



Universal  
deployment



Turnouts  
and rails



Exact  
reprofiling



No dust  
or sparks



Versatile  
deployment



Suitable for use  
in tunnels



Reduces noise

## Vossloh Rail Milling

VTM-compact Avoids Rail Replacement



## VTM-compact Avoids Rail Replacement

**Compact. Variable. Efficient.** Trouble-free and efficient defect removal and re-profiling of rails and special track work on Class 1, mass transit and high speed rail systems. Removing up to 2mm of steel on the rail head per pass, milling both rails simultaneously, enabling an increased rail service life and at the same time reducing risk of breakage. Vossloh rail milling reduces the need for repair welds and avoids the need for rail replacement.

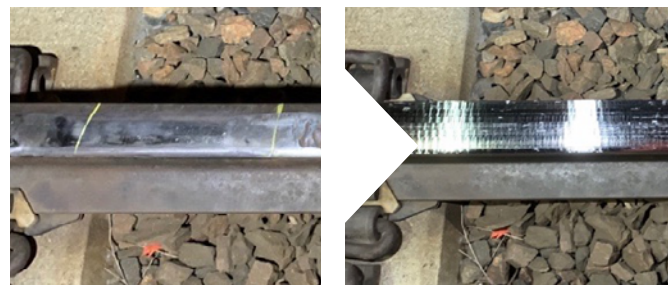


### Benefits

- / Increases rail service life and reduces need for repair welding
- / 0.5–2 mm depth of cut per pass, both rails
- / No sparks or dust
- / Optimized for tunnels, wooden structures and dry conditions
- / Flexible logistic solution (hi-railed / hauled)

### Applications

- / Class 1, mass transit and high speed rail networks
- / Mainline track and special trackwork
- / Standard and girder rail
- / Ballasted, slab and elevated track



### Versatile and cost effective logistics solution

Easily deployable hi-rail tractor and trailer logistic solution enabling the VTM-compact to be deployed at any level crossing in the matter of minutes.

## VTM-compact Technical Data

Main dimensions	
Length over buffers (LoB)	5,800 mm / 228.4 in.
Height	2,230 mm / 87.8 in.
Width	2,210 mm / 87 in.
Number of bogies Number of axles	2 (+ 2 milling axles)
Wheelbase between bogie pins	4,220 mm / 166 in. (transport mode running gear), 2,500 mm / 98.5 in. (operating mode running gear)
Distance between bogie axles	no bogies but 2 axles
Height of vehicle floor above TOR	144 mm / 5.7 in.
Vehicle gauge / structure gauge	Berlin "tight" metro

Speed	
Hauling speed when transported as part of train set	transport in train sets not permitted
Hauling speed	30 km/h / 20 mph
Max. speed (self-propelled)	2.7 km/h / 2 mph
Operating speed	1–3,5 m/h / 3–12 fpm

Weight	
Tare weight	16 t / 17.5 tn. sh.
Max. permitted overall weight	17 t / 19 tn. sh.
Maximum weight per meter	2.93 t/m / 2000 lb/ft
Maximum axle load	8.5 t / 9.5 tn. sh.

Brake system	
Brake system type	hydraulic dual-chamber piston brakes (parking and service brakes), Ortlinghaus-Werke GmbH – Series 0992-009-43-014000

On-track operability	
Shunting maneuvers not permitted (e.g. hump-shunting or loose shunting)	not permitted
Smallest traversable curve radius (transport mode/operating mode)	R <sub>min</sub> = 30 m / 100 ft (transport) R <sub>min</sub> = 50m / 165 ft (operating)
Max. uphill and downhill gradients/cant (transport mode / operating mode)	40 ‰ uphill and downhill (dry conditions), downhill preferable in wet conditions
Transport in train set / as end vehicle	transport in train sets not permitted

Weather constraints	
Ambient temperature (operating mode)	between -10°C / 14°F and 40°C / 105°F, modifications possible

Equipment / features	
Performance data	one milling unit on each side, trailing finish-grinding units (optional) / flap-disc grinding units, finish-grinding units
Material removal	2 mm / 0.0787 in. max. material removal
Applicable standards	DB Ril 824, EU Standard 13231:3-2012 in preparation
Personnel: machine operator, crew (number, qualifications)	3 personnel for operation + 1 person for maintenance shift

