

Shunting railway trolley KMG-11.4

The railway trolley KMG-11.4 is designed for shunting of a travelling composition with a total weight of up to 150 t in factories, ports, warehouses and railway station sections. The trolley works in a set with a universal forklift truck with a lifting capacity above 3.5 t. The construction of the trolley is consistent with the requirements for technical exploitation of a travelling railway composition, moving on railroads with a normal wheel gauge of 1435 mm.



The main advantages of the railway trolley are as follows:

- no special professional skills are needed;
- the trolley works on a whole length of a industrial railway line;
- the forklift truck is engaged only during shunting activities;
- the trolley is extremely easy for a maintenance and exploitation.



The trolley consists of a chassis 1, at whose rear end a mobile passing bridge 2 is mounted by means of an articulated joint. In a working position this passing bridge 2 is attached vertically. At the front end of chassis 1 the buffers 3 and the towing hook 4 are placed. On chassis 1 the engines 5 and the supporting 6 drums are mounted. The trolley running gear includes body 7 which is suspended in a counterbalanced way with two driving wheel axes 8 and 9 and freely revolving rear wheel axis 10. For better cohesion with driving wheels of the forklift truck, the driving drums 5 are released with rubber bandages. The movement of driving drums 5 to the driving wheel axes 8 and 9 is transmitted by means of a two-stage reductor including a double-gearred transmission and two parallel chain transmissions. The trolley is equipped with an emergency brake 12 which is realised manually by lever. On the two sides of chassis 1 step plates 14 and holding devices 15 for the servicing personnel are mounted. Chassis 1 is equipped with holes 16 for the forks of the forklift truck.

The trolley is used in the following way. The engine truck transports and puts the trolley on the railway, than it goes up on it by passing bridge 2. After placing of the engine truck driving wheels on the drums 5 and 6, the forks of the truck press cross beam 13. Passing bridge 2 is lifted and fixed in vertical position and the "Engine Truck - Trolley" system is ready for operation. The driving and stopping of the "Engine Truck - Trolley" system together with the railway trailing composition is released by the respective forklift trucks drive. Upon emergency or getting on and getting off the forklift truck uses emergency brake 12.

Tehnichal Dates:

TEHNNICAL PARAMETERS	KMG-11.4
Total mass of the trailing composition, t	150
Maximum tractive, kN	11,4
Maximum speed, km/h:	
- with isolation movement	6,0
- with a shunt	5,0
Overall dimensions, mm	
- lenght	4968
- width	2570
- height	1260
Wightrn of the wheel gauge, mm	1435
Diameter of the free wheels, mm	250
Axle formula	1-A0-A0
Dead weight, kg	1850
Total weight with forklift truck, kg	6650
Number of the servicing personnel	2

Draft:

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