



**TWO WAYS. ONE VEHICLE.  
LIMITLESS POSSIBILITIES.**









# RELIABLE, SAFE, EFFICIENT

## ROAD-RAIL VEHICLES: UNBEATABLE MOBILITY ON THE TRACKS

The constant increase in passenger and freight rail traffic respectively increases wear on materials and machines. The result is a higher maintenance requirement and shorter intervals before more work is necessary. The limited availability of the track therefore means the work has to be performed more efficiently to minimize railway traffic disturbance. As the costs of using conventional rail-bound machines and working methods to carry out this work are continually increasing, the future belongs to flexible road-rail systems.

Our road-rail vehicles move between work sites at normal road speed and can be driven on the road as close as possible to the work site. This reduces the track transport time considerably and increases the effective working time on the track.

A further decisive advantage of our road-rail vehicles is that they can be loaded at the depot and are therefore able to transport the material to the work site using the road and the track. The easy and uncomplicated transfer of the vehicle from the road onto the track saves time and money as there is no need to reload the material. This means that road-rail vehicles can usually work longer at the site.



# EXCELLENT

# PERFORMANCE!

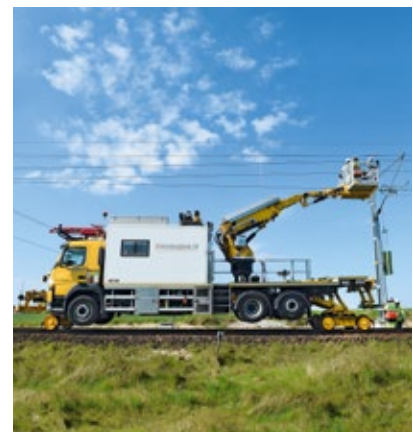
## **SRS ROAD-RAIL VEHICLES IMPRESS WITH THEIR SAFETY, TRACTION, ROAD-RAIL TRANSFER SPEED, BRAKING ABILITY, SPEED AND COMFORT**

Our patented road-rail system equipped with a hydrostatic drive eliminates contact between the rubber tires and the rails. When the vehicle is on the track it rests entirely on the rail wheels. This avoids wear on the rubber tires, which helps you to cut costs.

The quick transfer of our vehicles from the road to the track requires just 3 to 5 meters of a level crossing. In comparison to conventional systems, the advantages in terms of time-saving and lower costs of the SRS rail driving system are clear to see. Designed to handle speeds of up to 100 km/h on the track the SRS road-rail system is highly safe within its speed range compared to systems which use tires. The rail wheels of our system give our vehicle the same characteristics as a purely rail-bound vehicle on the track including the same braking capacity and traction.

The SRS system also allows the remote control of the vehicle from, for example, the working platform or the crane. During this time, no driver is required in the cab. This reduces costs and saves time and also eliminates the risk of a misunderstanding between the driver and the operator. The mechanized vehicles are equipped with an electronic control system which further reduces the number of operators and therefore also the operating costs.

All our vehicles are custom made to meet customer needs and specifications. They comply with the European standard for road-rail vehicles EN 15746/RIS1530 for both mainline and light rail.







## YOUR BENEFITS

- » Patented road-rail system equipped with a hydrostatic drive
- » Rapid transport to and from the work site
- » Speed up to 100 km/h on tracks (forward & reverse) and up to 90 km/h on the road
- » The rail system requires only 3 to 5 m of a level crossing to transfer from the road to the track
- » Fast and safe driving on and off the track in less than 2 minutes
- » No risk of derailment at crossing points, wing rails and level crossings
- » No special speed restriction requirements for curves, switches and at level crossings
- » Remote control of the vehicle
- » All vehicles are custom made to meet customer needs and specifications
- » All vehicles comply with EN 15746/RIS1530
- » The SRS service team ensures reliable operations and a long life for your vehicles



# STANDARD PRODUCT RANGE

## CHASSIS IN GENERAL

### Standard chassis types for SRS rail equipment:

Volvo, Mercedes, Scania, MAN, DAF, Ford, Isuzu, Hino, Weststar, Peterbilt, International

