

Title (en)  
Running gear for railway vehicles

Publication  
**EP 0135877 A2 19850403 (DE)**

Application  
**EP 84110722 A 19840908**

Priority  
DE 3333751 A 19830919

Abstract (en)  
1. An undercarriage for rail vehicles, in particular for light rail vehicles, with two wheels which rotate independently of one another or on separate wheel axles (5) and are horizontally rotatable with the latter about separate axes of rotation (6), the rotation of both wheels (2) being coupled to one another [sic] via a tie bar (7) characterised in that the points of intersection of the axes of rotation (6) by a hypothetical plane drawn on the rails (9) of a track have the same distance, or in a manner known per se, a greater distance (A) from the longitudinal centre of the vehicle (1a) than the points of contact (8) of the wheels (2) with the rails (distance B), in that in the case of the first distance ratios ( $A = B$ ) the axes of rotation (6) of an undercarriage, which is at the front in the direction of travel of a vehicle (1), are disposed at a longitudinal distance ( $C_2 - C_1 = C > 0$ ) behind the points of contact (8) of the wheels (2) with the rails (9), and in that in the case of the second distance ratios ( $A > B$ ) the axes of rotation (6) are either at the same longitudinal distance ( $C_1 = C_2$ ) from the transverse centre (1b) of the vehicle as the points of contact (8) of the wheels (2) with the rails (9) or at a smaller longitudinal distance ( $C_1 < C_2$ ) from the transverse centre (1b) of the vehicle than the points of contact (8) or the wheels (2) with the rails (9).

Abstract (de)  
Zur Verminderung der insbesondere in Gleisbögen bei Schienenfahrzeugen auftretenden großen Kräfte und damit verbundenen Verschleißerscheinungen wird als Fahrwerk ein Radpaar aus zwei voneinander unabhängig auf getrennten Radachsen 5 rotierenden Rädern 2 gebildet, die um separate Schwenkachsen 6 horizontal schwenkbar sind, wobei die Schwenkbewegung beider Räder 2 eines Radpaares über eine Spurstange 7 miteinander gekoppelt ist. Um eine besonders gute Spurführung im geraden Gleis und im Gleisbogen zu erhalten, sind die Schwenkachsen 6 hinter einem vorlaufenden und vor einem nachlaufenden Radpaar angeordnet.

IPC 1-7  
**B61F 5/38**; **B61F 5/44**

IPC 8 full level  
**B61F 3/16** (2006.01); **B61F 5/38** (2006.01); **B61F 5/44** (2006.01)

CPC (source: EP)  
**B61F 3/16** (2013.01); **B61F 5/38** (2013.01); **B61F 5/44** (2013.01)

Cited by  
CN106476651A; EP0826572A3; EP0291681A1; DE19918071C1; DE4304959C1; DE3732337A1; US4986190A; DE3541732A1; DE3707898A1; FR2572348A1; GB2202813A; FR2613307A1; GB2202813B; EP0282738B1

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