



SBB CFF FFS Cargo

5L next –  
next generation of  
freight wagons.

The innovative bogie  
Low-noise, lighter, faster.

ELH Eisenbahnlaufwerke  
Halle GmbH & Co. KG

# The innovative bogie RC25NT-D-H

## low-noise, lighter, faster.



Bogie RC25NT-D-H.

### 5L next – next generation of freight wagons.

Market changes, such as the fast-paced innovation on the roads or rising customer demands, are posing major challenges for European rail freight companies. But opportunities opened up by new technology offer great potential for developing the efficiency of freight services.

Innovative freight wagons are key to being able to take full advantage of the Internet of Things (IoT) and automation. As part of the 5L initiative, SBB Cargo, Hupac, VTG and the Federal Office for the Environment (FOEN) as well as many suppliers are developing the next generation of freight wagons.

The next generation is being completely redesigned. The chassis, for example, is considerably lighter than that of a conventional standard flat wagon. The middle segment is not welded but riveted and bolted – just like the light-weight production methods from the lorry sector. SBB Cargo's extensive modernisation steps offer major benefits for customers, wagon keepers, railway undertakings and infrastructure. Find out more at [www.sbbcargo.com/innovation](http://www.sbbcargo.com/innovation)

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**The bogie RC25NT is an innovative, low-wear, low-noise, two-axle freight wagon bogie designed for 25 t axle load, with radial steering wheelsets, connected to a drawbar coupling.**

The bogie RC25NT realized an innovative bogie concept. The bogie consist the bolster, two side beams, the brake beams girders and has a double-stage suspension. All components connected elastically. In the longitudinal direction, the side beam and the bolster are connected by a coupling. In lateral direction; the guidance is done by the Flexicoil-effect the secondary springs. The movement is limited by stops to  $\pm 13$  mm. In all guidance of the primary and secondary suspensions are mounted composite stops, which limit the gaps and ensure noise minimization. The suspension of the RC25NT is made with rubber-metal springs in the primary suspension and progressive coil springs in the secondary suspension. The dimensions of the lower and upper pivot and the associated fasteners as well as there placement are made according the UIC leaflet 510-1. The bogie RC25NT can replace UIC-standard-bogies without any adaption.

### Company.

ELH is a producer of bogies for use in railway wagons and passenger cars as well as in special cars, such as railway track machinery, at the site in Halle/Saale with a tradition going back more than 50 years. Not only with the standard models for the European freight traffic but also with the customer and application specific special bogies, has ELH managed to develop an excellent reputation for high quality, reliability as well as flexible and innovative solutions since 1998. One of the most modern production facilities for innovative bogies in Europe and a competent team of engineers, skilled workers and trained clerks form the foundation of our good position on the European market and worldwide.

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