

Maintenance vehicles, Model OCPPC501 - USA



Multipurpose vehicle self-propelled unit designed for catenary maintenance, refurbishment and installation of new catenary lines, by means of the special tools installed on board. It is made up of a main frame with a cabin, a loading bed, a platform, a crane equipped with a working basket and wire positioner. This unit can be equipped with a range of accessories to complete the equipment and make it suitable to the needs of working teams

MAIN TECHNICAL FEATURES

Track gauge	1,435 mm
Max length including couplers	14200 mm
Total engine power	400 kW @ 2100 rpm
Max speed on flat and straight track	100 km/h
Max height above rail level	4330 mm
Full load weight	35 ton



Denver Transit Partners (DTP), the concessionaire for the Eagle P3 Project, acquired a unique rail-mounted machine that allows crews to install overhead wires while under tension. Normally, crews drape wiring over the mountings and pull it taut afterward. But the wire train, made by Tesmec S.p.A. of Grassobbio, Italy, installs the wires under tension and makes the work go four times as quickly.

http://www.rtd-fastracks.com/print_105?corridor=ep3



All Aboard the Wire Train, Eagle's High-Flying Stringing Machine



When it comes to new projects, there's nothing on the job site that's more important than getting the job done right. And that's exactly what the RTD Fastracks team is doing on the Eagle P3 Project. The concessionaire for the Eagle P3 Project, Denver Transit Partners (DTP), the concessionaire for the Eagle P3 Project, acquired a unique rail-mounted machine that allows crews to install overhead wires while under tension. Normally, crews drape wiring over the mountings and pull it taut afterward. But the wire train, made by Tesmec S.p.A. of Grassobbio, Italy, installs the wires under tension and makes the work go four times as quickly.

The official name of the machine is "optimal tension stringing unit" (OTSI). The highly skilled team has attached a set of four cables to the machine, which are used to pull the wires into place. The OTSI is a self-propelled unit that can be used on any track. It's a single-deck design that's 10.5 meters long and 2.5 meters wide. It's a single-deck design that's 10.5 meters long and 2.5 meters wide. It's a single-deck design that's 10.5 meters long and 2.5 meters wide.

A series of taller "empire" turn frames provided by Denver Transit Partners (DTP) are used to support the wires. When it's done stringing the OTSI on the Eagle P3 Project, the DTP will be able to complete other tasks on the network, such as:

- Inspecting and maintaining the catenary system
- Replacing worn or damaged components
- Performing routine maintenance on the system

Constant Tension Stringing Unit, Model CTSU204 - USA



This Constant Tension Stringing Unit has been designed for stringing cables in construction and for the maintenance of railways line electrification or refurbishment.

MAIN TECHNICAL FEATURES

Number of cables	2 independent
Max pull	15 KN
Max speed	5 km/h
Capstan diameter	1500 mm
Power	82 kW
Dimensions	21.4 x 3.0 x 3.1 m

