



Standard
gauge



Exact
reprofiling



No dust and
no sparks



Operating speeds
of up to 2 km/h



High removal rate
possible per pass

VTM-performance Milling Train

Technical Datasheet

vossloh
enabling green mobility



Benefits

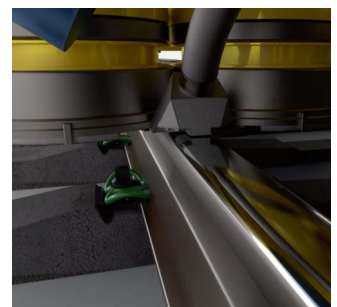
- / Maximum metal removal: 0.3 - 2,4 mm per pass
- / Maximum operating speed: 2,000 meters per hour
- / No fire risk
- / Suitable for use in tunnels
- / Main milling wheel diameter is 1,400 mm, i.e. less residual ripple, highest quality finish, faster operating speeds and more metal removal
- / Integrated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

Applications

- / Anpassbar auf alle gängigen internationalen Schienenprofile
- / Universell einsetzbar: Schwerlast- und Hochgeschwindigkeitsstrecken
- / Lichtraumprofil angepasst an W6a (engl.)

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

VTM-performance Milling Train

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 G12 / 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	211 t
Max. permitted overall weight	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
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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