### All systems can be supplied for the following track gauges (mm):

891, 1000, 1067, 1435, 1524, 1600 and 1676

### Adjustable system for switching between two track gauges (mm):

1000-1435

### Accessories:

Access platform, scissor table, wire lifter, generator, length measurement, cranes, drum holders, snow sweeper, snow blower, tamping device, grass cutters/rotary impact cutters, lateral movement legs

## VEHICLES



10-18 T  
2-axle

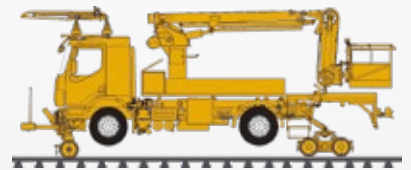


18-26 T  
3-axle



26-32 T  
4-axle

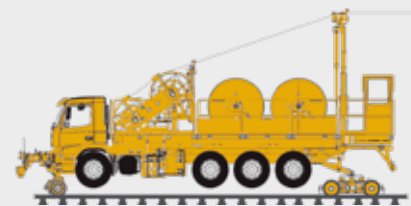
## OVERHEAD



LRB 18



LRB 26



RB 32 M



**BRIDGE & TUNNEL**



BRB 18



SRB 18



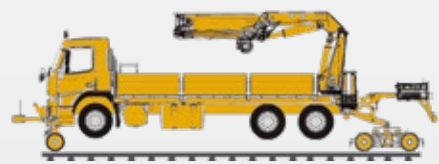
VRB 18 LR



BRB 26



SRB 26



FRB 26



BRB 32



SRB 32



FRB 32

# SPECIAL VEHICLES

## CHASSIS IN GENERAL

### Standard chassis types for SRS rail equipment:

Volvo, Mercedes, Scania, MAN, DAF, Ford, Isuzu, Hino, Weststar, Peterbilt, International

Various types of trolleys from 1 up to 32 t available.

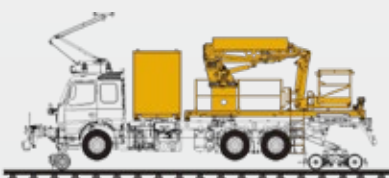
## MODULAR



RB 26 M



KM 21 /FLM



VM /KLLM



SRU /KM 21 /FLM

## HEAVY CRANE



KRT 20



KRT 65

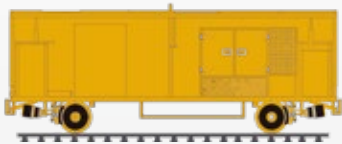


KRB 52





**TROLLEY**



TRS 031



FTR 13000



RFU-T



FTR 30000

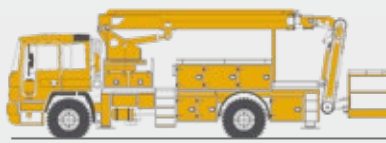
**ROAD**



SL 10-3



SL 14-2 T1



SL 22-2 T1

# THE FASTEST SYSTEM ON THE MARKET

## SHIFTING FROM ROAD TO RAIL FASTER THAN ANYONE ELSE

**Our vehicles enable a very quick transfer from the road to the railway tracks without taking up any space on the adjacent tracks. The width of the road only needs to be half the length of the vehicle.**



- 1.** When entering the track, the SRS road-rail vehicle is moved backwards towards the track so that the rear end of the rail wheel bogie hangs over the track.



- 2.** The bogie is lowered on to the track hydraulically and the rear end of the vehicle is lifted off the road.



- 3.** The front road wheels of the vehicle are turned so that they follow the movement of the vehicle when the rear bogie is driven backwards, pulling the vehicle up on the track. This makes it possible for the vehicle to follow a curve line, never intruding on any adjacent track.



- 4.** When the vehicle has moved backwards to its correct position on the track, the front rail wheels are positioned right over the track. The front rail wheels are now lowered hydraulically onto the track, lifting the front tires from the level crossing.



