



G 1206

Four-axle diesel-hydraulic locomotive
for heavy shunting and main line service

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The multi-purpose diesel locomotive G 1206 is the basis of Vossloh Locomotives' successful range of central cab locomotives. As the standard locomotive used by German industrial and privately owned railways, it has proven itself as a very sturdy locomotive over many years of operation. More than 100 G 1206 locomotives have been built and are in service in nine European countries, proving very reliable. As a truly "European locomotive" it is frequently used for cross-border operation, primarily between Germany, France and the Netherlands.

The G 1206-2 was developed for heavy shunting, particularly on industrial railways. The arrangement of the machine is specially adapted to the job of shunting, with low output and traction performance optimized for low-speed operation. The locomotive's other components are all identical to the G 1206, which has proven its reliability over many years. The large number of identical parts offers high cost efficiency in training, operation and maintenance.

The G 1206 is available in a wide variety of versions to suit the specific needs of each customer. A variety of diesel engines with a range of output ratings from various manufacturers are available, as well as turbo reversing transmissions with and without range-change gear. In addition, there are also various country packages and a wide range of optional equipment.

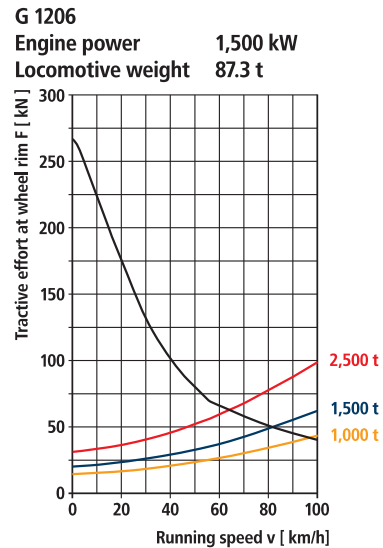
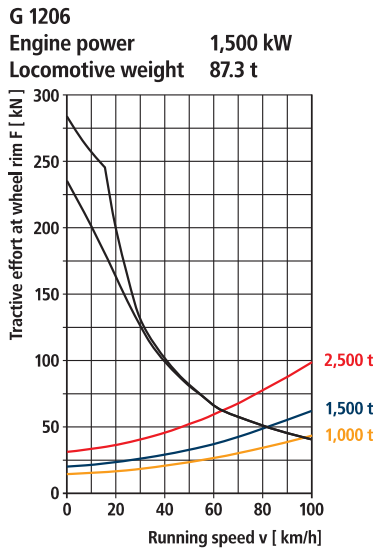
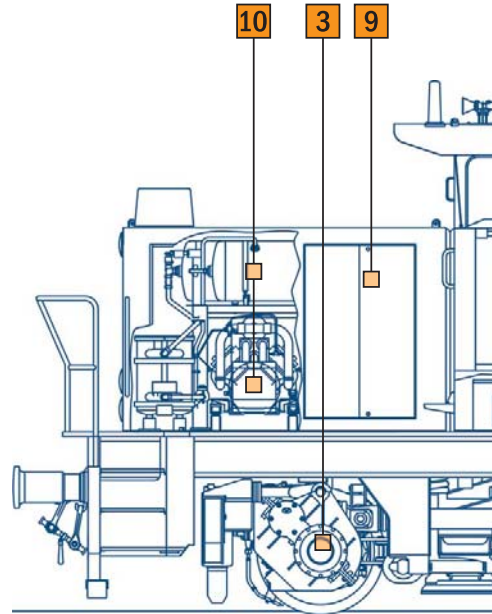
The design philosophy of the standard diesel locomotives

The standard range is modular, making it highly flexible in terms of operating mode, area of application, performance and equipment.

Basic features are:

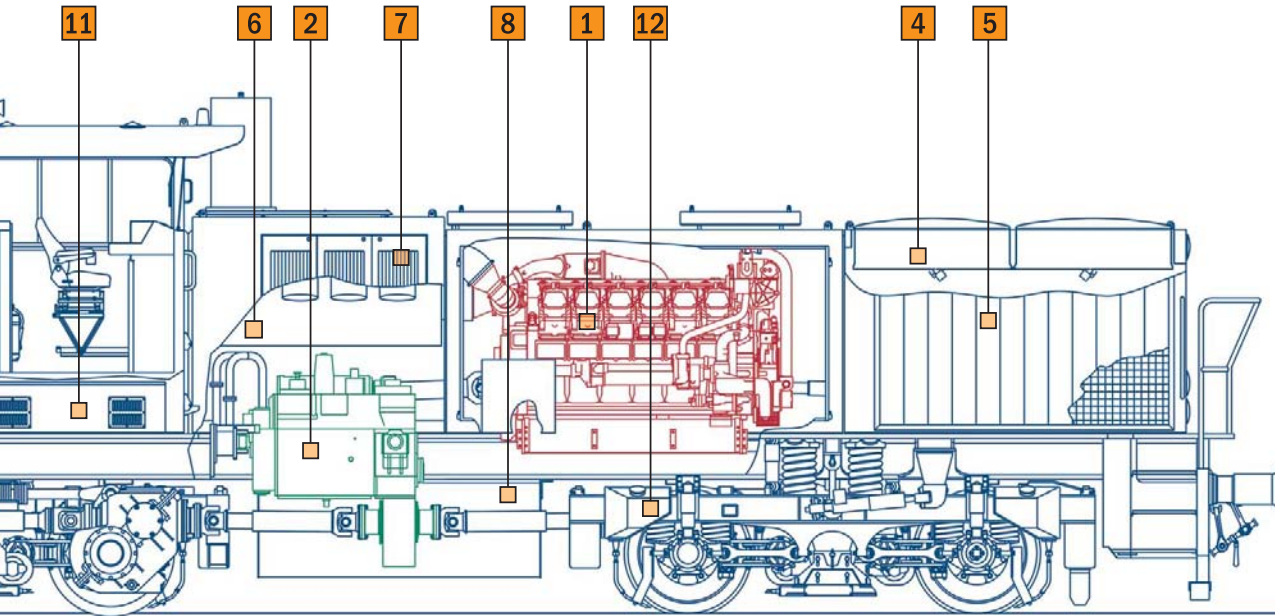
- Electronic vehicle control and management system with integrated wheel slide and

