



Universally
deployable



Turnouts, rails
and grooved rails



Versatile (different
track gauges)



Exact
reprofiling



High metal removal
rates per pass possible



Suitable for use
in tunnels



Reduces noise
by up to 10 dB

SF02 W-FS Road-Rail Milling Truck

Technical Datasheet

SF02 W-FS: Here's how versatile milling can be!

This road-rail rail-milling truck stands for maximum mobility, easy on-railing and off-railing and very short tooling times. The truck's extensive rail-machining capabilities are a special feature. Depending on the rail's condition and the defect depth, the SF02 W-FS can fully profile the rail in a single pass. The integrated grinding units ensure a surface finish that delivers subdued acoustics and helps to extend the rail's service life due to the material-friendly process. The SF02 W-FS is suitable for use in tunnels and very environmentally friendly thanks to the minimal dust and sparks it produces.

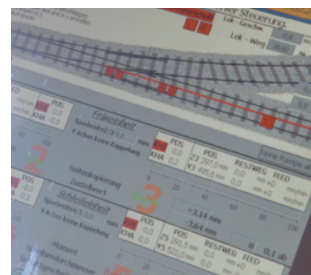


Benefits

- / Transport truck and machine in one
- / Transfer via road or rail
- / Highly versatile
- / Maximum mobility
- / Simple on-railing and off-railing
- / No removal of trackside switching equipment needed
- / Short tooling times
- / Wheel gauge can be changed at any time
- / Production of all standard cross profiles and rail inclinations

Applications

- / Track and turnout machining
- / Removes mill-scale from new rails
- / Preventive maintenance
- / Reduces noise emissions in sensitive areas
- / Ideal for small construction projects and tram networks



SF02 W-FS

Technical Data

| Main dimensions | |
|-------------------------------------|--|
| Length over buffers (LoB) | 18,320 mm |
| Height | 3,408 mm |
| Width | 2,490 mm |
| Number of bogies Number of axles | 1–4 |
| Wheelbase between bogie pins | not applicable as vehicle has only one bogie and 2 fixed axles |
| Vehicle gauge / structure gauge | UIC 505-1 |

| Speed | |
|---|--|
| Hauling speed when transported as part of train set | transport in train sets not permitted |
| Hauling speed | 20 km/h |
| Max. speed (self-propelled) | rail speed: 45 km/h road speed: 80 km/h |
| Operating speed | 0.4–0.8 km/h |

| Weight | |
|-------------------|--------|
| Tare weight | 45 t |
| Maximum axle load | 12.4 t |

| Brake system | |
|---|---|
| Brake system type | hydrostatically operated brake system – activated via traction lever + direct-acting brake system that works by means of an auxiliary shaft on the differential 4 disc brakes |
| Braked weight | 40 |
| Braked weight percentage (calculated using the braked weight and weight of the vehicle) | 92 |
| Transport setting (F/P) | not applicable – no F/P change-over |

| On-track operability | |
|---|---|
| Shunting maneuvers not permitted (e.g. hump-shunting or loose shunting) | not permitted |
| Smallest traversable curve radius (transport mode / operating mode) | Ra 50 (transport) Ra 80 (operating) |
| Max. uphill and downhill gradients/cant (transport mode / operating mode) | 40 ‰ uphill and downhill |
| Transport in train set / as end vehicle | transport in train sets or as end vehicle not permitted |

| Weather constraints | |
|--------------------------------------|--|
| Ambient temperature (operating mode) | between -10°C and 40°C, modifications possible |

| Equipment / features | |
|--|---|
| Performance data | one milling unit on each side, integrated tangential grinding units and downstream flap-disc grinding units |
| Material removal | 0.9 mm max. material removal per pass |
| Applicable standards | DB Ril 824, EU Standard 13231-2:2020 |
| Personnel: machine operator, crew (number, qualifications) | 4 personnel for operation + 2 personnel for maintenance shift |
| Equipment for train operation | ATC, ITC, digital train radio |

Global expertise
in over 100 countries

