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**MAINTENANCE VEHICLES**



KALUGAPUTMASH

### JSC KALUGAPUTMASH (KALUFA CITY, KALUGA REGION)

The enterprise is dealing with manufacturing of wide range maintenance railway vehicles for maintenance and repairing of Russian Federation railway, as well as state railways at the post-Soviet space. The enterprise production is popular in the projects of large-scale development of the branch infrastructure of Russian Federation, modernization of megalopolis urban infrastructure.

- Annual production output constitutes: 70–100 pieces of maintenance vehicles of different modifications.
- Main market outlets: Russian Federation, Ukraine, Uzbekistan, Azerbaijan, Turkmenistan, Belarus, India, Pakistan, Iran and other non-CIS countries.
- Headcount of staff: 1,830 persons.
- Aggregate investments on production development and launching costs constitute: 1.4 billion rubles.
- Fraction of the enterprise at Russian Federation market exceeds 30%.





# VPRS-10

TAMPING-LEVELING-FLATTENER MACHINE



## DESCRIPTION

Tamping-leveling-flattener machine VPRS-10 is designed for leveling-flattening works at railways and switches at different industrial enterprises.

## TECHNICAL CHARACTERISTICS

Parameters	Value
Power plant capacity, kW (h.p.)	176 (240)
Productivity:	
• rail sleepers/hr	240
• switches	0.5
Maximum track rising, mm	350
Maximum track leveling, mm	360
Minimum radius of passable curves, m	60
Cabin seat capacity, persons	5
Number of operators	2
Velocity in transportation mode, km/hr	40
Slope, maximum passable, %	60
Mass, tons	26

# VPR-02M

TAMPING-LEVELING-FLATTENER MACHINE



## DESCRIPTION

Tamping-leveling-flattener machine VPR-02M is designed for performing tamping-leveling works at all kinds of repair, construction and running tracks maintenance (with rails up to and including P65) at all kinds of ballast at slopes not exceeding 20%. In conditions of moderate climate and ambient temperatures in the range  $-10^{\circ}\text{C}$  –  $+40^{\circ}\text{C}$  with non-freezing ballast. The machine is equipped with microprocessor system of surfacing control.

## TECHNICAL CHARACTERISTICS

Parameters	Value
Power plant capacity, kW	220
Type of transmission	Hydrodynamic
Productivity, rail sleepers/hr	1,400
Track surfacing accuracy:	
• Deviation in longitude profile at base of 2.5 m, %, not more	1
• Difference in rails level position at length 1 m, mm, not more	1
Accuracy of track positioning in plan:	
Difference in adjacent unloaded springs, measured in the middle of 20 meters long chord with pitch of 5 m, mm, not more	2
Maximum value of track surfacing, mm:	
• raising	100
• shifting	100
Maximum travel speed, km/hr:	
• in self-propelled mode	80
• with separate locomotive	100
Mass in loaded weight, ton	57

# PRSM-4

RAIL-WELDING SELF-PROPELLED TRACK MACHINE



## DESCRIPTION

Rail-welding self-propelled track machine PRSM-4 is designed for electric welding of rail joints. Welding of rails may be carried out with the rails laying at the track along which welding machine travels, as well as with the rails laid along this track inside or outside of gauge at distance of 2,600 mm from track axis.

## TECHNICAL CHARACTERISTICS

Parameters	Value
Capacity of diesel generator, kW	280
Voltage, V	400
Frequency, Hz	50
Time spent by machine for rail welding with cross section 8,200 mm <sup>2</sup> , sec.	185...295
Cross section of welding rails, mm <sup>2</sup>	6,400-10,000
Gauge width, mm	1,435,1,520
Productivity, joints/hr	12
Travel speed, km/hr:	
• in self-propelled mode	80
• within a train set	100
Mass of trailing unit, ton	90
Load exerted by a wheel on a rail, kN	193.1 (19.7)
Wheel base, mm	7,000
Dimensions, mm:	
• length	13,300
• width	3,030
• height (in transport position)	3,917
Mass, ton	38

# PRSM-5

RAIL-WELDING SELF-PROPELLED TRACK MACHINE



## DESCRIPTION

Rail-welding self-propelled track machine PRSM-5 is designed for electric welding of rail joints. Rails welding may be carried out with the rails laying at the track along which welding machine travels, as well as with the rails laid along this track inside or outside of gauge at a distance of 3,300 mm from track axis. The machine is equipped with rails tightening device and processing equipment, using which it is possible to tighten assembled rails and sleepers and to perform rail welding, without releasing it from sleeper.

