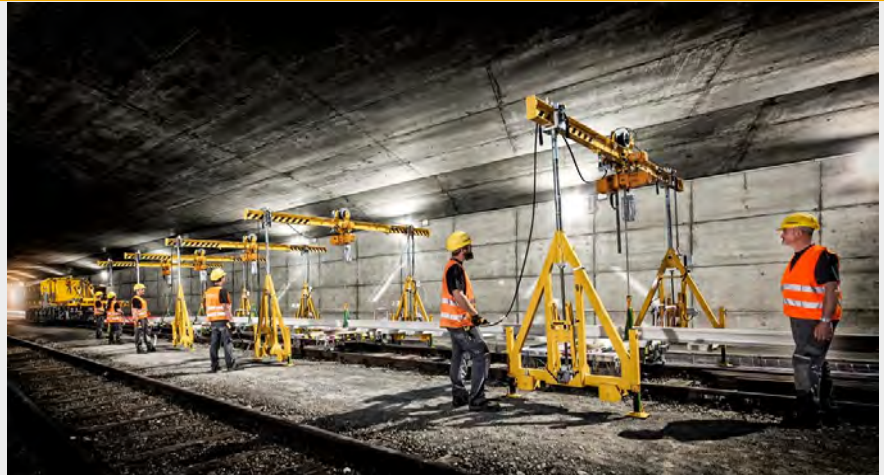
2. Train propels switch into position under gantries



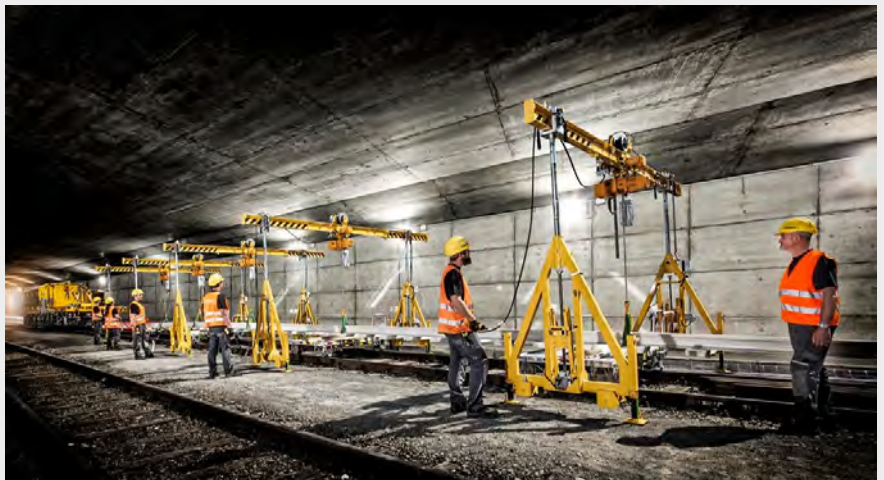
3. Lift new S&C unit off transport wagons, clear train and place S&C on track



4. Disconnect and lift old S&C by using the remote controlled chain hoist; place out of conflict



5. Exchange old for new S&C and re-connect



6. Lift old S&C unit ready for loading on transport wagons



7. Train propels into position and load old switch, clear train & load gantries

8. Couple train and return to depot with old switch





Fully automatic sleeper laying

ITS BENEFITS. YOUR BENEFITS.

ROLAY is a fully automated gantry laying system for the transport and installation of sleepers.

Up to 20 concrete sleepers or 24 wooden sleepers can be handled in one cycle.

Transport to & from the sleeper wagon to the worksite takes place via auxiliary rails.

The sleeper layer has a single step automatic, continuous action and is capable of precisely positioning and spacing the sleepers on a prepared ballast bed. The sleeper laying device, allows accurate installation even on tight track radius down to 250 m. The gantry system can also be used to handling track panels of upto 13m.

- Fast, automatic relay system
- One person operated
- No lifting equipment for set up necessary
- Ideal for single line construction or with adjacent line open
- Automated & continuous sleeper laying action
- Accurate laying and spacing of the sleepers
- Handling track panels upto 13 m
- A single unit can handling a track panels upto 13 m. The units can be used in tandem to lift upto 20 m panels.
- The sleeper laying unit can be transported direct to site on the sleeper wagons or by road on a lowloader.
- The units can also be used to remove old track panels direct to rail wagons

EDV-Nr.: 2639900008

TECHNICAL SPECIFICATIONS

Drive	hydrostatic drive, 4-cylinder diesel engine 116 kW
Lifting power	13 t
Lifting speed	12 m/min
Performance of the laying unit	approx. 5 s per sleeper
Auxiliary rails track center for gauge 1435mm	3450 mm (track center refers only to wagon total width)
Laying accuracy	max. +/- 9 mm
Max. speed	22 km/h
Max. grade	40‰ (max. 10km/h transit speed)
Weight	18 t
Max. sleeper capacity	20 concrete sleepers / 24 wooden sleepers
Max. track Install/dismantle length	13 m (20m with tandem lift)
Marketable	everywhere, without admission

Working process:



