

ROAD/RAIL SHUNTING VEHICLE





Zwiehoff Road/Rail Shunter

for efficiently and flexibly shunting loads up to 1,000 t.

Base vehicle Unimog U 400:

GVW:	11,990 kg
Dimensions l x w x h:	5,500 x 2,300 x 3,000 mm
Engine output:	130 kW (177 hp) optionally 170 kW (231 hp)
Speed:	
On road:	max. 85 km/h
On rail without trailing load:	max. 50 km/h
On rail with trailing load:	max. 20 km/h
Transmission:	8 forward and 8 reverse gears
Clutch:	torque converter
Wheel base:	3,080 mm / 3,600 mm

Road/rail equipment:

Available systems:	Ø 400 mm / articulated guide rollers Ø 136 mm / guidance bogie
Track gauge:	1,435 mm – 1,668 mm
Shunting capacity:	max. 1,000 t, depending on track gradient and curve radius
Wagon brake system:	400 t / 600 t / 800 t / 1,000 t
Coupling systems:	UIC hook/screw coupler, SA3, AAR, centre buffer couplers, special executions

Additional equipment:

Radio remote control, dead man's handle, emergency stop, shunting steps, shunting mirrors, patented electronic brake valve, camera system for tracking on and reverse drive, exhaust gas purification systems

Rail guidance system:

- Running drive / braking via the UNIMOG tyres = high tractive forces due to favourable friction coefficient between rubber and steel (UNIMOG tyres on rails)
- Easy and quick on-tracking on most narrow space granted by compact construction and easy handling
- System approved by Deutsche Bahn AG

Applications, advantages:

- Main-line tracks, siding tracks, metros, tramways
- Shunting vehicle for flexible use
- Low purchase and operation costs
- Service worldwide by DaimlerChrysler service stations