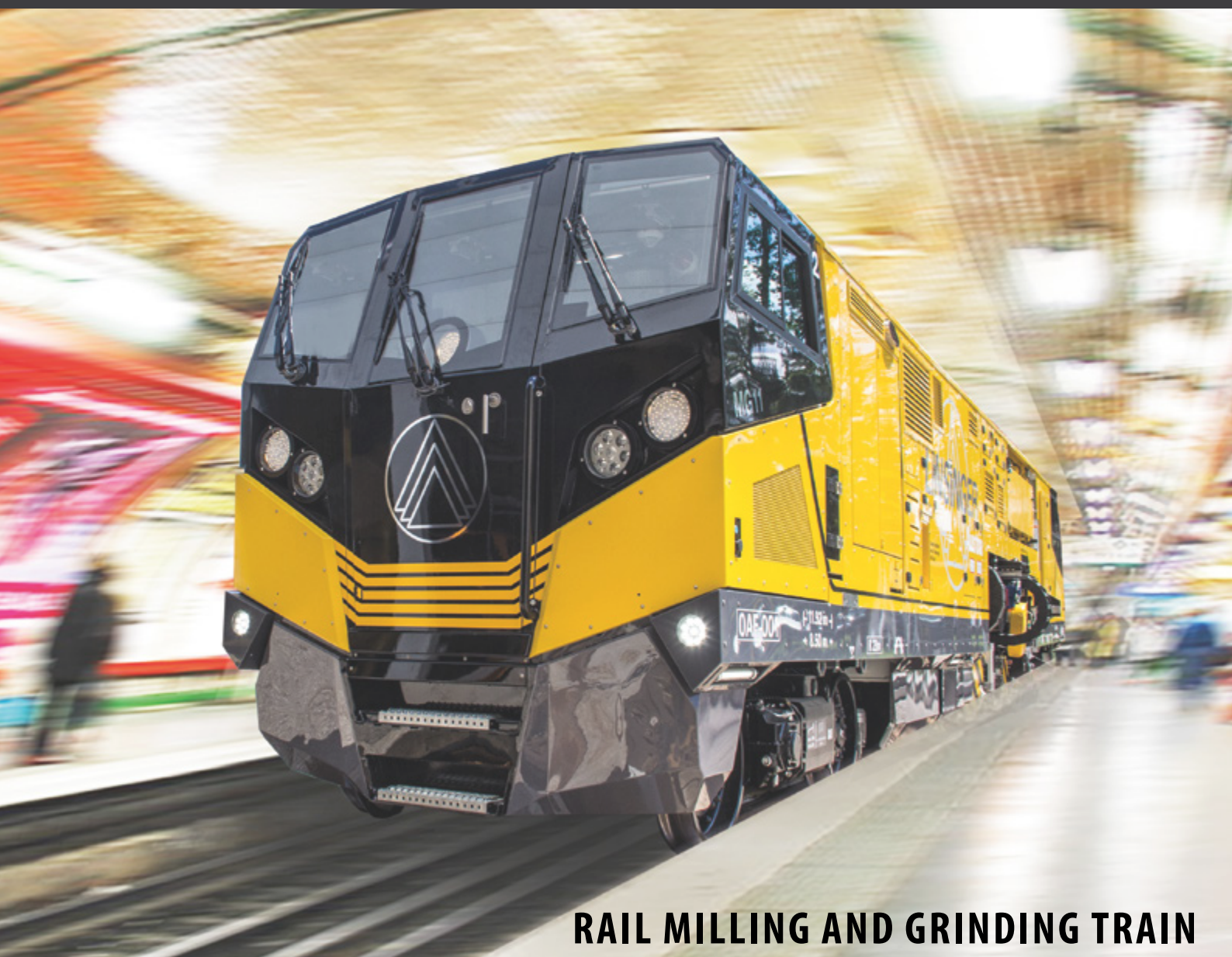


**LINSINGER**  
*Austria*

**MG11**



**RAIL MILLING AND GRINDING TRAIN**

[www.linsinger.com](http://www.linsinger.com)





**Features:**

- Diesel-electric drive
- High efficient suction system for chips and dust (> 99,5%)
- Low emissions:  
Emission Standard EPA TIER 4 Final. EU Stage IV
- Variable gauge: 1000 - 1668 mm
- Min. radius:
 

22m @ 1000 mm
22m @ 1435 mm
28m @ 1600 mm
30m @ 1668 mm
- Transport in a shipping container or road haulage  
in a specific flatbed truck possible
- Low noise emission during processing
- No cooling agents needed
- Driver cab for 2 persons;  
machine operator position for 1 person
- Suitable for switches and turnouts