Gantry unit lifting 20 concrete sleeper from flat wagon



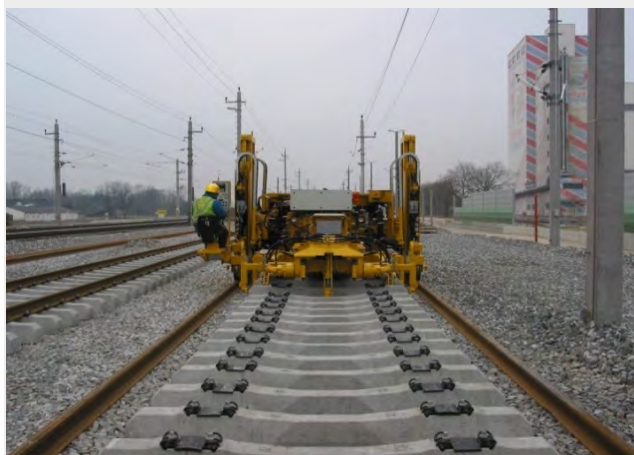
Unit carries sleepers off wagon



Stockpile sleepers on track - Optional 2nd unit then lifts & lays out



Unit precisely laying out the sleeper - approx. 5 sec/sleeper



Sleeper accurately laid and spaced ready for rail installation



ROTHREAD can be used to thread new rail into track

Transport process to the work site:



Gantry unit is mount on turntable delivered on a flatwagon



Unit rotated through 90o and legs lowered to auxillary rails



Control cab assembled - in 4 parts



Cross beam lifted from turntable



Gantry positioned over sleeper beam (also carried on flatwagon)



Gantry locked onto beam and sleer relay unit is ready for work



ITS BENEFITS. YOUR BENEFITS.

The rail tong is mounted to the crane/excavator with a rotary connection which enables the crane to lift and rotate length up to 18 m with ease and precision.

Advantages

- Increases the working potential power cars/excavators
- No drillings in the rail is required
- Rails can be manipulated safely without any damage

Safe and Space-saving

- Ideal for work in confined spaces
- No manual handling required
- Fast & precise - easy to control
- Low profile allows rail manipulation under the overhead line and in the tunnel

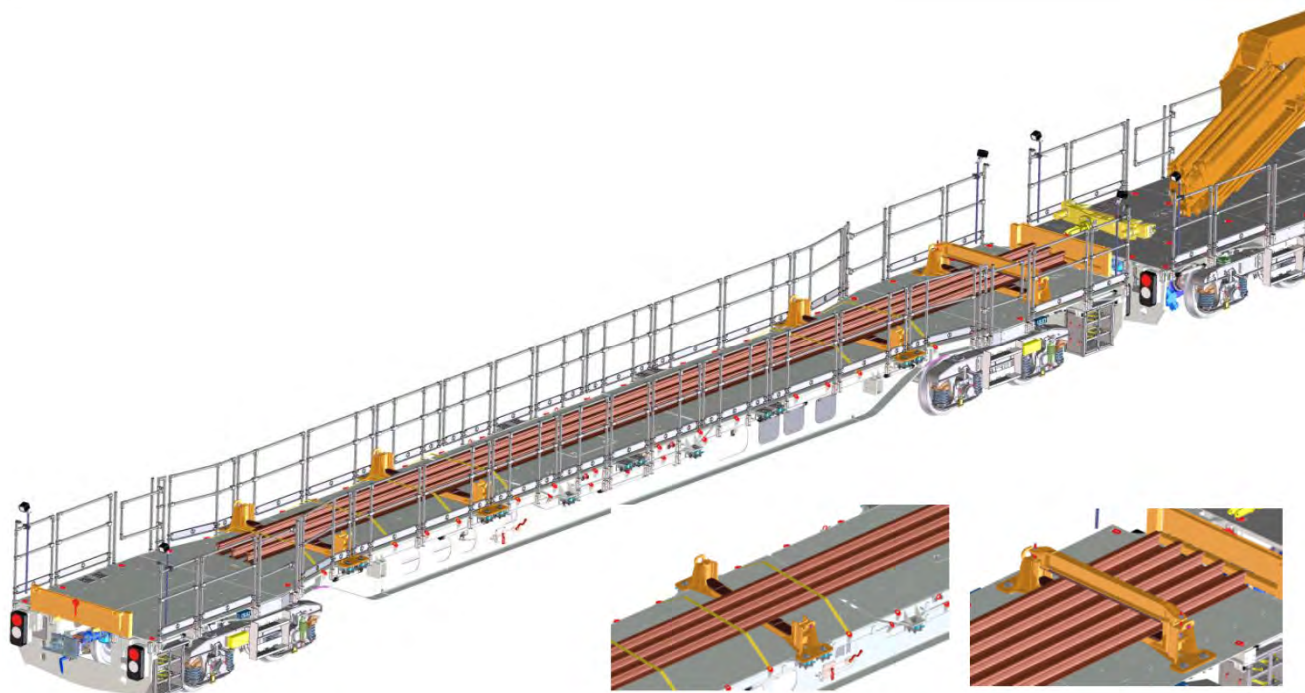
Modular

- Quick & easy attach & release to the crane
- can be used on all cranes and also on excavators (hydraulic interface must be provided)
- different types of clamping jaws attachable

EDV-Nr.: 7468110110

TECHNICAL SPECIFICATIONS

Lifting capacity	1250 kg
Weight with rotator	350 kg
Weight without rotator	250 kg
Max. length of lifted rails	18 m
Marketable	everywhere, operators regulations must be observed
Clamping jaws	UIC-60-rail, S54-rail, R65-rail, S49-rail, VA71B-rail
	SBB I, JIS60-rail, USA 136 RE-rail, UIC54-rail
	60kg, 53kg, 50 kg, 47 kg , 41 kg Australia rail
	60 kg, 50 kg China-rail
	UIC 50E2 rail, UIC 50E2T1 rail



ITS BENEFITS. YOUR BENEFITS.

