



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.

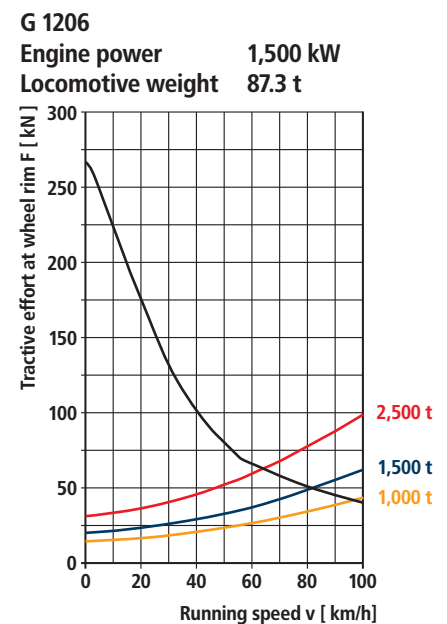
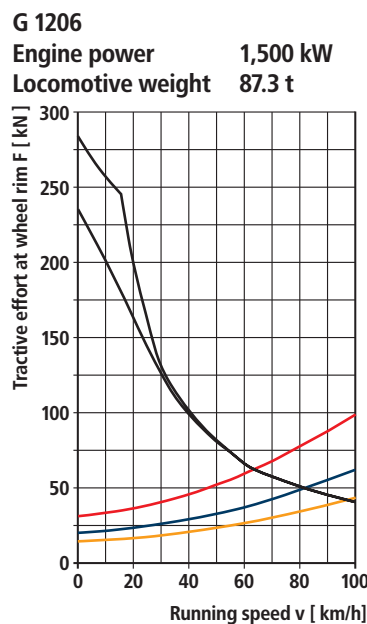
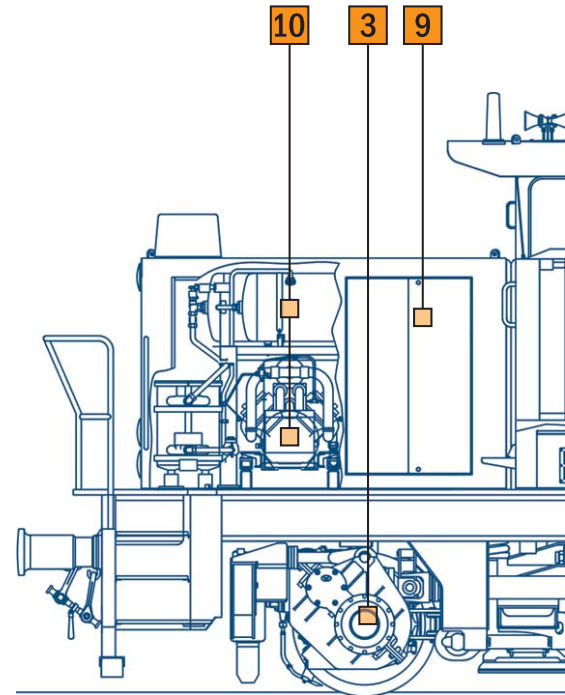
The design philosophy of the standard diesel locomotives

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

Basic features are:

