



Universally
deployable



Turnouts
and rails



Versatile
(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 grinding units ensure a surface finish that delivers subdued acoustics and helps to extend the rail's service life. The SF02 W-FS is suitable for use in tunnels and very environmentally friendly thanks to the minimal dust and sparks it produces.

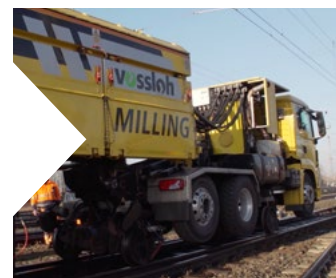


Benefits

- / 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

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
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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 13231:3-2012
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