Multi purpose, twist-lock compatible rail clamping system for a standard transport wagon.

The system incorporates one clamping bar and four crossbeams to support up to five rails.

Length of rails depending on length of transport wagon and on amount of used clamping bars and crossbeams.

The requirement for using the rail transport device are twist lock grids on the transport wagon.

The crossbeams are fixed by four twist locks (two on each side) and can be mounted at every position on the twist lock grid on the transport wagon.

Safe transport & delivery of rails

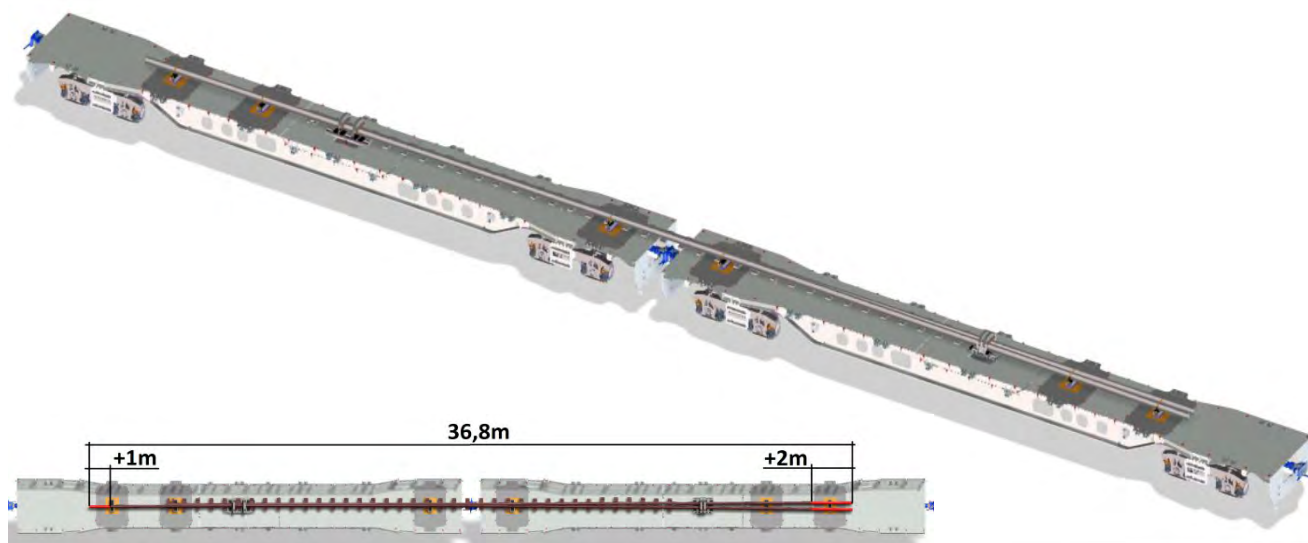
For the transport of rails with e.g. a max. length of 18 m, four crossbeams must be used. On one end of the rails, the clamping bar fixes the rails on the crossbeam. At the other crossbeams, the rails are secured with lashing straps.

It is also possible to transport switches up to a max. length of the transport wagon.

EDV-Nr.: 7571900006

TECHNICAL SPECIFICATIONS

Max. length of rail	Depends on length of transportwagon and amount of used clamping bars and crossbeams
Max. number of rails	5
Possible rail types	Any, all five rails must be of the same type



ITS BENEFITS. YOUR BENEFITS.

Multi purpose, twist-lock compatible switch and crossing clamping system over two standard transport wagon.

The system incorporates two clamping bars and six crossbeams to support the transport of half set of C and D switches up to 40m.

The requirement for using the rail transport device are twist lock grids on the transport wagon. For the on and offloading the ROLIFT can be used.

Safe transport & delivery

Suitable for the transport of half sets of switches C and D with the max. length of 40 m.

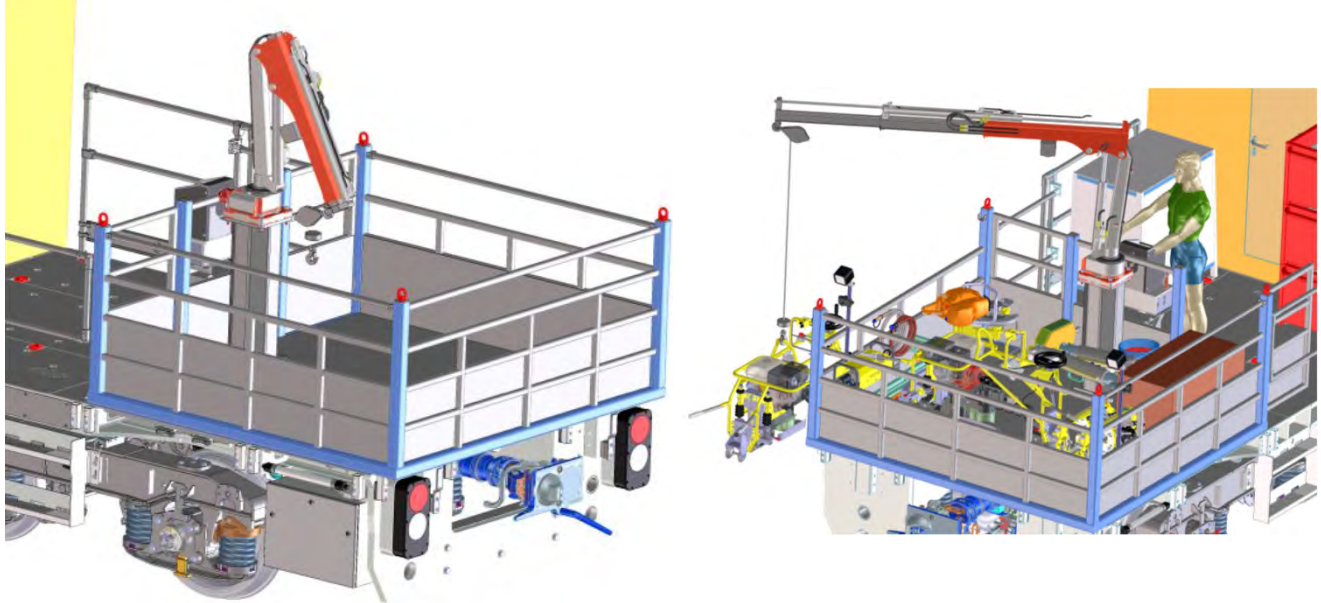
The switch is fixed with two clamping bars and the movement under the crossbeams is possible.

