

Press information of ZAGRO Group for InnoTrans 2022

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Exhibition booth ZAGRO Group

Outdoor area booth O/260 and O/206a

Reporting on the InnoTrans 2022

ZAGRO Bahn- und Baumaschinen GmbH

ZAGRO E-MINI – Emission-free shunting technology

The battery-powered ZAGRO E-MINI was developed for trailer loads of up to 50 tons. Due to its handy design, it can be easily transported to the place of operation and docked to the vehicle, wagon, bogie, or even single axle to be moved. A radio remote control is used for forward and reverse shunting and braking. The shunting speed is 3 km/h. It is used on level and elevated track in assembly halls and workshops.



ZAGRO E-MINI

ZAGRO E-MAXI XXL

The ZAGRO E-MAXI XXL is available with battery, hybrid or diesel/electric drive systems. With a maximum total weight of 30 tons, the vehicle has a maximum towing capacity of 2800 tons. As a battery-powered shunter, the vehicle is equipped with lead-acid or lithium-ion batteries. The shunting speed is 6 km/h, and 15 km/h when driving solo. A unique selling point of the unit is its all-wheel steering. Modular design allows for track gauges from 1435 to 1676 mm, different coupling systems, driver's cab, wagon braking system and much more.



ZAGRO E-MAXI XXL

ZAGRO E-MAXI M – Emission-free operation in all working areas

The product range of battery-powered shunting devices of the E-MAXI series has been successful on the market since 2007. More and more companies are turning to electric mobility, including for shunting operations.

What an environmentally friendly locomotive does for heavy loads, the battery-powered small shunting device does for small and medium loads.

In this segment, ZAGRO offers a wide product range of vehicles for 100 to 2800 tons trailer load, fully electrically operated, offering the user a large selection. Variable

modules allow the configuration of exactly the right device for almost any requirement.

Different battery capacities from 320 to 1500 Ah, variable coupling systems with height adjustment, wagon braking system - all this can be realized with the same basic chassis.

Not to forget the variable rail track gauges, representable from 1000 to 1668 mm.

Standardization and modular design are expected to further shorten delivery times and continuously improve product quality.

The main advantages of battery-powered vehicles are the avoidance of emissions in buildings and halls, silent operation, conservation of resources and energy recovery by storing braking energy.

Due to the unique selling points of ZAGRO vehicles, namely all-wheel steering, double coupling head and modular design, the customer benefits from great flexibility.



ZAGRO E-MAXI M

The clientele for the application of the battery-powered vehicles is versatile, as the shunters of the ZAGRO E-MAXI series are used both inside and outside workshops and work in repair shops and streetcar depots as well as in industrial and chemical companies. This product development was recognized in 2014 by the VR Innovation Award for medium-sized companies.

ZAGRO road-rail vehicle with § 32 EBO approval

The ZAGRO road-rail vehicles are based on the characteristics of multiple use and flexibility. On the road and off-road, the Unimog is a versatile work vehicle and on the rail, equipped with the ZAGRO road-rail system, it is a fully-fledged rail vehicle.

ZAGRO's road-rail vehicles are classified as secondary vehicles. To be allowed to shunt on public and non-public tracks, a permit is required. To obtain this, the vehicles must meet certain technical requirements, which must be proven in an elaborate testing and acceptance procedure. The vehicles are then approved for shunting services in accordance with Section 32 of the EBO and are considered rail vehicles. The use of these vehicles is thus possible on the public rail network.



ZAGRO road-rail vehicle

ZWEIWEG International GmbH & Co. KG

CATLAD overhead line installation vehicle

The CATLAD rail platform vehicle is available in model sizes S and L. CATLAD S is the innovative alternative to the rail ladder. On the road, the CATLAD S can be transported on a car trailer. On the rail, it is pushed to the job site manually. The basket mast can be manually aligned to compensate for rail cant. The working cage can be moved sideways to increase the working area and is raised electro hydraulically by a gasoline generator.

The CATLAD L provides economical and flexible access for a wide range of overhead line work. The caterpillar undercarriage allows the machine to be tracked almost anywhere. The hydrostatic driven rail travel device allows a speed of 19 km/h on the rail to quickly reach the job site. On the road, it can be transported on a 3.5t trailer.



CATLAD S



CATLAD L

ZWEIWEG overhead line installation vehicle ZW222 with HUBMEISTER HM 16 TK aerial work platform on MAN TGM 18.320

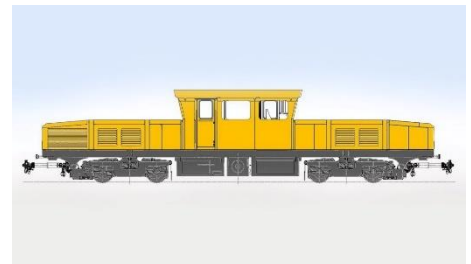
The ZWEIWEG HUBMEISTER working platform provides the customer with the ideal platform superstructure for municipal vehicles, equipment carriers, trucks, vans, panel vans, platform chassis, pickups and special applications. Based on the basic platform kits, the HUBMEISTER access platform is assembled according to the user's requirement profile. Additional equipment such as toolboxes, power, compressed air and hydraulics in the workman basket are integrated into the overall vehicle concept on a turnkey basis.



ZWEIWEG overhead line vehicle

GMEINDER LOKOMOTIVEN GmbH**AL45 BB multi-system locomotive**

The AL45 BB is a robust working locomotive and is characterized by high tractive effort at low deadweight. This allows versatile use, especially for the requirements of transport companies that rely on a lightweight design due to their network structure with bridges and elevated tracks. The modern vehicle control system allows controlled slow speed (2 to 10 km/h). The electric power transmission with four independently controlled traction motors enables optimal utilization of adhesion and at the same time the use of different energy sources such as battery and conductor rail.



AL45 BB multi-system locomotive