**Rail Milling and Grinding Train MG11 - ideal for minimal clearance gauges**

The best solution for metros, light rail systems and trams



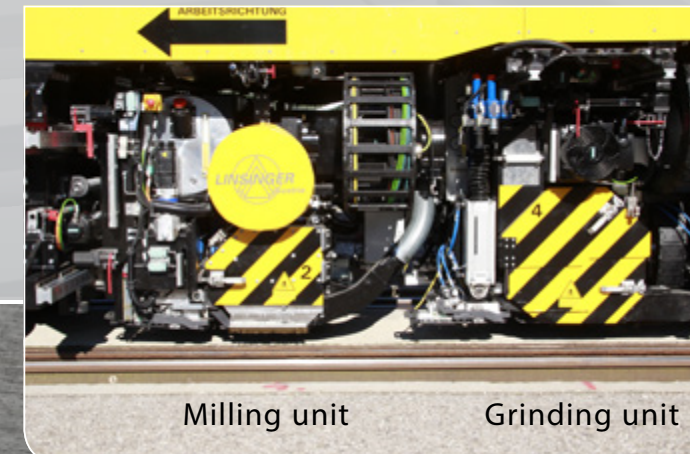
Compact dimensions



Transport in a shipping container



Front access



Milling unit

Grinding unit

2 processing units



## Technical data:

Driving speed: up to 50 km/h

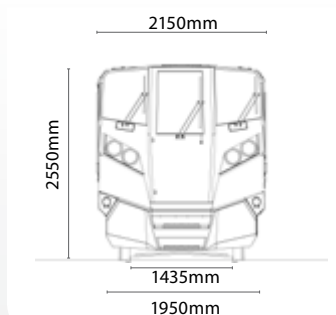
Working speed: approx. 500 m/h

Max. gradient: 40 ‰

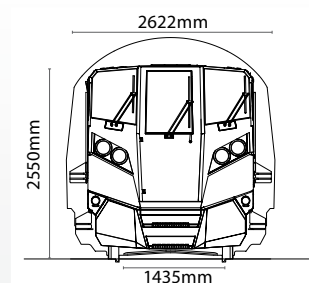
Max. axle load: 7,5 Tonnen

Cutterhead Ø: 400 mm

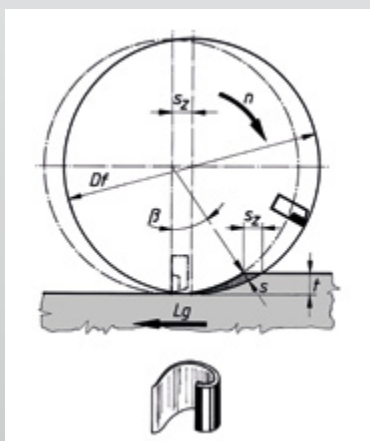
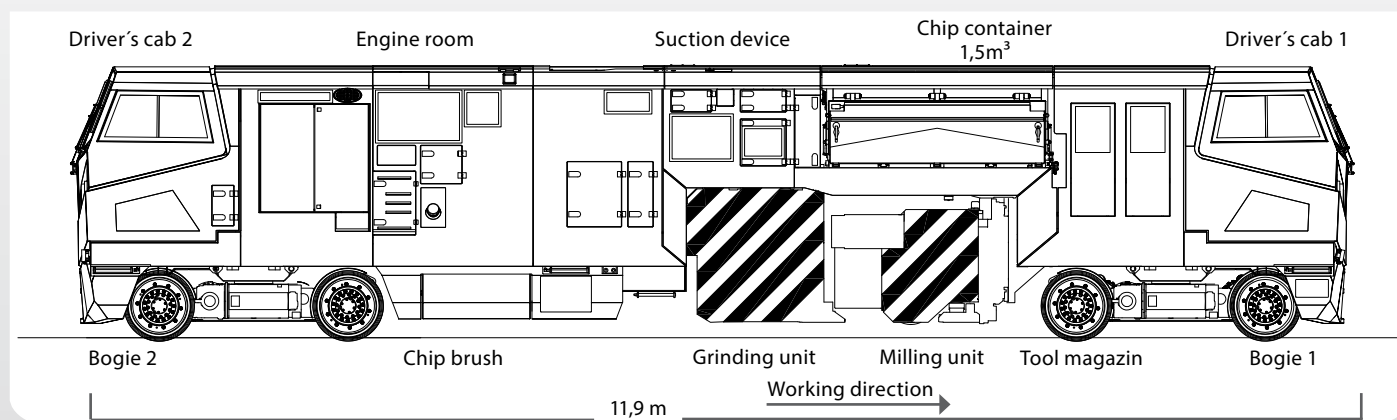
Grinding wheel Ø: 600 mm



Vehicle dimensions

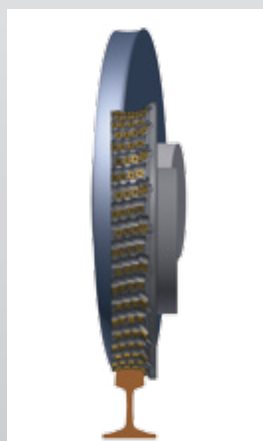


Clearance gauge- London Tube



## The Technology:

Rail Head Processing by circumferential milling combined with circumferential grinding



Position of milling and grinding unit

## Rail Milling and Grinding Technology

### Reprofiling of the rail head by single pass processing

- Track-, switch- and turnout reprofiling
- For new tracks
- **Preventive and corrective maintenance**
- Removal of rail head failures and transverse and longitudinal profile deviations
- Improvement of running behavior and wear reduction
- Noise reduction in sensitive areas
- Gauge correction
- Rail profile modification