Therefore a smooth transport of the switch parts in the whole route network is ensured.

EDV-Nr.: 7571910006

TECHNICAL SPECIFICATIONS

Max. switch length	approx. 40 m
Route network	Minimal vertical radius: R=1000m
	Minimal horizontal radius: R=194m



ITS BENEFITS. YOUR BENEFITS.

The storage module is ideal for transportation of hand tools, materials and equipment.
The storage module is equipped with a small hoist for the loading activities.

The requirement for securing the storage module are twist lock grids on the transport wagon. The module is connected with 4 Twist-Locks and additionally secured with 2 bolts.

Functionality and reachability in all situations

The module can be loaded on a RORUNNER or ROTRAILER by using a fork lift or a crane.

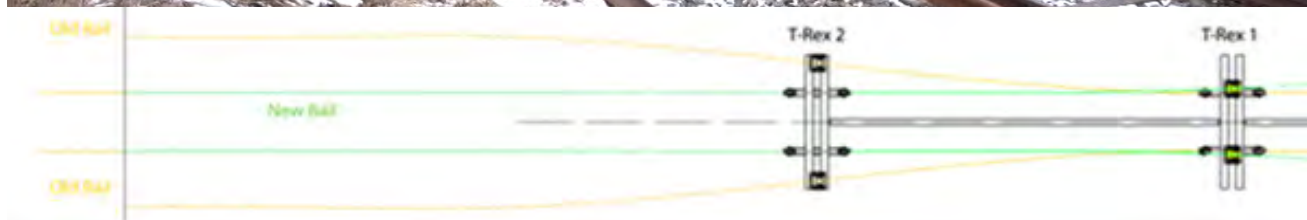
For powering the hoist a 400V electrical connection is required.

The hoist has a slewing range of 165° to each side and a total telescopic reach of approx. 2850 mm. This allows the hoist excellent reach and maneuverability. The lifting capacity of the hoist is 300 kg.

EDV-Nr.: 7468101001

TECHNICAL SPECIFICATIONS

[illegible]



ITS BENEFITS. YOUR BENEFITS.

The ROXCHANGE system is a fast, safe and efficient method for exchanging continuously welded rail.

T-REX consists of a self propelled T-REX F (front) and towed T-REX R (rear).

In a continuous high speed working process, the T-REX F runs on the old rail and pulls the new rails from the track side and feeds it into the track. T-REX R runs on the new rail and feeds the old rail to the track side.

T-REX F can drive forward until the worn rail has to be thread to T-REX R.

Features

- Modular light weight concept (all components <300kg)
- Fast & easy site set up and de-mobilization
- Fast exchange speed 3km/hr
- Fast transit speed 11km/hr
- Ideal for re-railing single lines in restricted areas
- Suitable for majority of track configurations
- Single rail is an option with design modification
- Powered with diesel engine as standard
- Battery option available

EDV-Nr.: 4654550002 T-REX F; 4654551002 T-REX R

TECHNICAL SPECIFICATIONS

Minimum track radius	500 m
Maximum gradient	35%
Maximum superelevation	200 mm
Rail type	JIS 60 similar to UIC 60
Track gauge	1435 mm
Offload time	approx. 10 min
Set up thread rail time	approx. 15 min
Demobilize unthread rail time	approx. 15 min
On track transit speed	11 km/h
Rail exchange working speed	3 km/h
Weight TREX-R	545 kg
Weight TREX-F	1200 kg



ITS BENEFITS. YOUR BENEFITS.

Rentability & Quality

- Asynchronous pressure vibration tamping system: powerful tamping unit for local correction of track level errors
- Quick return on investment due to high tamping performance and quality
- Compact vehicle concept for easy transport
- Laterally movable tamping unit frame at the front of the machine
- Four tamping tools can be slewed sideways individually
- Edges of tamping tool pressure plates with highly wear-resistant armouring via hard electrodes
- Precise motion sequences of the hydraulic work units due to linear control
- Operator's seat with all of the controls located immediately behind the tamping unit
- Hydrostatic drive with hydraulic motor acting on front axle via helical gearbox
- Braking of machine with hydrostatic drive, mechanical parking brake
- Even system pressure and non-jerky operation of all hydraulic work sequences via pressure oil reservoir guaranteed
- Hydraulic oil tank with intake and return line filter applications
- Short to medium-length track sections

