

Developed and produced in Switzerland
by Müller Technologie AG



Rail-road Unimog U527/U530/U535 as equipment carrier on the tram way

- Multipurpose vehicle for maintenance work on and around the track or road
- Use on tram networks with reversing loops
- Track axles hydraulically driven, EN 15746, category 9A
- Each axle has service brake and spring-loaded parking brake
- Remote control available for traction drive
- Optional rail brake system up to 400 t in combination with railway wagon or road-rail trailer
- Various mechanical and hydraulic auxiliary drives available
- Demountable bodies can be swapped with hydraulic road chassis
- Various implements can be attached to the front, rear, and swap body

Cover picture

Unimog U530, conversion to rail-road vehicle
with trailer for maintenance work on tram networks.



Technical data

Manufacturer	Müller Technologie AG
Motor power	220 to 260 kW
Length	7.2 m
Width	2.3 m
Height	2.9 m
Deadweight	11.5 t
Total weight	16.5 t
Payload	5 t
Max. speed - road	80 km/h
Max. speed - rail	20 km/h or 40 km/h
Smallest curve radius	18.5 m
Track width	1000 mm
Max. gradient	60 ‰
Trailer load - rail	< 400 t
Rail/track operation	Cabin or remote control



Swap body modules – 10 foot twist lock

- Platform for front or rear crane (grapple, cable winch)
- Cable drum for overhead line construction
- High-pressure spray module
- Aerial work platform
- Mowing equipment with suction unit
- Tool module for service activities
- Application modules for chemical-free weed control



Front attachment options

- Snow blower, hydraulically driven
- Snowplough
- High-pressure spray bars
- Mower



Rail-road tandem trailer with 10 or 20 foot twist lock swap body system

- Three-sided tipping device
- Sewer suction unit
- Tipper container
- Exploratory or anchor drill rig
- Contact line installation unit
- Collection container for cuttings
- Large aerial work platform
- Suction excavator module
- Service unit with crane superstructure



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