

## TECHNICAL DESCRIPTION

### SCHÖMA Chassis with Bogies without Floors, without Cabin, without Seats

Ferrocarril de la Pobra / Com.-No.: 25443 / Serial No. 6393

#### Technical Data:

|                                 |       |                   |
|---------------------------------|-------|-------------------|
| Track gauge:                    | ..... | 600 mm            |
| Weight unloaded:                | ..... | appr. 3000 kg     |
| Max. axle load:                 | ..... | 2000 kg           |
| Wheel base of bogies:           | ..... | 1000 mm           |
| Distance centre line of bogies: | ..... | 4150 mm           |
| Wheel diameter:                 | ..... | 450 mm            |
| Height of platform:             | ..... | 680 mm            |
| Width of platform:              | ..... | 1940 mm           |
| Length of platform:             | ..... | 8000 mm           |
| Drawing:                        | ..... | No. RD-01.076-010 |

#### Chassis:

The main frame of U-type and L-type section steel with additional cross stays of electrically welded design is connected to the bogies by means of ample dimensioned ball bearings. In connection with a swinging bridge which is supported in lateral suspension sliding bearings, a good riding is ensured.

#### Bogie:

The frame of the bogies is welded of section steel.  
Arrangement and suspension of bogies to the main frame ensures equal distribution of the load to all areas and provides weak wheel unloadings in track distortions, thus and important safety against derailment.

#### Wheels and Axles:

The wheels consisting of cast steel can be profiled in accordance with customer's instruction. They are pressed to the axles of high tensile steel.  
Wheel tread diameter: 450 mm

### **Suspension and Axle Guide:**

Each bogie is seated on the two axles by trapezoidal arranged metal rubber springs.

The rubber type suspension works noise-free and requires no maintenance.

### **Axle Bearings:**

Heavy duty system ball bearings protected against dust and dirt, running in grease which has to be changed in five years intervals only.

### **Loading Area:**

The loading area has a capacity of abt. 8000 x 1940 mm (15,5 m<sup>2</sup>).

The floor is painted in black and not covered. The box will be manufactured by the customer.

### **Brake:**

The CS 299 is fitted with an indirect pressure air brake system. The pressure air is taken from an air reservoir with sufficient capacity.

The brake pressure can be adjusted in position

- full load
- half load
- without load

in accordance to the axle load by control valve.

The brake power can be regulated infinitely from the rail car if air pressure in the main pipe is reduced. Air brakes are applied accordingly.

The bogies are fitted with separate air brake cylinders, effecting to the brake block discs by linkage.

Parking brake is used with a hand brake.

### **Couplers:**

Trailer coupling at front and rear side with coupling rod.

Control arranged suspended buffer.

Buffer plate diameter: 350 mm.