Including features

- Engine stage V
- Biological degradable hydraulic oil
- Closed, noise insulated cabin and drop down buddy set
- Cabin heating (warm air heating with nominal heating)
- Hydraulic turntable
- RIS 1530 PLT compliant to issue 6 (in addition to standard requirements to include working under live OLE and on/off tracking at 150mm cant)
- Additional LED work lights back, front and sides (has to be specified in detail)

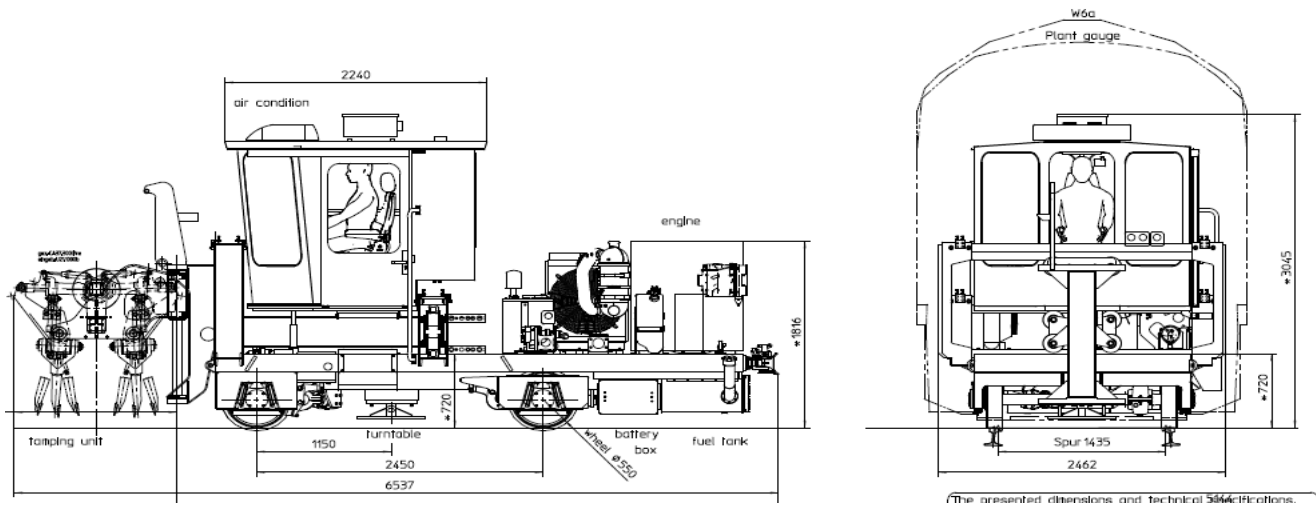
EDV-Nr.: 1089900008

www.robels.com

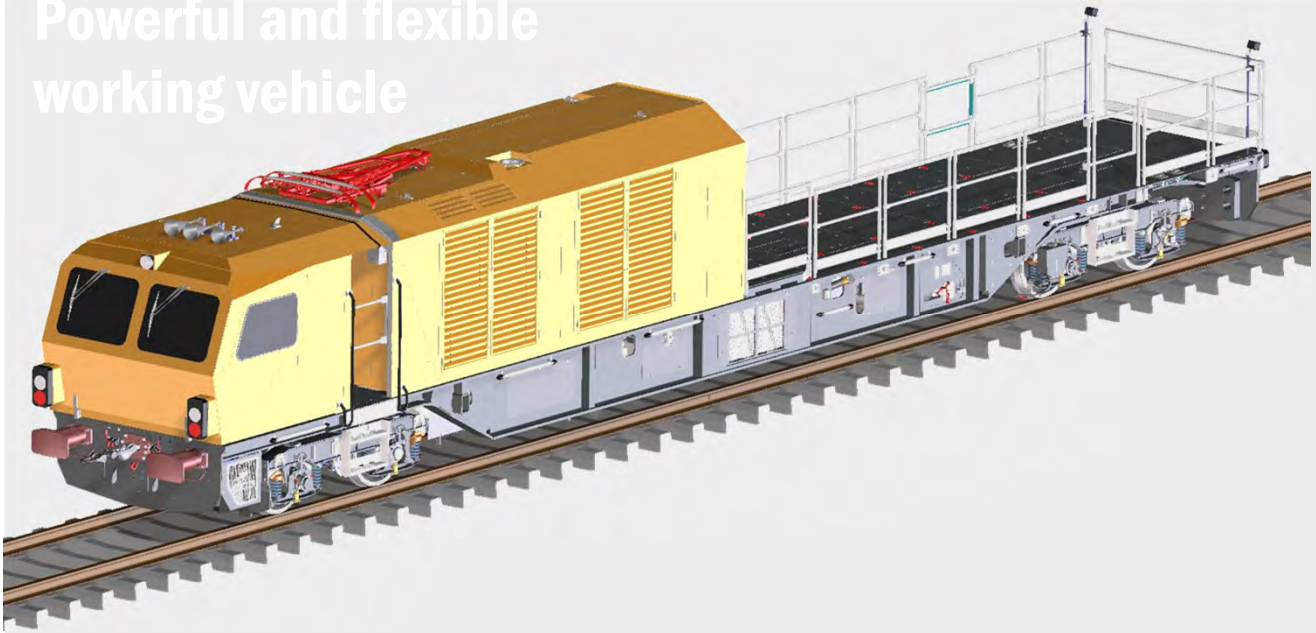


TECHNICAL SPECIFICATIONS (based on closed driver cabin, without air conditioning)

Axle base	2.450 mm
Running wheels diameter	550 mm
Weight	approx. 12 t
Output	105 kW
Track gauge	1.435mm
Kinematic gauge	W6a
Speed working drive	80-100 m/h
Approval	approval to t RIS 1530 PLT compliant to issue 6; EN15955 In addition to standard requirements to include working under live OLE, on/off tracking at 150mm cant and assistance in Network Rail Product Acceptance
Dimensions	(L x W x H) 6400mm x 2550mm x 2860mm
Driving speed	speed 20 km/h in both directions



Powerful and flexible working vehicle


54.44

ITS BENEFITS. YOUR BENEFITS.