## Comparison with PRSM-4 machine:

- PRSM-5 possesses higher constructional rate, less load exerted at wheel shaft and less radius of curves passage due to the presence of truck vehicle.
- PRSM-5 possesses more powerful lift and turn device (manipulating device for welding head movements), that permits to use more powerful and heavy welding heads of K-922 and MCP-120 types.
- PRSM-5 possesses less limitation on height of capote elevation in operation mode (elevation is less), that permits to work in tunnels, under overpasses.
- PRSM-5 possesses more ample cabin with better ergonomics.

## TECHNICAL CHARACTERISTICS

Parameters	Value
Capacity of diesel generator, kW	280
Voltage, V	400
Frequency, Hz	50
Productivity at rail joints welding P65, joints/hr	12
Cross section area of welded rails, mm <sup>2</sup>	6,400–1,0000
Gauge width, mm	1,435,1,520
Speed of machine travel, km/hr:	
• in self-propelled mode	100
• in transport position of train set	100
• with trailing load 90 tons	80
• in working position being controlled by remote panel	2.0–10
Vehicle	truck-railway
Clearance in transport position acc. to GOST 9238-83	02-BM
Service personnel, persons	2
Mass, ton	46

# PRSM-6

RAIL-WELDING SELF-PROPELLED TRACK MACHINE



## DESCRIPTION

Rail-welding self-propelled track machine PRSM-6 designed for restoration of continuously welded rails by means of qualitative welding of any kind of rails, employed in track facilities, en route, operating as an independent unit, as well as at rail way platforms within a tracklayer complex and inductive heat processing of welded joints with provision metal quality. The machine may be equipped with any type of welding heads, including K-900A-1, K922-1, MCP 80.01, MCP120.01. It contains truck vehicle with 950 mm wheels, instead of 710 mm as in case of PRSM-5 machine.

### Comparison with PRSM-5 machine:

- PRSM-6 as a standard includes a press for welded joints samples testing.
- PRSM-6 as a standard contains inductive heating device (IHD) for after weld welded joints normalization.
- PRSM-6 possesses two fully complete crew cabins.
- PRSM-6 possesses “double deck” frame, that permit to pass through itself continuously welded rails from rail-carrying rolling stock with capability to perform welding en route, as well as directly in welded rails strings.

## TECHNICAL CHARACTERISTICS

Parameters	Value
Capacity of diesel generator, kW	280
Voltage, V	400
Frequency, Hz	50
Productivity of rail joints welding (P65), joints/hr	10
Presence of process equipment (welded joints thermal processing complex, press for quality control of welded joints)	Possesses
Maximum travel speed, km/hr:	
• separate machine at attendants platform under its own power	80
• at attendants platform under its own power with trailing load 90 tons	80
• during transportation within a train set	80
Mass in loaded weight, ton	80

# MNRP

WELDED RAILS HEATING MACHINE



## DESCRIPTION

Machine for welded rails heating is designed for heating continuously welded rails with length up to block section till optimal temperature for fastening while laying long welded rails in course of railways repair in moderate climate conditions. Machine performs heating of continuously welded rails, downloaded in the middle of gauge at any time of the day at straight and curve single track and multi track segments of long-welded rails. Machine belongs to a trailing car.

## TECHNICAL CHARACTERISTICS

Parameters	Value
Travel speed during rail strings heating, km/hr	0.5 – 2.0
Maximum heating temperature, °C	50±5
Number of servicing persons	3
Velocity of transportation, km/hr, not more:	
• by means of traction module	80
• within a train set	80
Clearance of rolling stock according to GOST 9238-83	1-T
Gauge, mm	1,520
Minimum radius of passable curves, m:	
• during transportation	150
• during operation	350
Overall dimensions, mm:	
• length along the axes of automatic coupler	17,430±50
• width	3,025±30
• height	4,140±30
Maximum load at a rail exerted by one wheel pair, kN (ton)	101(10.3)
Crane capacity, ton, not more	2.0
Mass of machine, tons, not more	37±1,1



# PB-01

## BALLAST LEVELING MACHINE



### DESCRIPTION

Ballast leveling machine is designed for leveling and redistribution of recent fill ballast at all kinds of railways repair works, an also may be used for construction and maintenance works (with rails up to P75 category and including it, with wooden and reinforced concrete sleepers and with all kinds of fastening and with all kinds of ballast).

