Long-Rail Transport Units Robel

Technical Datasheet

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enabling green mobility

Benefits

/ Extremely flexible in its application (loading and unloading possible from either end wagon)
/ Highly efficient, safe transport with rails clamped and resting on rollers. No separate loading timbers required
/ Carries up to 30 x 240 m rail lengths on 3 levels
/ Batch rails and custom-length rails as per rail plan, suitable for combined consignments and relay shipments

Applications

/ Alle Netze mit Spurweite 1.435 mm
/ Sehr effizient in kurzen Sperrpausen und flexibel einsetzbar

Robel long-rail transport units
Heart of a smart system

The LSE long-rail transport unit and the SLW rail loading wagon together form the Robel rail transport system. These special G type wagons with racks for loading rails on three levels do not need loading timbers or separate fasteners. Instead, two main characteristics of the Robel System are its clamping racks that immobilize the rails and the crane rails mounted along the outside edges that allow the crane to traverse the entire transport system.

Video

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Robel long-rail transport units
Technical Data

Designation	**TE 313** 120 m single-sided	**TE 221–224** 120 m double-sided	**TE 321–332** 120 m double-sided	**TE 421–426** 120 m double-sided	**TE 531–536** 120 m double-sided	**TE 341–343** 180 m double-sided	**TE 441–444** 180 m double-sided
Type	Skks	Skks	Skks	Skks	Skks	Skks	Skks
Track gauge	1,435 mm	1,435 mm	1,435 mm	1,435 mm	1,435 mm	1,435 mm	1,435 mm
Main dimensions							
Length over buffers (LoB)	138.9 m	138.9 m	138.9 m	138.9 m	134.4 m	210.9 m	210.9 m
Width	2,500 mm	2,500 mm	2,500 mm	2,500 mm	2,500 mm	2,500 mm	2,500 mm
Number of bogies per wagon	2	2	2	2	2	2	2
Number of wheelsets per wagon	4	4	4	4	4	4	4
Wheelbase between bogie pins	18,500 mm	18,500 mm	18,500 mm	18,500 mm	16,860 mm	18,500 mm	18,500 mm
Wheelbase between wheelsets in bogie	1,800 mm	1,800 mm	1,800 mm	1,800 mm	1,800 mm	1,800 mm	1,800 mm
Distance between outer wheelsets	20,300 mm	20,300 mm	20,300 mm	20,300 mm	18,660 mm	20,300 mm	20,300 mm
Loading gauge/structure gauge	G1	G1	G1	G1	G1	G1	G1
Speed							
Hauling speed as part of train consist	100 km/h	100 km/h	100 km/h	100 km/h	100 km/h	100 km/h	100 km/h
Max. operating speed	in accordance with worksite conditions (up to 5 pairs of rails per hour)						
Weight							
Tare weight, example for one unit	179 t	191 t	187 t	194 t	193 t	277 t	278 t
Maximum axle load	20 t	20t	20t	20t	20t	20t	20t
Brake system							
Brake system type	KE-GP	KE-GP	KE-GP	KE-GP	KE-GP	KE-GP	KE-GP
Brake blocks	LL Bg IB 116*	LL Bg IB 116*	LL Bg IB 116*	LL Bg IB 116*	LL Bg IB 116*	LL Bg IB 116*	LL Bg IB 116*
Braked weight	G: 54/P: 54	G: 40/P: 40	G: 40/P: 40	G: 46/P: 58	G: 40/P: 40	G: 40/P: 40	G: 40/P: 40
Brake power percentage	depends on the payload weight						
Transport setting (F/P)	dependent on operation and network						
Handbrake/parking brake fitted	1 per unit	1 per unit	1 per unit	1 per unit	1 per unit	2 per unit	2 per unit

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On-track operability							
Shunting maneuvers not permitted	hump-shunting, loose shunting and banking not permitted						
Sequencing restrictions	head of the train or end running wagon						
Smallest traversable curve radius	during train movement: 150 meters unloaded/loaded during load movement: 300 meters unloaded/loaded						
Transport inside train set	yes						
Weather constraints							
Max./min. ambient temperature	as per Robel SLW loading system						
Equipment (basic equipment for each machine and features)							
Max. load capacity	28 rails	28 rails	28 rails	28 rails	30 rails	28 rails	28 rails
Number of wagons	6	6	6	6	6	9	9
Load securing system	clamped						
Load splitting	on request						
Loading/unloading of the rails (middle of track, on sleeper heads etc.)	as per Robel SLW loading system						
Performance data	as per Robel SLW loading system						
Personnel/machine operators/crew (number & qualification)	as per Robel SLW loading system						
Technical drawings of machinery	see the TI Wagon Catalogue						

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09/25