The power car is a powerful and flexible working vehicle with a large twist lock loading platform for work modules and transport of plant and materials.

Controlled Power

- 520kW & 240kW engines
- High control with hydrostatic drive
- Emergency recovery up to 300T
- Integrated with WSP & sander units

Safe & fully approved system

- Earthing pantograph
- W6A compliant
- Maximum axleload of 19T
- Fully illuminated workstation

Flexible working Modules

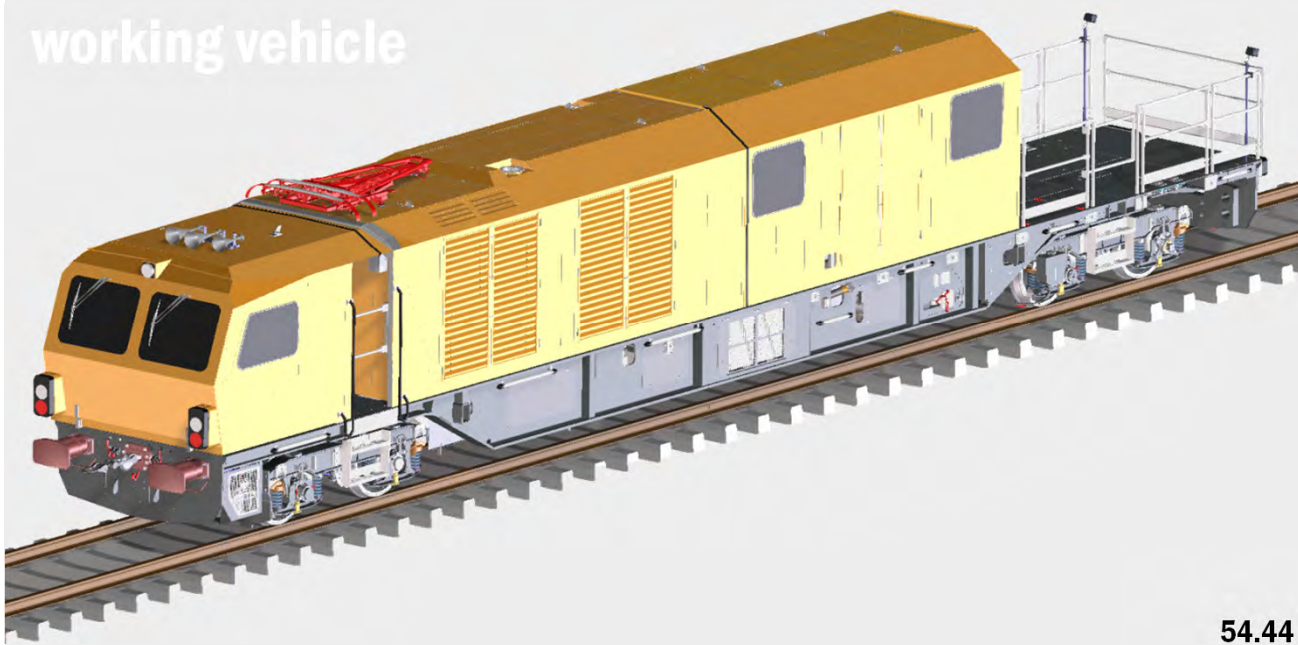
- Scharfenberg auto-couplers for rapid & flexible set up
- Electric & hydraulic power supplies for hand tools
- Full remote control capability
- Large twist lock platform for working modules & storage

EDV-Nr.: 7469900001

TECHNISCHE DATEN

Drive	4-axle hydrostatic drive, multiple traction 2 diesel engines, 520kW and 240kW Both engines for transit mode (high traction power)
Output	Efficient 240kW engine for working mode for reduction of noise, emission and fuel consumption
Weight	Maximum 19 t axleload (Route Availability 5)
Max. load	7t
Tractive power	80km/h capable of 300T haulage up to 4% gradient. Full remote control
Max. speed	80km/h
Dimension	Length over buffer 20,000 mm, boogie distance 14,000 mm
Braking	Direct & indirect compressed air cylinder system
Track gauge	1435 mm
Existing approval	UK approval to GM/RT 2400
Kinematic gauge	Compliant to W6A

Powerful and flexible working vehicle


54.44

ITS BENEFITS. YOUR BENEFITS.

The power car with integrated welfare unit including kitchen and toilet for 11 staff. Twist lock platform for work modules and transport of plant and materials.