- 5.** The vehicle is now on the track and ready for operation.





## FROM ROAD TO RAIL IN SECONDS

- » Fast and safe driving on and off the track in less than 2 minutes
- » Width of the road only needs to be half the length of the vehicle
- » No risk for derailment at crossing points, wing rails and level crossings
- » Speed up to 100 km/h on tracks (forward & reverse) and up to 90 km/h on the road

# CUSTOM MADE TO MEET YOUR REQUIREMENTS

## OVERHEAD LINE VEHICLES 10-18 T



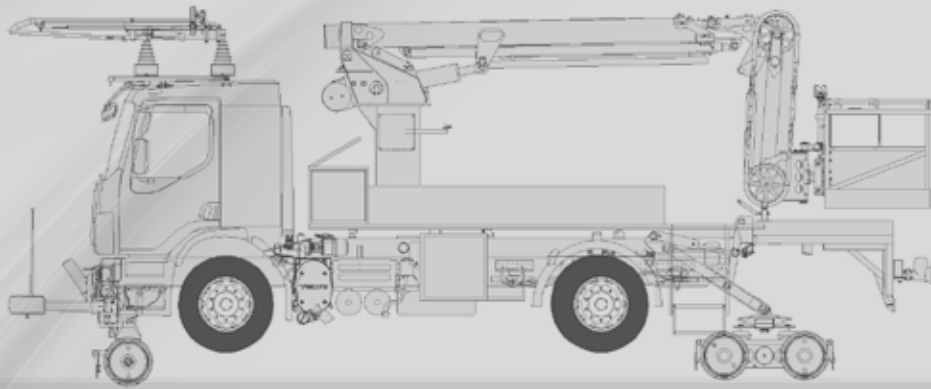
RB 16 SX



LRB 18



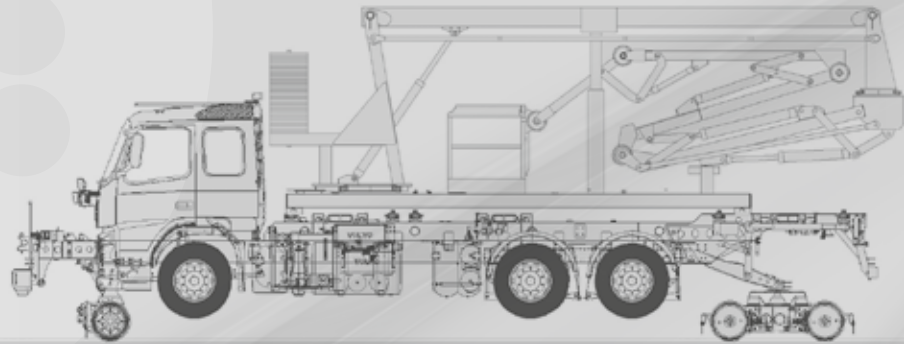




## OVERHEAD LINE VEHICLES 26-32 T







## BRIDGE AND TUNNEL INSPECTION VEHICLES



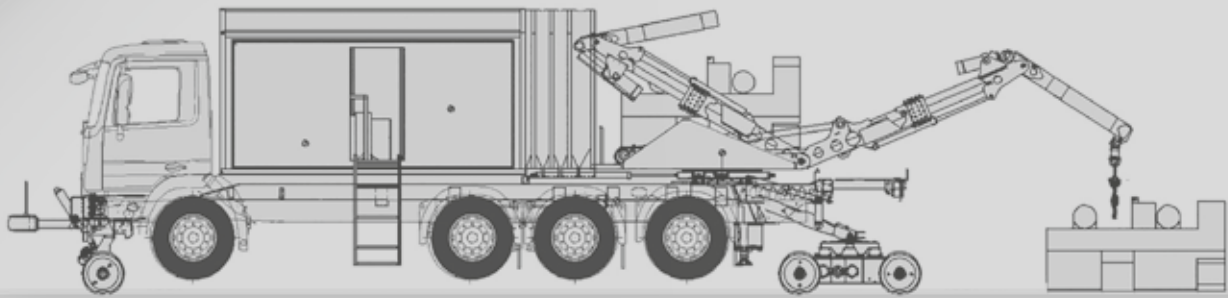
**BRB 18**



**BRB 18**







## RAIL WELDING VEHICLES



SRB 26



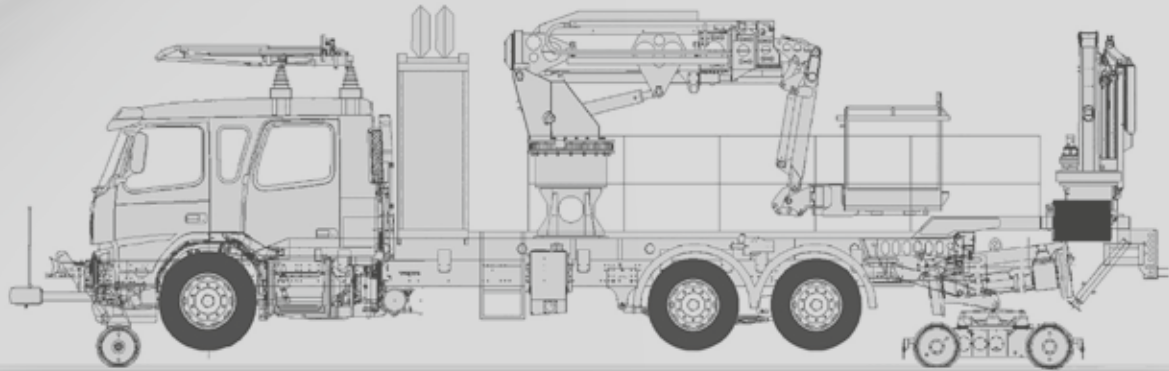
SRB 18



## CRANE VEHICLES 26-32 T







## MODULAR VEHICLES 18-26 T



## RECOVERY AND EMERGENCY VEHICLES



# HISTORY &

# FUTURE

*Founded in Omaha, Nebraska, USA*

*Second generation of road-rail vehicle with front rail axle placed in front of the front road axle*

*Road-rail vehicle with front steering axle and fully insulated cage delivered to Gothenburg's tram system, Sweden*

*Road-rail vehicle with first 3-arm platform delivered to the Netherlands*

*First road-rail vehicle delivered to UK*

*VRB 17, new vehicle for overhead lines delivered to the Netherlands*

*Second generation VRB 17 vehicle for overhead lines delivered to the Netherlands*

1887 1976 1978 1981 1982 1983 1984 1985 1986 1987 1989 1990 1992

*Development of the first road-rail vehicle with swiveling bogie and hydrostatic drive*

