

FAG Wheelset Bearings for Trainsets of the Munich Underground



Examples of Application Engineering

Publ. No. WL 07 516 EA



Trainset of the series C1.9 for the Munich Underground, developed and built by ADtranz

Courtesy of ADtranz

In December 1997, the urban transport company of Munich ordered 10 six-car metro trains from a consortium of Siemens and ADtranz, now Bombardier Transportation. After extensive testing, the six-car trains

were delivered starting in the spring of 2001 and put into service starting in 2002. Another eight type C metro trains were ordered in 2003 and are expected to be delivered in 2005/2006.

FAG Kugelfischer AG is supplying 48 axle boxes for the six cars of each train, i.e. a total of 864 cylindrical roller bearing units plus housings.

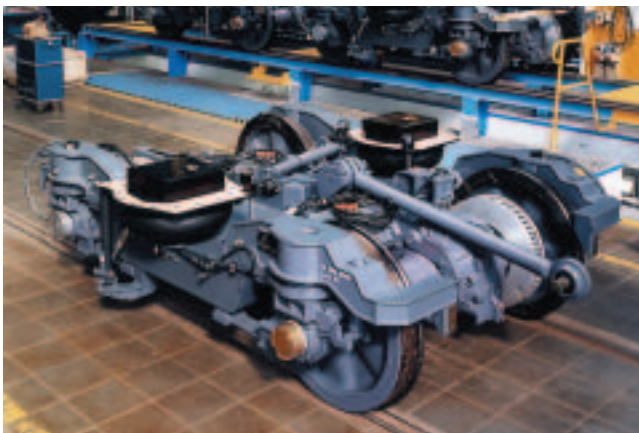
A Member of the
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Vehicle data

Wheelset load: 12.2 t
 v_{\max} : 80 km/h

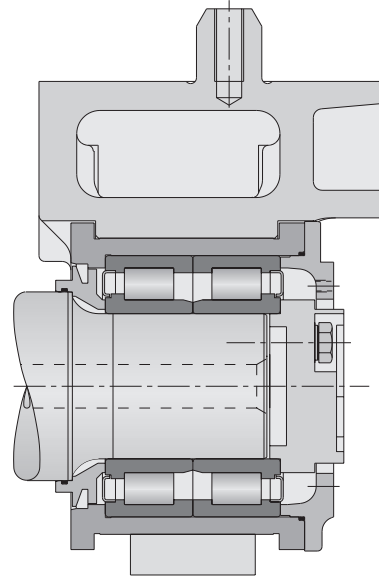
Bogie and wheelsets

Both wheelsets of a bogie are guided by two guides (laminated springs), which are connected with frame and bearing housing. The vertical forces are largely supported by the primary suspension which is integrated in a safety device.



Bogie of the Munich underground trainsets of series C1.9
Courtesy of ADtranz

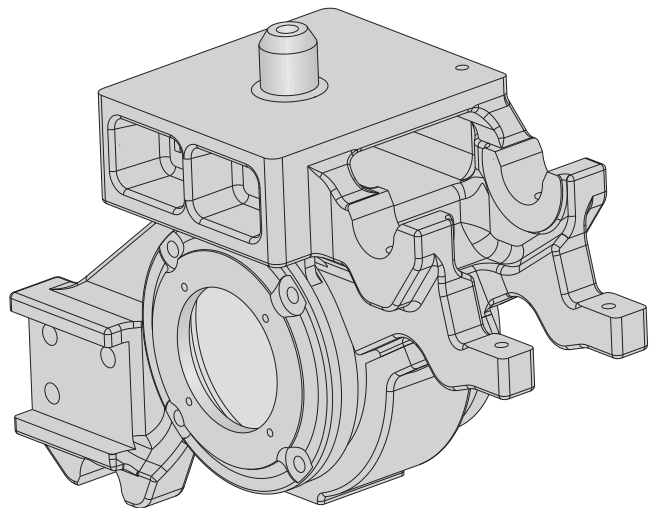
Wheelset bearings



The wheelset bearing consists of an **FAG 804630** cylindrical roller bearing unit and a light metal housing. The bearing unit (100x180x120 mm) is factory-greased and sealed with shields. The shields are designed to hold the bearing system together. The bearing units are mounted on the axle journal and dismantled hydraulically.

These bearing units are specially advantageous for train operators who wish to charge a third party with bearing maintenance.

Wheelset bearing housing



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