

SCHMIDT

Swingo 200+

Special machine for track cleaning





Efficient cleaning of railway tracks embedded in roads is important from both an economic and safety-related point of view. Sand, litter dropped by pedestrians and environmental pollution such as leaves or debris from vehicle tyres can damage the tracks and wheels of trams but also considerably impact upon the stopping distances of these vehicles, and if track grooves are ignored altogether, this can even result in derailment.

This special version of the Swingo 200+ is a very comfortable work tool both in use and when being handled and can be used to clean tracks reliably in just one process.

The machine is very easy to maintain and the control elements are ergonomically designed, meaning that the driver can concentrate completely on the work in hand and the surroundings. With the Swingo 200+ track hoover, it is possible to change more quickly from transport to work (and vice versa), as there is no need for an elaborate two-way system.

Our special sweeper is based on a tried and tested product concept – and drastically cuts purchase costs!

Our compact sweeper, which has been specially adapted for cleaning tracks, is essentially based on the product philosophy of our tried and tested Swingo. Ninety per cent of the machine is the same as a normal sweeper like you would use in towns, cities and public areas. Only the sweeping and suction unit sets the Swingo 200+ track hoover apart from normal sweepers. One key focus when making this further development was avoiding an expensive two-way system. The machine should be able to keep up with flowing traffic and start work on the tracks in a few minutes. Here, the Swingo 200+’s compact size and manoeuvrability are particularly important. Its 2 m³ debris hopper will easily last an 8 hour shift, and the machine can merge in and out of flowing traffic better and more safely than a big lorry.

A specially developed suction nozzle is used for each rail. These suction nozzles are guided by a wearing runner at the front and a rail tracking roller at the back.

The rail tracking rollers ensure that the front end is guided into the tracks during use. The whole front end sits in floating position constantly whilst in use.

Whether it be a suction, water or air system, Schmidt delivers top quality time and time again.

A fresh water nozzle is installed in each suction nozzle, contributing to dust binding and encouraging the flow of dirt into the hopper. In addition, the water that has been sucked up is fed back into the suction nozzle via a return system, which also helps promote the flow of dirt in the suction system.

The Swingo 200+ track hoover even has an answer for compacted dirt. An air pressure compressor is mounted on the front of the machine and is driven by the machine’s hydraulic system. Each suction

nozzle has an air nozzle, which can lift dirt from the tracks using air pressure of 4.5 bar, again increasing cleaning performance. This air nozzles can be switched on by the user, as they are not required for normal dirt levels. As an option a mechanic dirt scraper is available, which cleans the rails from very heavy and hard dirt. This scraper is pneumatically operated.

With a working speed of up to 12 km/h and suction power of up to 8400 m³/h, cleaning is also fast and efficient. In its standard form, the machine is designed for a normal track size, however other widths are available.

Weights

Weight unladen	2,850 kg
Total permissible weight	4,500 kg
Payload:	1,650 kg
	or 2,150 kg with option gross weight 5t

Dimensions

Height without rotating beacon	1,990 mm
Height with rotating beacon	2,335 mm
Wheelbase	1,820 mm
Track width	1,053 mm

Motor

For choice:

VM R754 ISE4 EuroMot3B, Common Rail, 3.0 litres cubic capacity, 55 kW (75 HP) at 2,300 rpm; 310 Nm at 1,100 rpm.

After treatment system: POC (Diesel oxidation catalyst + Diesel particle filter – open System)

Or:

VM R754 Euro6, Common Rail, 3.0 litres cubic capacity, 62 kW (84 HP) at 2,300 rpm; 270 Nm at 1,350 rpm.

After treatment system: DOC + DPF (Diesel oxidation catalyst + Diesel particle filter – closed System) and Urea (AdBlue) injection + SCR-Cat (Selective Catalytic Reduction)

Drive

Hydrostatic, continuously variable with axial-piston units on the rear axle, cruise control for relaxed working. Automatic load-dependent control (automotive driving).

Continuously variable transport speed 0 - 50 km/h
(optional: 25, 45 oder 50 km/h)

Continuously variable operating speed 0 - 12 km/h

Gradeability 25%

Steering

Hydrostatic steering on the front axle; either two-wheel or four-wheel steering

Tyres

Standard: 215 R14 / Option: 205/65 R17.5