### TECHNICAL CHARACTERISTICS

Parameters	Value
Capacity of power plant, kW (h.p.)	176 (240)
Travel speed, km/hr:	
• under own power, not more	80
• within a train set, not more	100
Range of velocities in operating mode, km/hr, not more:	
• during operation with pick-up unit and brushes for fastening cleaning	2.5
• during operation with side extruders	6
• during operation with central extruder	20
Width of ballast capture, m, not more:	
• during operation with central extruder	3.6
• during operation with side extruders	6.4
• during operation with pick-up unit	2.6
Minimum radius of passable curves, m:	
• in transportation mode	150
• In operating mode	200
Mass in loaded weight, ton	30

# RPB-01

## BALLAST LEVELING-DISTRIBUTOR



### DESCRIPTION

Ballast leveling-distributor RPB-01 is designed for ballast leveling and redistribution in construction, in all kinds of repair works and railways running maintenance at straight and curved segments at all kinds of ballast, sleeper, rails and rail fastening.

Works has to be carried out at in the range of ambient temperatures from plus 40 and to minus 10°C and at altitude above sea level less than 1,000 m.

### TECHNICAL CHARACTERISTICS

Parameters	Value
Capacity of power plant, kW (h.p.)	345 (470)
Travel speed, km/hr:	
• separate machine at platform under own power with empty bin;	100
• separate machine at platform under own power with filled bin;	80
• at transportation within a train set;	100
Travel speed in operating mode, km/hr, not more:	
• during operation with central extruder;	20
• during operation with side extruders;	6
• during operation with pick-up device and elevator;	3
Maximum width of ballast capture, m:	
• by central extruder	3.6
• by side extruders	6.7
• by pick-up device	2.6
Bin volume, m <sup>3</sup>	10
Mass of trailed load, ton	60
Clearance, GOST 9238 -83	1-T
Radius of passable curves, m	150
Overall dimensions, mm	21,300x3,230x5,100
Machine mass, ton:	
• with empty bin	66
• with filled bin	89
Servicing personnel	3

# PPK-2V

MECHANIZED PLATFORM



## DESCRIPTION

Mechanized platform PPK-2V is designed for transportation of after-crossing block for rails switches at ferroconcrete or wooden bars of P65 or P50 types and 1/9 and 1/11 grades (right-hand and left-hand) within T clearance according to clause 3.8 of GOST 9238 and for passing other blocks of rail switch.

## TECHNICAL CHARACTERISTICS

Parameters	Value
Maximum lifting capacity, ton	20
Maximum overall dimensions of transportable block, m:	
• length	12.5
• width	5.5
Supporting frame inclination in transport position, degrees	55
Clearance of loaded platform in transport position	T acc. to clause 3.8 GOST 9238
Maximum travel speed, km/hr	80
Overall dimensions, mm:	
• length along the axes of automatic coupler	22,410
• width	3,250
• height, not more	3,650
Mass of empty platform, ton	37.5
Servicing personnel	1

# PPK-2G

MECHANIZED PLATFORM



## DESCRIPTION

Mechanized platform PPK-2G is designed for transportation of rail switches blocks:

- single block of rail switch with length equals 14 m and width up to 4.5 m within clearance 1-T GOST 9238;
- single block of rail switch with length up to 14 m and width up to 5.4 m within clearance of the third degree of bulkiness.

Platform is an independent part of special train set, which provides transportation of new rail switch from production base to the place of its installation, as well as used rail switch from the place of its dismantling at production base. This platform together with other platforms, forming train set for transportation of rail switches, capable to provide transportation of rail switches blocks along the train set.

## Comparison with PPK-2V:

- Improved parameters of guiding into clearance.
- Absence of turning axes, automatic brining turning frame into coaxial position with crane transporter at transition into operating mode.
- Degreasing of load at machine frame due to design of turning frame.