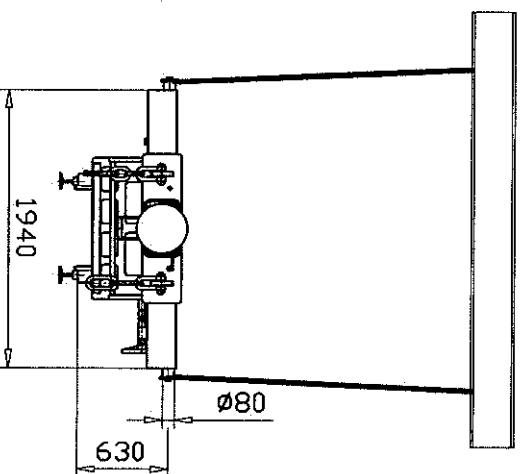
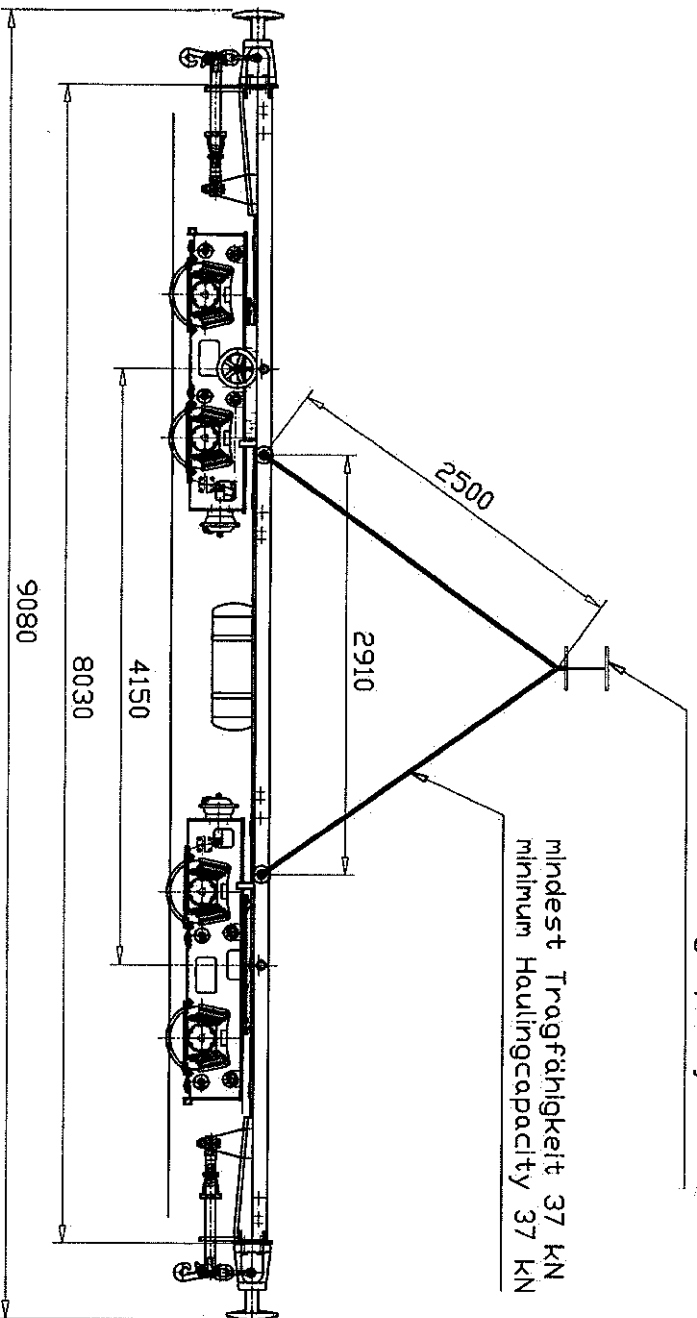
Centre line puffer – top of rail: 580 mm.

2 Coupler chains on both sides.



Coupling rod like the existing rods.

mindest Tragfähigkeit 120 kN  
minimum Haulingcapacity 120 kN

mindest Tragfähigkeit 37 kN  
minimum Haulingcapacity 37 kN



Max. Last 80 kN  
Max. Weight 80 kN

|  |   |   |   |                        |
|--|---|---|---|------------------------|
| Maße ohne<br>Toleranzangaben<br>nach<br>DIN 7168n                        | Oberflächen<br>nach<br>DIN ISO 1302   | CS 299  | Postfach 1509<br>49345 Diepholz/Germany | Blatt / Blätter<br>1/1 |
| Schweißnaht-<br>vorbereitung<br>nach<br>DIN EN 29592                     | Schweißen<br>nach<br>DIN EN ISO<br>13920-BF   | Verwendungsbereich<br>Loco 5719-21 Korn 16354 | Benennung<br>Anheben des<br>Anhängers   | Maßstab<br>1:35        |
| Brennschnitt<br>nach<br>DIN EN ISO<br>9013-11B                           |  | Zeichnungsnummer:<br>SZ 091-13                | Rev.:                                   | -                      |
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