

MOTORIZED LIFTING TRANSPORTATION TROLLEY

MODEL LEM460

The **Motorized Lifting Transportation Trolley model LEM460** has been designed to work along with the Telescopic Handling Gantry model PEM-XL or PEM 807 in order to carry out **the installation and removal of track panels, switches and crossings**. Multiple PEM's or PEM-XL'S can be used with an equivalent number of LEM's to **handle particularly long panels**.

The Motorized Lifting Transportation Trolley model LEM460 can be used along with the Telescopic Handling Gantry model PEM-XL, the Motorized Lifting Transportation Caterpillar Trolley model LMC4611 B and the loading and transportation beam model P2PV; together they form the **S2PV method which is an innovative and efficient method of laying track panels**.

LEM's can also be independently used with the Telescopic Handling Gantries model PEM 807 to **handle particularly long track panels, switches and crossings**.



1. DESCRIPTION AND OPERATION

Introduction

The Motorized Lifting Transportation Trolley model LEM460 is made of a tubular welded frame with a lifting table on which is mounted two sliding plates turning around a central axle.

1. DESCRIPTION AND OPERATION (cont'd)

The advantage of having a lifting/slewing table is the ability to avoid obstacles along the track by a combination of slewing and lifting movements. Above all it allows the switch or track panel to be maintained in a horizontal position when installing the panel using the temporary track system.

Additionally the slewing function of tables can be locked or unlocked, allowing trolleys to compensate for lateral stresses when transporting the switches in a curve.

Trolleys are equipped with a soundproofed Diesel engine coupled to a hydrostatic transmission, enabling the equipment to work at the maximum available power.

All four wheels of the trolley are motorized and mounted on independently suspended arms that absorb track defects particularly on a temporary track.

The braking system stops the trolley once the remote control is isolated or in case of mechanical failure. Trolleys can be manually un-braked to be towed.

Travelling speed is proportionally controlled by the remote control, which also operates the hydrostatic braking.

An emergency manual pump provides hydraulic power to off-track the machine in case of breakdown.

2. TECHNICAL DATA

- **Diesel** engine:

Power:	28	hp at 2,700 rpm
Cooling type:		liquid
Starting type:		electric
Acoustic level:	72	dB(A) at 7 meters
- Track gauge:

	1 435	mm (<i>others on request</i>)
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- Hydraulic lifting table:

Lifting capacity:	20 000	daN (<i>approximately 20 tonnes</i>)
	22 000	daN, use without slewing of lifting table for S2PV method
Lifting stroke:	350	mm
Table slewing:	± 400	mm
- Hydraulic pump:

	double	(<i>variable flow and gear type</i>)
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- Oil tank capacity:

	120	L
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- Hydrostatic transmission motorization, anti-blocking circuit
- Speed when loaded:

	6	kph
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- Braking:

	hydrostatic transmission
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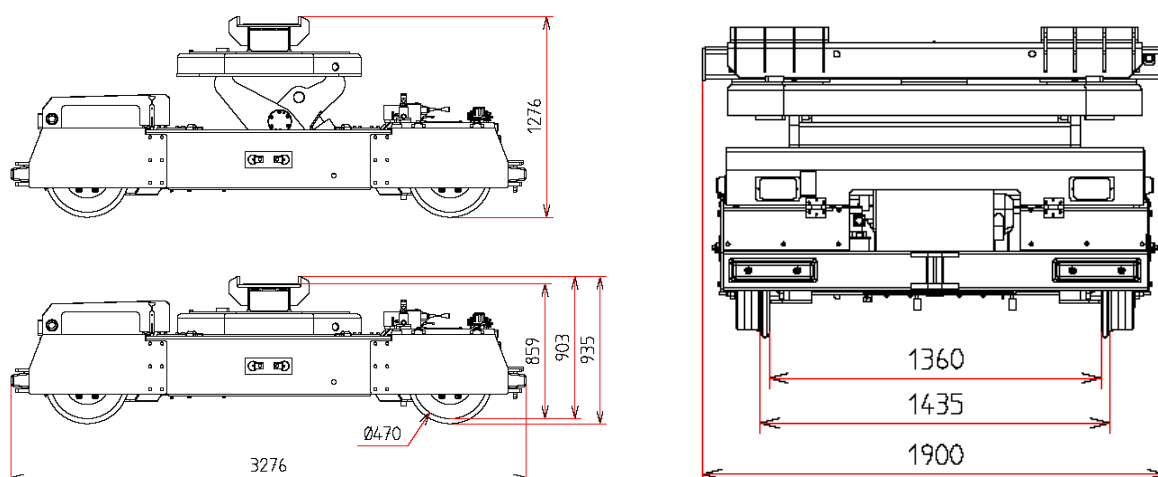
2. CARACTERISTIQUES TECHNIQUES (suite)

- Parking brake (spring applied brake) with manual mechanical system to unclutch the brake when towing: Mechanical coupled on hydraulic motor by pressure drop
- Lighting: 4 floodlights of 55 W
- Dimensions (during travel):
 - Length: $\approx 3\,276$ mm
 - Width: $\approx 1\,900$ mm
 - Height: ≈ 859 mm
- High position table: $\approx 1\,200$ mm
- Mass: 4 200 kg

3. ACCESSORIES AND OPTIONS (at extra price)

- **Transmitter for remote control of LEM 460**
(If the client has more than 8 LEM 460, 1 transmitter per set of 8 LEM 460)
- **Temporary track**
(Length to be defined when ordering – by 3 m long panels)

4. DRAWINGS AND DIMENSIONAL DATA



We reserve the right to modify any equipment specification of the present offer to take into account the latest technical improvements and working conditions at the date of manufacturing.
Pictures and drawings may include some options and are not contractual.
Dimensions and masses may vary by +/- 5 %.