## TECHNICAL CHARACTERISTICS

Parameters	Value
Maximum lifting capacity, ton	20
Maximum overall dimensions of transportable block, m:	
• length	14
• width	5.4
Inclination of supporting frame in transport position, degree	61
Overall dimensions in transport position at block width up to 5.4 m	Third degree of upper bulkiness
Maximum travel speed of loaded platform, km/hr	80
Overall dimensions, mm:	
• length along the axes of automatic coupler	16,940
• width	3,200
• height, not more	4,720
Mass of empty platform, tons	41.5
Servicing personnel	1



# PPK-3V

MECHANIZED PLATFORM



## DESCRIPTION

Mechanized platform PPK-3V is designed for transportation of point frog for rails switches at high-speed traffic with ferroconcrete or wooden bars of P65 or P50 types and 1/9 and 1/11 grades (right-hand and left-hand) within T clearance according to clause 3.8 of GOST 9238 or point frog and after-crossing block of rail switch project 1740 within clearances T and for passing other blocks of rail switch.

## TECHNICAL CHARACTERISTICS

Parameters	Value
Maximum lifting capacity, ton	40
Maximum overall dimensions of transportable block, m:	
• length	23
• width	5.5
Inclination of supporting frame in transport position, degree	52°
Overall dimensions of loaded platform in transport position	T acc. to 3.8 GOST 9238
Maximum travel speed, km/hr	80
Overall dimensions, mm:	
• length along the axes of automatic coupler	26,580
• width	2,800
• height, not more	3,970
Mass of empty platform, ton	53
Servicing personnel	1

# PPK-3G

MECHANIZED PLATFORM



## DESCRIPTION

Mechanized platform PPK-3G is designed for transportation rail switch blocks:

- one or two rail switch blocks with width up to 4.5 m within 1-T clearance according to GOST 9238;
- one or two rail switch blocks with width up to 5, 25 m within third degree of bulkiness.

Platform is an independent part of special train set, which provides transportation of new rail switch from production base to the place of its installation, as well as used rail switch from the place of its dismantling at production base. This platform together with other platforms, forming train set for transportation of rail switches, is capable to provide transportation of rail switches blocks along the train set.

## Comparison with PPK-3V:

- Improved parameters of guiding into clearance.
- Absence of turning axes, automatic brining turning frame into coaxial position with crane transporter at transition into operating mode.
- Degreasing of load at machine frame due to design of turning frame.

## TECHNICAL CHARACTERISTICS

Parameters	Value
Maximum lifting capacity, ton	36
Maximum overall dimensions of transportable block, m:	
• length	22.5
• width	5.25
Inclination of supporting frame in transport position, degree	61
Overall dimensions in transport position at block width up to 5.4 m	Third degree of upper bulkiness
Maximum travel speed in loaded condition, km/hr	80
Overall dimensions, mm:	
• length along the axes of automatic coupler	26,220
• width	3,200
• height, not more	4,720
Mass of empty platform, ton	57
Servicing personnel	1



## PR

ROLLER PLATFORM



## DESCRIPTION

Roller platform PR (further — platform) with gauge 1,520 mm is designed for transportation of framed and transitional blocks of rail switches with P65 type of rails and any rail switches from the site of assembling to the place of installation (in case of dismantling — from the place of works performance to the site of assembling). Simultaneously platform is a part of rail switches replacement complex, performing rail switches passage by its own roller transporter.

## TECHNICAL CHARACTERISTICS

Parameter	Value
Maximum lifting capacity, ton	30
Maximum overall dimensions of transportable block, m:	
• length	16.5
• width	3.5
Clearance of loaded platform	T
Speed of transportation, km/hr:	
• in the mode of empty platform transportation	100
• in the mode of loaded platform transportation	80
Overall dimensions, mm:	
• length along the axes of automatic coupler	14,620
• width	3,200
• height, not more	1,790
Mass of empty platform, ton	25
Servicing personnel	1

## UK25/9-18MP

MOTOR PLATFORM



## DESCRIPTION

Motor platform UK25/9-18MP is designed to perform works together with track crane UK-25/9-18 or UK25/25 at laying or dismantling railways by track skeletons with length less than 25 m and mass not exceeding 21 tons at ambient air temperature from minus 10°C and to plus 50°C. Platform travel control and control of operating parts is carried out from the right-hand or left-hand working place.

Motor platform has two versions: with 2-axles or 3-axles truck.

Category of placement (operation) and storage conditions — outdoor.

