

Product / Model: **RAILWAY / PA 95, PA 360, PFD 99**

Operating Entity: **Deutsche Bahn AG**

## Good outlook for breakdowns

*Maintenance and repair vehicle by ROBEL for the German national railway – Naturally, in cooperation with PALFINGER RAILWAY.*

IFO vehicles from ROBEL for quick intervention during breakdowns of contact line systems have greatly contributed to the rationalisation and continued optimization of the workflow at Germany's national railway, Deutsche Bahn AG.

IFO stands for "maintenance and repair vehicle for overhead contact lines". Everything about the vehicle is geared towards expedient repair work on overhead lines in case of damage. The IFO 57.44 can run on all Deutsche Bahn tracks, from the ICE high-speed lines to the winding branch lines – and even through the tunnels of commuter railway systems run on alternating current, such as those present in Munich, Frankfurt or Stuttgart.

The extensive technical equipment found on the IFO, intended for overhead line work, can best be seen on the roof design. Not a single meter along the 20 meter long, fully accessible roof has been wasted. There are workman basket – manufactured by PALFINGER RAILWAY, of course – installed both in front of and behind the hatch on the roof, which provides access from the workroom.

A PA 95 access platform is located on the side towards vehicle end 1. It is generally intended for work on overhead contact lines and in heights of up to 10 meters above rail level. The extension arm as well as the assembly platform attached to it are both individually slewable. The platform, with a maximum payload of 500 kg in accordance with EN280, has a fully foldable and telescopic railing to reduce size to a minimum during transport. It was specially constructed to guarantee vehicle clearance when in transport position. A PFD 99 hydraulic wire positioning device has also been installed for the suspension cables and overhead wires. The unit can be moved laterally in its base and has a working range of 4 to 8.5 meters above rail level as well as out to 4.5 meters on both sides of the track axis.

The second access platform located on the side towards vehicle end 2 – a PA 360 with retractable railing to guarantee vehicle clearance when in transport position – provides an even much greater operating range. The platform reaches a maximum working height of 22 meters above track level and a maximum payload of 280 kg in accordance with EN280. Both access platforms are equipped with the PALTRONIC 150. The PAL 150 integrates full geometry readings, stability monitoring in real-time, as well as dynamic stability calculations when several devices are simultaneously in operation. This enables both access platforms, each with maximum payload, to be slewed on the same side of the IFO without jeopardizing its stability or ability to move at creep speed.