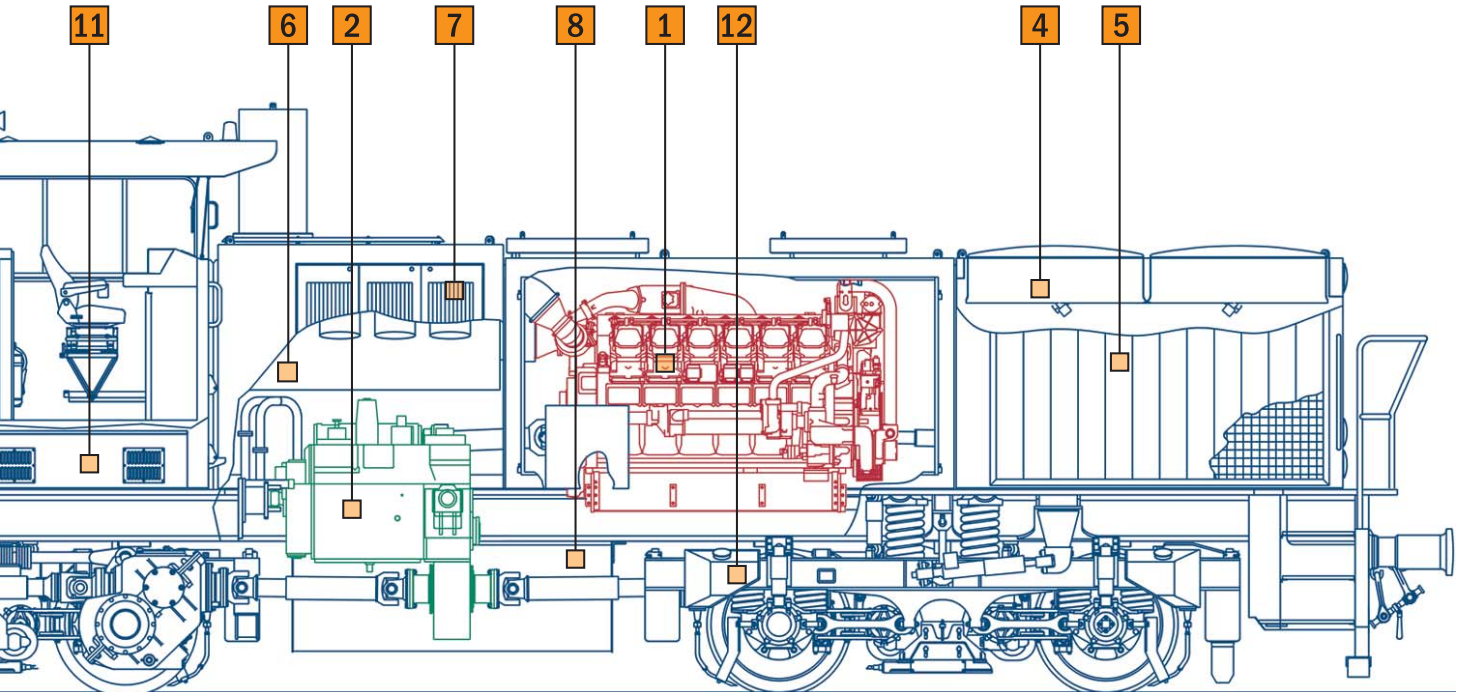
- Electronic vehicle control and management system with integrated wheel slide and

- 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



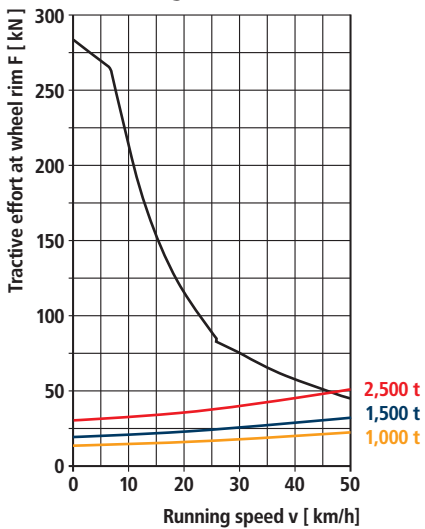
Starting tractive effort acc. to Curtius and Kniffler, train resistance on level track calculated using formula for complete trains.

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



G 1206

Engine power 920 kW
Locomotive weight 87.3 t



OPTIONAL EQUIPMENT

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

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

Xaver Riebel Gleisbau GmbH & Co. KG

Vossloh Locomotives GmbH

Falckensteiner Str. 2

D-24159 Kiel

Germany

Phone.: +49 (0)431 3999-2195

Fax: +49 (0)431 3999-2274

E-Mail: vertrieb.kiel@vl.vossloh.com

Service Centre Moers

Baerler Str. 100

D-47441 Moers

Germany

Phone.: +49 (0)2841 1404-0

Fax: +49 (0)2841 1404-50

www.vossloh-locomotives.com