VTM-performance Milling Train

Technical Datasheet

vossloh
enabling green mobility

Benefits

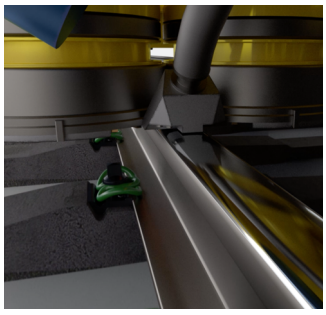
/ Maximum metal removal: 0.3 - 2,4 mm per pass
/ Maximum operating speed: 2,000 meters per hour
/ No fire risk
/ Suitable for use in tunnels
/ Main milling wheel diameter is 1,400 mm, i.e. less residual ripple, highest quality finish, faster operating speeds and more metal removal
/ Integrated measuring systems can be installed

Applications

/ Adaptable to all common international rail profiles
/ Universally deployable: heavy haulage and high-speed lines
/ Structure gauge adapted to W6a (English gauge)

VTM-performance milling train: here's how effective milling can be!

The VTM-performance milling train correctively machines rails according to their condition and the defect depth – in just a single pass. In addition to reinstating the desired rail head profile and removing rail defects, the combination of peripheral and face milling also produces a rail running surface optimized to significantly reduce noise emissions. The rail milling train can operate independently for up to 8 hours and thanks to its exclusive use of milling technology, there are no sparks or dust whatsoever.



Face milling process

Video

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Technical Data

Main dimensions	
Length over buffers (LoB)	61,700 mm
Height	3,940 mm
Width	2,610 mm
Number of bogies Number of axles	6–12
Distance between outside wheel sets	58,060 mm
Distance between bogie axles	1,800 mm
Vehicle gauge/structure gauge	G1/W6a Gl2 / UIC 505 EN-Norm 15273-2

Speed	
Transport speed when using a traction vehicle	120 km/h
Hauling speed with traction vehicle	120 km/h
Max. speed (self-propelled repositioning)	12 km/h
Operating speed	0.4 – 2.0 km/h

Weight	
Tare weight Max. permitted overall weight	211 t 250 t
Maximum weight per meter	4.0 t/m
Maximum axle load	22,5 t

Brake system	
Brake system type	indirect + direct braking + parking brake in accordance with UIC
Braked weight	72 + 90 + 72 t
Braked weight percentage (calculated using the braked weight and weight of the vehicle)	100
Change transport setting (F/P)	yes

On-track operability	
Hump-shunting and loose shunting	not permitted
Smallest traversable curve radius (transport mode/operating mode)	150 m (transport mode) 200 m (operating mode)
Max. uphill and downhill gradients/cant (transport mode/ operating mode)	approved 4 % technically possible 6 %
Transport in consist/end vehicle	end vehicle

Weather constraints	
Ambient temperature (operating mode)	between -10° C and +40°C

Equipment/features	
Performance data	one milling unit on each side, integrated face-milled finishing process
Material removal	between 0.3 and 2.4 mm can be removed in one 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	Train radio + traction vehicle equipment

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