*First road-rail vehicle exported to the Danish state railway*

*First export outside of Europe, road-rail vehicle LRB to Canada*

*Bridge inspection vehicle delivered to Sweden and USA*

*First multi-purpose vehicle with hydraulic crane delivered to SJ in Sweden*

*Bridge inspection vehicles delivered to Canadian National Railway*



Blacksmith in Osby, around 1910

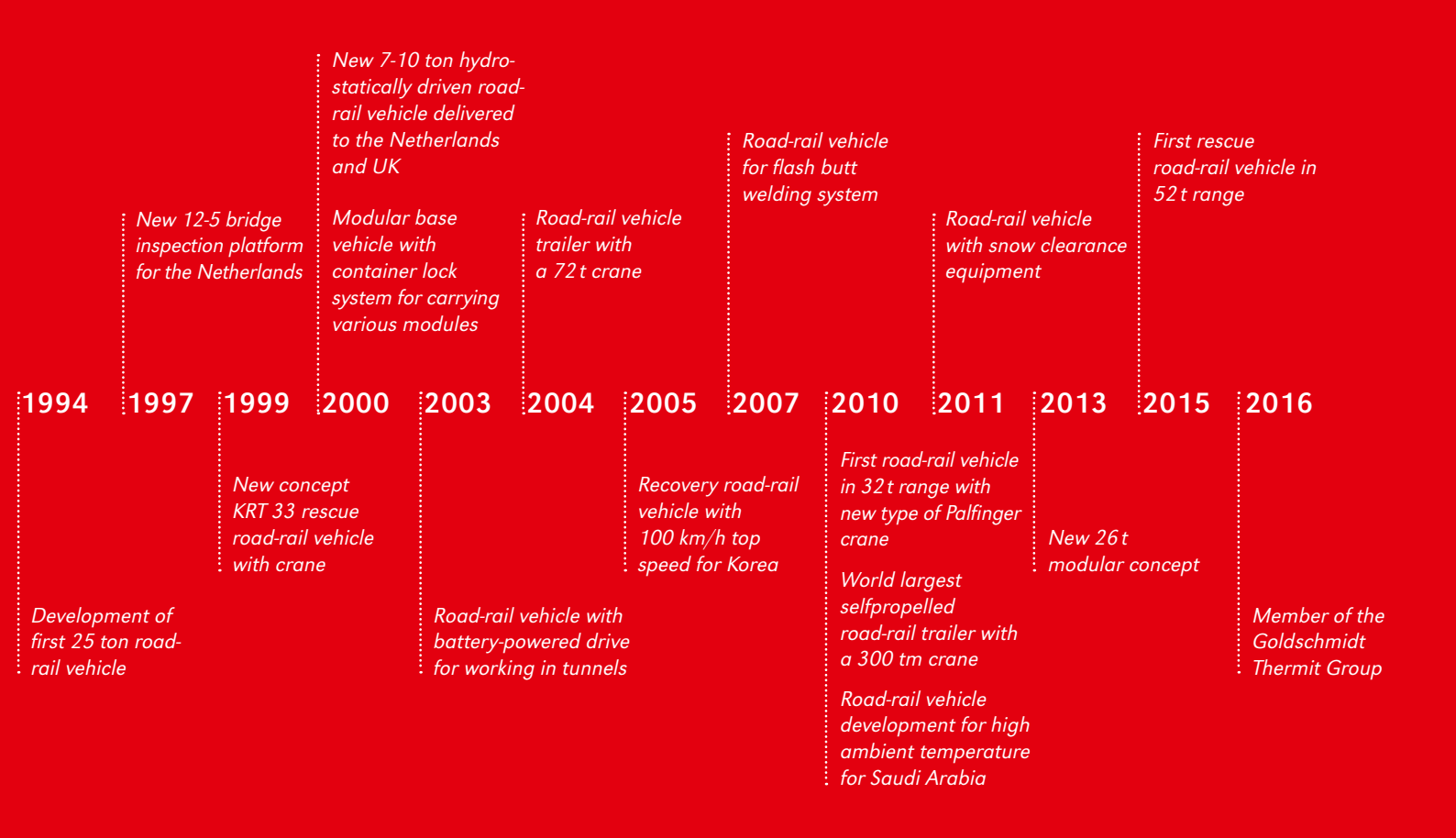


Road-rail vehicle in 1940



SRS road-rail vehicle in 1970





KRT 65, the world largest self-propelled road-rail trailer

LRB 18



## GLOBAL TECHNOLOGY LEADER FOR ROAD-RAIL VEHICLES

SRS Sjölanders AB is a world leading company within the road-rail technology sector. With more than 40 years' experience of development, design and manufacturing of various kinds of road-rail vehicles, we are able to produce high quality products with high technological standards, reliability and function in accordance with customers' specifications and local regulations. Additional products include special equipment for maintenance and construction of tracks, track superstructure and overhead contact wire systems.

We are part of the Goldschmidt Thermit Group – your global partner for all services for rails in the areas of Rail Joining, Rail Services, Measurement, Tools and Machines and Equipment.