## TECHNICAL CHARACTERISTICS

Parameter	Value
Maximum lifting capacity, ton	66
Maximum number of rail skeletons with ferroconcrete sleepers in packet, pc.	6
Maximum number of rail skeletons with wooden sleepers in packet, pc.	7
Maximum traction effort of platform, kN (tons)	127.5 (13)
Velocity of platform transportation within a train set at straight and curved segments of a railway (radius 600 m and more) (according to RF regulations), km/hr, not more	80
Self-propelled travel speed, km/hr, not more	20
Length of laying, disassembling skeleton, m	25
Minimum radius of passable curves, m	180
Platform clearance, GOST 9238	1-T
Mass of platform with c complete stock of water, oil and 2/3 of fuel capacity, tons	54±1.62
Servicing personnel	1
Number of trucks, pc.	2
Total number of axles (for version with 3-axle truck), pc.	6
Total number of axles (for version with 2-axle truck), pc.	4
Number of driving axles, pc.	4
Number of diesel engines, pc.	2
Rated power of one diesel engine at 1,500 rpm, h.p. (kW), not less	190±5.7 (139.7±4.2)
Rope capacity of hoisting drum, m	170
Traction effort of restringing packet hoist, kN (ton)	63.8 (6.5)

# UK-25/9-18

TRACK CRANE



## DESCRIPTION

Track crane UK 25/9-18 is designed for laying and dismantling track by sections with mass up to 18 tones, length up to 25 m at wooden and ferroconcrete sleepers at railway repair and construction.

## TECHNICAL CHARACTERISTICS

Parameter	Value
Gauge width, mm	1,520
Maximum productivity, m/hr	750
Maximum lifting capacity, ton:	
• of crane	18
• of crane platform	60
Length of laying track section, m	25
Number of track sections in a packet, maximum:	
• with wooden sleepers	7
• with ferroconcrete sleepers	6
Travel speed at crane transportation, km/hr:	
• by straight track segments and by curved ones curvature radius 600 m and more	80
• travel speed in self-propelled mode, km/hr, not more	20
Maximum traction effort at starting on platform, kN	98.1
Load exerted by wheel pair on rails, kN:	
• in transport position	171
• in operating position	370
Minimal radius of passable curves in transport position, m	180
Rated power of diesel engines at 1,500 rpm, kW	2x139.7
Type of current	direct
Voltage, V	230
Rated current, A	522
Overall dimensions, mm:	
• total length	43,330
• platform length along the axes of automatic coupler	18,090
• width in transport position	3,250
• height in operating position	6,820
• height in transport position	5,280
Mass of crane with complete water capacity, oil and 2/3 of fuel capacity, ton	102

# UK-25/25

TRACK CRANE



## DESCRIPTION

Self-propelled track crane UK-25/25 is a leading machine of rail-laying, track disassembling complexes, which performs works on laying or disassembling railway be track sections with length 25 m and mass 25 tons.

## TECHNICAL CHARACTERISTICS

Parameter	Value
Maximum lifting capacity, ton	25
Maximum travel speed within a train set, km/hr	80
Maximum travel speed in self-propelled mode, km/hr	15
Minimum radius of passable curve, m	180
Clearance in transport position acc. to GOST 9238-83	Трп
Maximum length of laying (removing) track section, m	25
Maximum number of track sections in a packet, pc.	6
Maximum traction effort at starting on a platform, ton	13
Maximum angle of boom rotation in respect of track axis at each side, degrees	3
Overall dimensions, mm:	
• total length	44,320±100
• maximum width in transport position	3,430±10
• maximum height in transport position	5,160±10
• maximum height in transport position in working position	6,830±20
Mass of crane with complete capacity of water, oil and fuel, ton	135.0±4.1
Number of servicing personnel, persons	2



# UK-25/SP

TRACK CRANE



## DESCRIPTION

Track crane for replacement of rail switch by large sections. Self-propelled track crane UK-25 СП is a leading machine of a complex used for transportation and replacement rail switches (by large sections) 1/6, 1/9, 1/11 grades with P43, P50, P65 rails at ferroconcrete and wooden bars with mass not exceeding 20 tons, and also may be used for dismantling and laying rail sections with length 12.5 m on wooden and ferroconcrete sleepers.

