



The new wheelset for gauge changing

Ensuring deep sleep

The alternative sounds uninviting: Get up and put on your coat because country borders may also mean a change of the gauge. You are cold and count the minutes. Unnecessary and annoying in the opinion of Stadler. This is also our opinion. Therefore, we readily agreed when asked if we were able to offer a different solution.

For BVV, wheelsets for gauge changing are not new. With regard to freight wagons, for instance, we provided pioneering work, and we still have extensive experience in this area.

Now, for passenger transport, we developed an innovative gauge changing concept. It operates fully automatically according to the principle "Unlock - Change gauge - Lock - Done!" Passing a conventional gauge change facility is all it takes. Duration for the entire train: 15 minutes. Nobody has to leave the train, nobody gets cold. Most of the passengers will not even wake up. Time gained: one to two hours.

This innovative concept is not more expensive than the installation and maintenance of halls, cranes, change bogies, operating personnel and so forth. But it provides just far more comfort and convenience.

The new wheelsets for gauge changing are a part of the passenger car concept provided by Stadler Rail AG and will first be used between Azerbaijan and Turkey. Should you travel to this area: Why not take the sleeping car? Ensuring deep sleep.

Comfort and convenience



Time saving



High economic efficiency



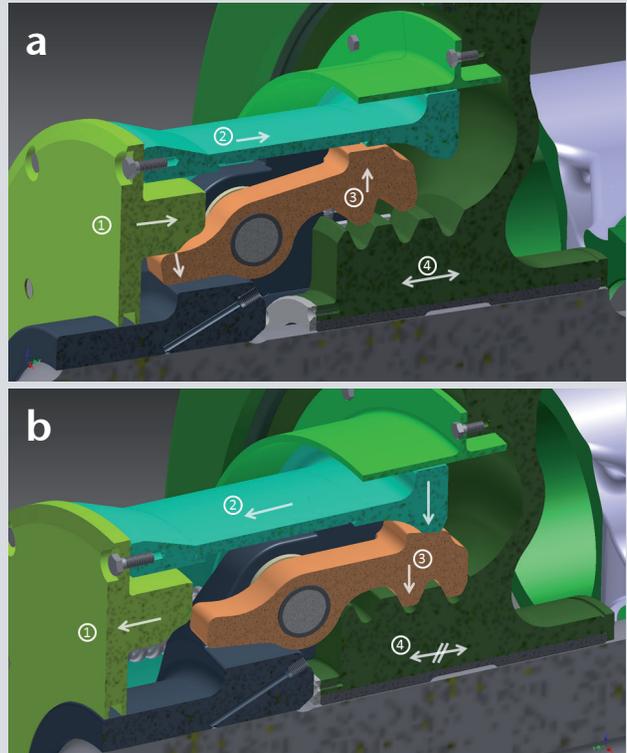
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Facts & Figures

The new unlocking and locking mechanism

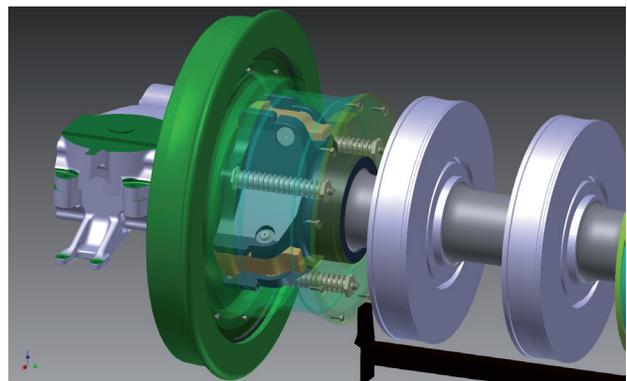
The mechanism is actuated automatically when the gauge change facility is passed and it combines highest safety with highest comfort and convenience. The entire process for one wheelset is completed in 10 sec.

- a) Unlocking: The unlocking disk (1) is actuated by a rail when the gauge change facility is passed lifting the locking lever (3). Here the locking sleeve (2) releases simultaneously the lever (3). Now, the wheel (4) can be shifted automatically between standard and broad gauge setting.
- b) Locking: Spring-actuated, the unlocking disk (1) and locking sleeve (2) are pressed back into the home position. In the process, the sleeve (2) locks the locking lever (3). Now, the wheel (4) is locked and secured.



Locking mechanism in transparent 3D view

The glance into the interior shows the mechanism installed in the wheelset: in brown two of the three locking levers.



The new BVV wheelset, installed into the bogie ready for operation

Clearly visible the locking mechanisms on the inside of both sides of the wheel discs.

