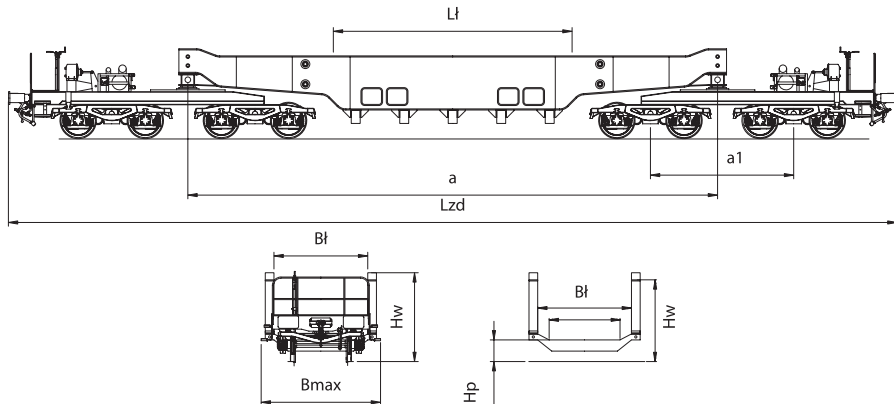


WAGONY SPECJALNE – RODZAJ U



Uaais - wagon 6-i więcej osiowy, przystosowany do przewozu ładunków, które załadowane na wagon normalnej budowy przekroczyłyby skrajnię ładunkową, przystosowany do kursowania z prędkością 100 km/h.

| Seria literowa | | Uaais | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|------|---------------------|-------|--|-------|-------|-------|------|----|-----|-----|-----|-----|-----|-----|------|------|------|------|------|------|------|------|--|-----|-----|-----|----|----|----|----|----|----|----|-----|------|------|-------|-------|-------|-------|-------|--|--|
| Typ konstrukcyjny | | 619Za | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Zakres numerów | | 994 5503 - 994 5909 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Szerokość toru | | 1 435 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Długość ze zderzakami | | L_{zd} | mm | 23 820 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Rozstaw osi czopów skrzętu | | a | mm | 14 200 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Masa konstrukcyjna | | 50 000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Wysokość wagonu od główki szyny | | H_w | mm | 2 392 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Max. szerokość wagonu | | B_{max} | mm | 2 980 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Długość ładunkowa | | L_l | mm | 6 800/7 400* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Szerokość ładunkowa | | B_l | mm | 1 900/2 660* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Wysokość ładunkowa | | H | mm | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Wysokość podłogi od główki szyny | | H_p | mm | 580/2 192* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Wysokość kłonic bocznych | | H_k | mm | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Powierzchnia użytkowa | | 12,92/19,68* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Max. prędkość | | 100 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Min. promień łuku toru | | 150 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Liczba osi | | 8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Przystosowane do komunikacji | | RIV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Granica obciążenia w zależności od klasy linii kolejowej | | t | | <table border="1"> <thead> <tr> <th></th> <th>A</th> <th>B1</th> <th>B2</th> <th>C2</th> <th>C3</th> <th>C4</th> <th>D2</th> <th>D3</th> <th>D4</th> </tr> </thead> <tbody> <tr> <td>S</td> <td>42,0</td> <td>54,0</td> <td>66,0</td> <td>70,0</td> <td>78,0</td> <td>74,0</td> <td>82,0</td> <td>90,0</td> <td></td> </tr> </tbody> </table> <table border="1"> <thead> <tr> <th>PKP</th> <th>A</th> <th>B1</th> <th>B2</th> <th>C2</th> <th>C3</th> <th>C4</th> <th>D2</th> <th>D3</th> <th>D4</th> </tr> </thead> <tbody> <tr> <td>100</td> <td>69,0</td> <td>94,0</td> <td>102,0</td> <td>110,0</td> <td>110,0</td> <td>102,0</td> <td>110,0</td> <td></td> <td></td> </tr> </tbody> </table> | | A | B1 | B2 | C2 | C3 | C4 | D2 | D3 | D4 | S | 42,0 | 54,0 | 66,0 | 70,0 | 78,0 | 74,0 | 82,0 | 90,0 | | PKP | A | B1 | B2 | C2 | C3 | C4 | D2 | D3 | D4 | 100 | 69,0 | 94,0 | 102,0 | 110,0 | 110,0 | 102,0 | 110,0 | | |
| | A | B1 | B2 | C2 | C3 | C4 | D2 | D3 | D4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| S | 42,0 | 54,0 | 66,0 | 70,0 | 78,0 | 74,0 | 82,0 | 90,0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PKP | A | B1 | B2 | C2 | C3 | C4 | D2 | D3 | D4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 100 | 69,0 | 94,0 | 102,0 | 110,0 | 110,0 | 102,0 | 110,0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Obciążenie podłogi ładunkiem skupionym ułożonym symetrycznie względem środka wagonu | | I | | <table border="1"> <thead> <tr> <th></th> <th>—</th> <th>△</th> <th>△</th> </tr> <tr> <th></th> <th>[m]</th> <th>[t]</th> <th>[t]</th> </tr> </thead> <tbody> <tr> <td>2,0</td> <td>110</td> <td>110</td> <td></td> </tr> <tr> <td>4,0</td> <td>110</td> <td>110</td> <td></td> </tr> <tr> <td>5,4</td> <td>110</td> <td>110</td> <td></td> </tr> <tr> <td>7,4</td> <td>110</td> <td>110</td> <td></td> </tr> </tbody> </table> | | — | △ | △ | | [m] | [t] | [t] | 2,0 | 110 | 110 | | 4,0 | 110 | 110 | | 5,4 | 110 | 110 | | 7,4 | 110 | 110 | | | | | | | | | | | | | | | | | |
| | — | △ | △ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | [m] | [t] | [t] | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2,0 | 110 | 110 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4,0 | 110 | 110 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5,4 | 110 | 110 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7,4 | 110 | 110 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Uwagi | | | | *dot. ładunku mocowanego na burtach bocznych platforma burtowa | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

PRZEZNACZENIE: Do przewozu ciężkich urządzeń przemysłowych.

ZAŁADUNEK: Mechaniczny za pomocą urządzeń dźwigowych.

WYŁADUNEK: Mechaniczny za pomocą urządzeń dźwigowych.