Controlled Power

- 520kW & 240kW engines
- High control with hydrostatic drive
- Emergency recovery up to 300T
- Integrated with WSP & sander units

Safe & fully approved system

- Earthing pantograph
- W6A compliant
- Maximum axleload of 19T
- Fully illuminated workstation

Flexible working Modules

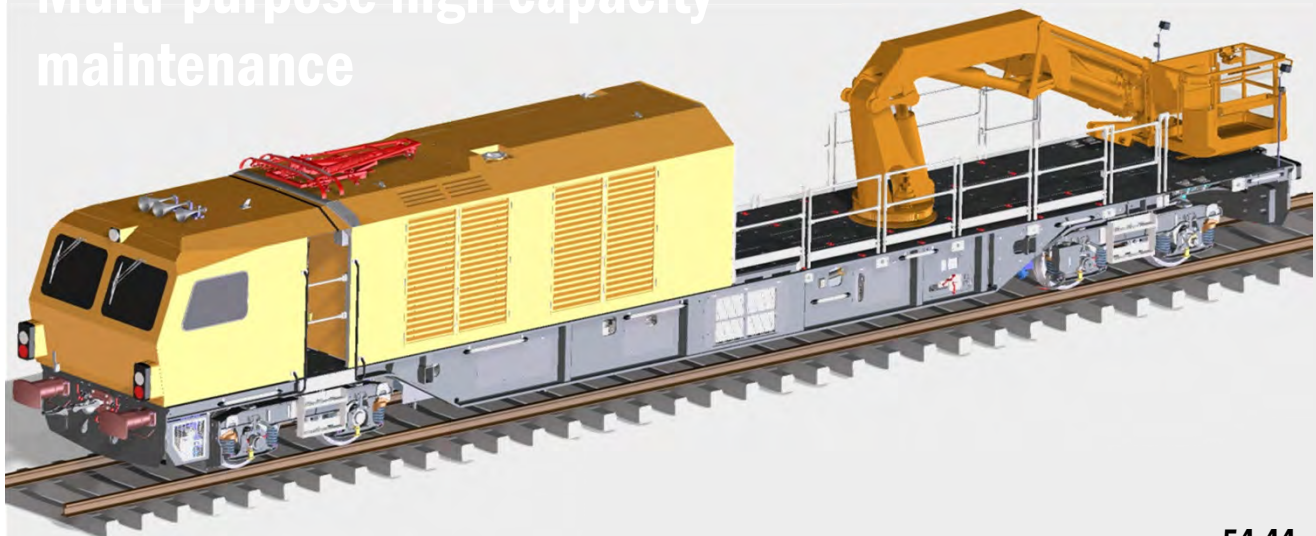
- Scharfenberg auto-couplers for rapid & flexible set up
- Electric & hydraulic power supplies for hand tools
- Welfare and seating for 11 staff
- Standard twist lock platform for working modules & storage

EDV-Nr.: 7469900002

TECHNISCHE DATEN

Drive	4-axe hydrostatic drive, multiple traction
	2 diesel engines, 520kW and 240kW
	Both engines for transit mode (high traction power)
Output	Efficient 240kW engine for working mode
	for reduction of noise, emission and fuel consumption
Weight	Maximum 19 t axleload (Route Availability 5)
Max. load	4 t
Tractive power	80km/h capable of 300T haulage up to 4% gradient. Full remote control
Max. speed	80km/h
Dimension	Length over buffer 20,000 mm, boogie distance 14,000 mm
Braking	Direct & indirect compressed air cylinder system
Track gauge	1435 mm
Existing approval	UK approval to GM/RT 2400
Kinamatic gauge	Compliant to W6A

Multi-purpose high capacity maintenance


54.44

ITS BENEFITS. YOUR BENEFITS.

The power car with a multi-purpose high capacity PKR 540 crane. Fully remote control capability with working basket ideal for a range of high level asset inspection and maintenance and rail tongs for rail replacement.

Controlled Power

- 520kW & 240kW engines
- High control with hydrostatic drive
- Emergency recovery up to 300T
- Integrated with WSP & sander units

Safe & fully approved system

- Earthing pantograph
- W6A compliant
- Maximum axleload of 19T
- Crane fitted with OHL & ALO limiters
- Fully illuminated workstation