- slip protection and diagnostics
- High-speed diesel engines (Cat, MTU)
- Turbo transmission with and without range-change gear
- Hinge joint to the bogies by deep push-pull rods
- Support between bogies and locomotive body without sliding blocks, system Vossloh Locomotives
- Wheel disc brake and modular brake panel design
- Cooling fan, air compressor and auxiliary generator with a regulated hydrostatic drive system
- The central driver's cab extends over the entire width of the locomotive and is equipped with diagonally arranged front side doors, which can be reached safely by operating personnel via the lateral walkways, without having to leave the clearance gauge of the locomotive
- Safe, convenient shunting steps

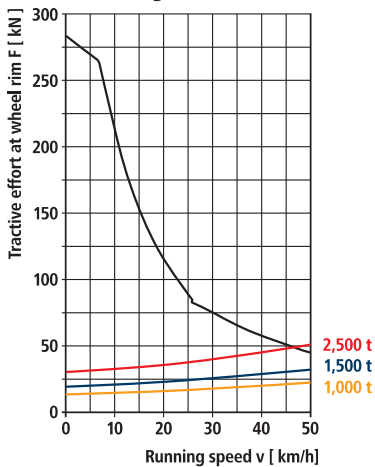


Starting tractive effort acc. to Curtius and Kniffler, train resistance on level track calculated using formula for complete trains.

- 1 Diesel engine
- 2 Turbo reversing gear
- 3 Axle gear box
- 4 Cooling fan
- 5 Radiator block sections
- 6 Exhaust silencer
- 7 Combustion air filters
- 8 Fuel tank
- 9 Modular brake panel
- 10 Main air reservoir/compressor
- 11 Battery
- 12 Sandbox



G 1206
Engine power 920 kW
Locomotive weight 87.3 t



OPTIONAL EQUIPMENT

- Hydrodynamic brake
- Crash energy absorbers
- Tiered wheels
- Exhaust gas particle filter
- Pressure refueling
- Fuel gauge in driver's cab
- Multi frequency horn
- Warning bells
- Extended diagnosis system
- Display at driver's desk
- Electronic speed recorder (tachograph)
- Central data logging
- Diagnostic software
- Remote data transmission
- Constant speed control
- Shunting coupler
- Multiple traction
- Shunting/train radio system
- Radio remote control
- Up to three country packages simultaneously for cross-border operation, consisting of national train safety systems, radio systems and other special equipment
- Compact air conditioning unit
- Cooling box
- Independent driver's cab heating
- ETCS

Technical features

Technical data (basic models)	G 1206-2	G 1206
Diesel engine rating	920 kW	1,500 kW
Diesel engine	Cat3508BDITA-SC	CAT3512BDITA-SC or MTU 12 V 4000 R41
Diesel engine speed		1,800 rpm
Axle arrangement		B'B'
Track gauge		1,435 mm
Weight	80-90 t	84-90 t
Length over buffers		14,700 mm
Height		approx. 4,220 mm
Width		approx. 3,080 mm
Wheel diameter new/worn		1,000/920 mm
Maximum speed	50 km/h	100 km/h
Transmission (single or two-speed)	Voith L4r4zeU2	Voith L5r4zU2
Max. starting tractive effort with 87.3 t axle load		282 kN
Min. radius of curve		60 m
Diesel tank capacity		3,500 l

References

Albtal Verkehrsgesellschaft mbH
 Angel Trains Cargo NV/SA
 Banverket (S)
 Connex Industries (Veolia Transport)
 duisport rail GmbH
 Eisenbahn-Service-Gesellschaft mbH
 Eisenbahn und Häfen GmbH
 Européenne de Travaux Ferroviaires
 Hafen- und Bahnbetriebe der Stadt Krefeld

Mitteldeutsche Eisenbahn GmbH
 Mittelweserbahn GmbH
 Mitsui Rail Capital Europe BV
 Norddeutsche Eisenbahn Gesellschaft mbH
 Panlog AG (CH)
 RAG Bahn und Hafen GmbH
 RCB rail center Bützow GmbH & Co. KG
 RCN rail center Nürnberg GmbH & Co. KG
 Regental Bahnbetriebs-GmbH

Rurtalbahn GmbH
 SECO-Rail (F)
 Seehafen Kiel GmbH & Co. KG
 Spitzke Logistik GmbH
 Stahlberg Roensch Duisburg GmbH
 Strukton Railinfra Materieel bv (NL)
 Westfälische Landes-Eisenbahn GmbH
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