



Rail Unloading System SAS

Technical Datasheet

vossloh
enabling green mobility



Benefits

- / Mobile and economical loading system for the STS transport system and third-party wagons (unloading only)
- / Can be readied for operation near the unloading point
- / Rails can be unloaded individually or in pairs
- / Individual rail lengths of 25-180 meters (15 meters possible, if not the first or last rail to be unloaded)
- / Rail profiles 49E1, 54E1, 60E1, R65 and others on request

Applications

- / Infrastructure with a track gauge of 1,435 mm
- / Track and 1/2 rail renewal measures
- / Successive unloading sections

SAS rail unloading system:

long welded rails unloaded carefully and professionally

The SAS system unloads long welded rails from STS wagons and public network railcars. It can be quickly made ready for use, it's mobile and its roller guide system ensures that the rails follow their natural bending line as they're laid down on the track. The system is made up of three modules, which are equipped with laterally adjustable roller guides and can be set up for operation in a short time.



Rail Unloading System SAS 1–3

Technical Data

Type	Stahlberg Roensch
Track gauge	1,435 mm

Main dimensions

Length over buffers (LoB)	30 meters
Width	in accordance with the structure gauge
Loading gauge / structure gauge	G1/2 as per EBO

Speed

Max. shunting speed	19 km/h, 15 km/h through switches & crossings
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Weight

Tare weight	15,5 t
Maximum axle load	(for all line categories EN 15528 A-D)

On-track operability

Shunting maneuvers not permitted	Hump-shunting and loose shunting not permitted
Smallest traversable curve radius	300 to 500 meters, depending on unloading type
Max. uphill and downhill gradients	max. 40 ‰ depending on the rail length
Max. superelevation (transport/operating)	180 mm
Max. permissible trailing load	no trailing load

Weather constraints

Ambient temperature (operating mode)	between -20° and 40° C, observe safety provisions
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Equipment (basic equipment for each machine and features)

Unloading of the rails (middle of track, on sleeper heads etc.)	rail pairs on sleeper heads or in the middle of the track, single rails only in the middle of the track
Performance data	max. 5 pairs/ hour x 120 m = 1,200 m max. 3.5 pairs/ hour x 180 m = 1,260 m
Personnel / machine operators / crew (number and qualification)	2 machinists / 3 crew
Machinery	Note: direction-specific vehicle functionality truck, 3 modules
Approvals for transport / operation on tracks	conforms to DB requirements
Auxiliary equipment required	two-axle flat wagon
Loading guidelines	SAS operating instructions
Compatible with transport systems	STS DB Cargo: Rs, Rns, Samms