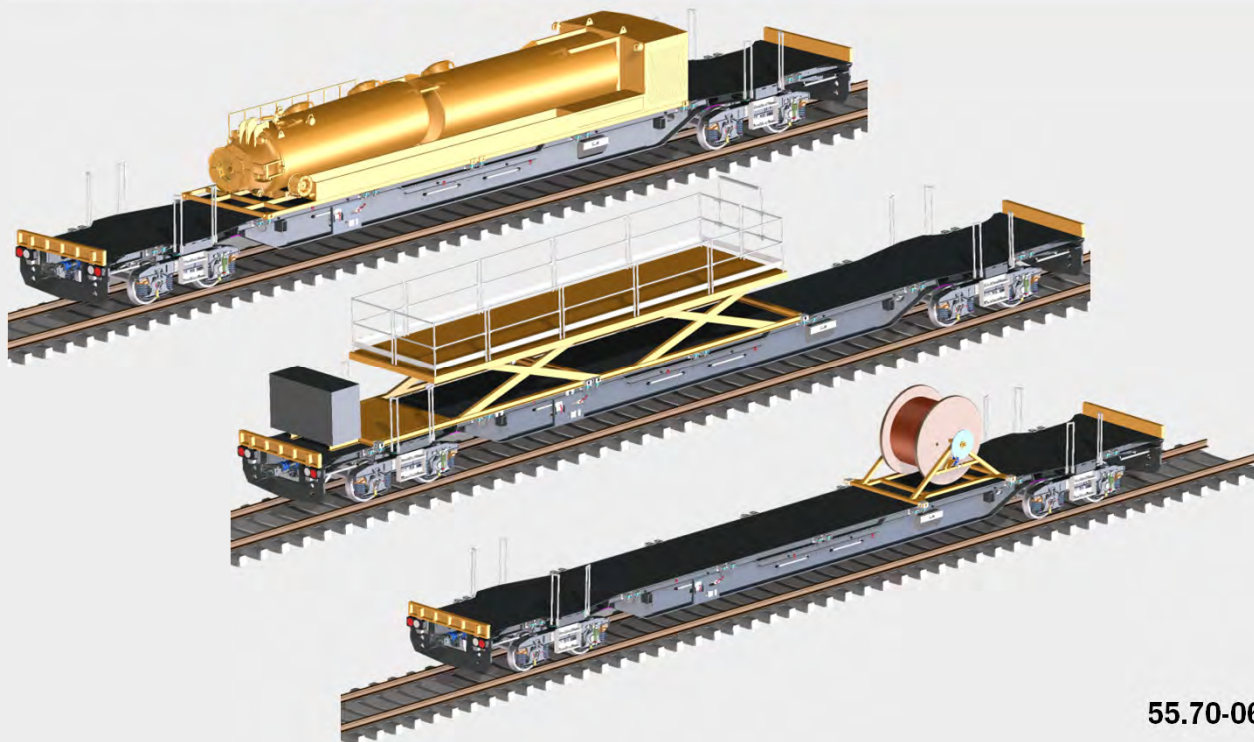
Flexible working Modules

- Scharfenberg auto-couplers for rapid & flexible set up
- Fully remote control power car & crane operation
- Working basket for high level asset inspection & maintenance
- Automatic rail tong attachment
- Electric & hydraulic power supplies for hand tools
- Power car & crane have full remote control functionality

EDV-Nr.: 7469900003

TECHNISCHE DATEN

Drive	4-axle hydrostatic drive, multiple traction 2 diesel engines, 520kW and 240kW
Output	Both engines for transit mode (high traction power) Efficient 240kW engine for working mode for reduction of noise, emission and fuel consumption
Weight	Maximum 19 t axleload (Route Availability 5)
Max. load	3 t on platform. Crane can lift 1T from 16m over end buffer.
Tractive power	80km/h capable of 300T haulage up to 4% gradient. Full remote control
Speed working drive	Travelling speed of 80km/h, working mode up to 10km/h
Dimension	Length over buffer 20,000 mm, boogie distance 14,000 mm
Braking	Direct & indirect compressed air cylinder system
Track gauge	1435mm
Existing approval	UK approval to GM/RT 2400
Kinematic gauge	Compliant to W6A


55.70-06

ITS BENEFITS. YOUR BENEFITS.

The modular transport wagon can be used with scissors lift, cable drum, drainage cleaning unit and other equipment as required.

- The transport wagon is fitted with standard shipping container twist-locks to accept various demountable modules for carrying out maintenance activities.
- Other features include Scharfenberg auto couplers, emergency stops lights, integrated side lights, demountable handrails, lower platform in the center for increased height storage option

EDV-Nr.: 7579900006

Reliable and versatile

The flexible design with twist-lock connectors allows many work configurations depending on the site activities, e.g:

- inspection and maintenance of OHL equipment.
- high pressure water jetting and drainage cleaning.
- switch and plain line rail replacement.
- transport of transformers and other items of infrastructure
- transport of material, tools and work equipment
- Cable laying

TECHNICAL SPECIFICATIONS

Weight	31 t
Max. payload	25 t
Max. axle load	19 t
Track Gauge	1435 mm
Frame top edge FTE	1280 mm
Total length over buffers (LOB)	22370 mm
Total width	2724 mm
King pin distance	16500 mm
Max. superelevation	150 mm
Max. speed	80 km/h
Existing approval	UK approval to GM/RT 2400
Kinematic gauge	Compliant to W6A

www.robels.com





ITS BENEFITS. YOUR BENEFITS.

Self powered, independent cleaning module for drainage clearance, jetting and cleaning tasks. RODRAIN is mounted to ROTRAILER by using Twist lock mounts. It clears drainage with vacuum suction and jetting and also undertakes cleaning services in stations.

Accessibility

- Access platform to allow easy maintenance

Flexibility

- 10,000l high capacity system for all vacuum and jetting requirements
- Two high performance pumps serve for drainage vacuum cleaning and jetting track surroundings
- independence from the towing vehicle through self-sufficient energy supply

EDV-Nr.: 7571860006

TECHNICAL SPECIFICATIONS

Mount	Twist Lock
Power supply	Self-sufficient water cooled diesel engine including integrated particle filter system Capacity approx. 48 kW, Tier4/Stage IIIB Common Rail
Tank volume	3000 l fresh water, 7000 l service water
Flow	High pressure pump 60 l/min at 170 bar, vacuum pump 9700 l/min
Weight	8 t empty, 18 t filled
Hose length	High pressure hose 50/80 m, suction hose 15 m
Work processes	Drainage of surface water, cleaning of sewerage Cleaning services in stations Cleaning of dirt in tunnels without an additional lifting platform
Noise	75dB at a distance of 7.5 m
Marketable	overall (inspection of kinematic gauge is necessary)
Standards	GMRT 2400, EN 14033-1, EN 12663-1, EN 12663-2, DVS 1612, EN 15085, EN 15663, VDI 2230, RIS 1702, EN 45545, EN 50121-3