## TECHNICAL CHARACTERISTICS

Parameter	Value
Maximum lifting capacity, ton	20
Maximum length of laying (removing) track section, m	12.5
Clearance in transport position acc. to GOST 9238-83	1-T
Travel speed within freight train, km/hr	80
Capacity of power station, kW	2x140
Mass of crane with complete capacity of water, oil and fuel, ton	98
Traction effort of hoist for movement packets of sections, ton	3

# UK-25/28SP

TRACK CRANE



## DESCRIPTION

Track crane UK-25/28СП is designed for replacement by large sections any rail switch, including grades 1/9, 1/11 with rails of P50, P65, P75 types at ferroconcrete and wooden bars, as well as for dismantling and laying railways by sections 25 m long. Crane operation is carried out at ambient temperature in the range from minus 10° and to 40°C.

## TECHNICAL CHARACTERISTICS

Parameter	Value
Maximum lifting capacity, ton	30
Maximum length of laying (removing) track section, m	25
Maximum width of laying (removing) track section, m	5.5
Maximum travel speed, km/hr:	
• in self-propelled mode, performing process operations	18
• within a freight train set	80
Maximum traction effort at starting, kN	10
Traction effort of hoist for movement packets of sections, ton, not less	2
Load exerted from wheel pair on rails, ton	22
Clearance, GOST 9238-83	Tnp
Overall dimensions, mm:	
• total length	44,320±100
• width in transport position	3,430±10
• height in working position	5,150±10
Mass of crane with complete capacity of water, oil and fuel, ton	130±3,9
Servicing personnel, persons	2

# SM-5

SINGLE WAGON SELF-PROPELLED SNOW REMOVAL MACHINE



## DESCRIPTION

Single wagon self-propelled snow removal machine SM-5 is designed to remove snow from stationary tracks of railway transport, including rail switches and leads; loading into its own body with subsequent mechanized unloading into designated areas. The machine is equipped with blade to cleave ice, camera for video surveillance after loading and unloading snow zone, radio station, preheating system, fuel consumption control system.

## TECHNICAL CHARACTERISTICS

Parameters	Value
Maximum productivity at snow density 0.4 t/m <sup>3</sup> , t/hr	800
Maximum height of snow removal, m	0.8
Maximum body capacity, m <sup>3</sup>	100
Lifting capacity, ton, not more	18
Maximum operating velocity, km/hr	12
Transportation speed, km/hr, not more:	
• in self-propelled mode	40
• loaded up to 18 tons	25
• within a train set	90
Capacity of power plant, kW	315
Maximum distance of snow throwing, m	30
Minimum radius of passable curves, m:	
• by single car	110
• segment of conjugation of straight line and curve without transient radius	110
• S-shaped curve without straight insertion	160
Overall dimensions, mm:	
• elevation from rail level to automatic coupler	1,060±20
• length along the axes of automatic coupler	25,700±50
• maximum width	3,250
• maximum height	5,270
Mass, ton	76±2
Clearance of negotiation in transport position	1-T GOST 9238-83
Servicing personnel, persons	3
Wings	
• grasp width, maximum, mm	5,300
• deepening lower rail level, mm, not more	80

# ASE-1

SERVICE RAILWAY CAR



## DESCRIPTION

Service electrical railway car ASE-1 — self-propelled railway transport vehicle, designed for mechanization of operations at maintenance and repair of railways, equipment using special instrument and current take-off points for connecting track instrument, capable of quick transportation trackmen and administrative-engineering personnel to the place of works performance at railways with gauge width 1,520 mm.

## TECHNICAL CHARACTERISTICS

Parameters	Value
Gauge width, mm	1,520
Seating places, including:	
• places for engine driver and his assistance	24
• number of berths	10
Maximum velocity, km/hr	80
Minimum radius of passable curve segments of track, m	80
Negotiation of clearance by GOST 9238-83 in transport position	1-T
Mass of railway car (with 2/3 of fuel capacity), ton, not more	45
Load from wheel pair exerted at rails, tons, not more	15.0
Railway car dimensions, mm, not more:	
• length along automatic coupler axes	14,480
• width	3,300
• height	4,980
Servicing personnel, persons	2
Service life, years	19
Number of trucks, pc.	2
Number of axels in truck, pc.	2
Diameter of wheel along taping line, mm	957
Engine	ЯМЗ-7511 or ЯМЗ-650
Generator	БГ-200 or ГС-200
Rated power, kW (h.p.)	200 (272)
Type of transmission	electricity transmission
Drive from electric motors	at 2 axels





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