

Amberg SlabTrack GRP 1000





The configuration consists of

- Premium hardware GRP 1000
- Application specific software Slab Track Plus
- Robust and guaranteed precision thanks to GRP Fidelity
- First-class application support

Technical data GRP 1000

System configurat	Positi			
Gauge (mm)	1000, 1067, 1435, 1520/24, 1600, 1668/76	Leica to - motori - radio n		
TGS FX		Powe		
Gauge - for nominal gauges	- 25 mm to + 65 mm	TGS F>		
Superelevation (Cant)	+/- 260 mm	Battery		
- at 1435 mm gauge	(+/- 10°)	Panaso		
Sensor performan	се	control Battery		
Track geometry measurement (Position, Gauge, Superelevation)		Option Extend		
Single measurement Final adjustment	4 s	for both control - also sui TPS/GP Battery		
Tracking mode Rough adjustment	0.3 s			
Depending on conditions and total station type.	*) Deper			
System accuracy		Envir		
Absolute system accurate	Workir range			
Single measurement	+/- 1.0 mm	Humidi		
Tracking mode	+/- 3.0 mm	- non-co		
Gauge	+/- 0.3 mm	Syste		
Superelevation	+/- 0.5 mm	GRP 10 - ready t		
Inner system accuracy	+/- 0.5 mm	- incl. bat		
*) Depending on e.g. control atmospheric conditions, total veying mode and project con	point quality, station type, sur- ditions.	(withou		

Positioning		
Leica total stations - motorised,ATR - radio modem	TS15/16,TS30, TS50/60, MS50/60	
Power supply		
TGS FX – sensors Battery life*)	GBS 1010, rechargeable > 8 h	
Panasonic control computer Battery life*)	Li-lon battery, rechargeable > 4 h	
Optional: Extended power supply for both, TGS FX and control computer - also suitable for TPS/GPS supply Battery life*)	ATPC 1000 PowerCube, lead acid battery, rechargeable > 10 h	
*) Depending on conditions.		
Environmental spe		
Working temperature range	-10° to +50° C	
Humidity - non-condensing	< 80 %	
System weight		
GRP 1000 - ready to measure - incl. battery and computer (without ATPC 1000)	27 kg	

System use and typical system performance

Slab Track applications		
Typical project applications	- High performance lines - Light rail - Metro - Tunnel refurbishment - Industrial tracks	
Installation Slab Track		
Suitable for Slab Track systems	Track based construction methods, e.g. - Rheda 2000 - Iron-Horse method,	
Production rate - depending on construction method and project conditions	> 400 m/d	
Installation Slab Track – turnout		
Suitable for turnout systems, incl. structural gauge enlargement (e.g. FAKOP®)	- BWG - Cogifer,	
Documentation and acceptance		
Compatible with Slab Track systems	- Bögl System - J-Slab - Rheda 2000 - Iron-Horse method - Züblin Slab Track,	
Measurement performance - precision track as-built per sleeper	> 100 m/h	
System approval		
CE Conformity	EN 61326-1:2013 EN 61000-6-2:2005 EN 61000-6-4:2007/A1:2011 EN 60825-1:2014 EN 13977:2011 Directives 2014/35/EU Directives 2014/35/EU Directives 2011/65/EU	
GRP System FX approvals from	Network Rail / London Underground (UK), Deutsche Bahn (DE), SBB (CH), SNCF (FR), ÖBB (AT), RFI (IT), Adif (ES), ProRail (NL), Infrabel (BE)	
Extract of references		

Amberg's railway surveying solutions have proven their high performance all over the world. Demanding projects have been successfully realised in e.g. Germany, Austria, Belgium, the Netherlands, Denmark, France, Italy, Spain, Greece, Turkey, Australia, United Kingdom, Saudi Arabia, UAE, Korea, USA, PR China.

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System performance and technical data

Amberg Slab Track

394.3 km/h? No problem! Amberg Slab Track is the integrated surveying solution, optimised for the typical requirements during construction, monitoring and maintenance of slab track projects.

Project data management

- Central database for input, visualisation and management of all track project data – including route data chronology, control points, and survey and construction progress.
- Supports all common geometry element types for track axis, gradients, chainage axis, superelevation range, gauge range including gauge enlargement at high-speed points (e.g. FAKOP®).
- Provision of all track project data for subsequent surveying tasks and evaluations.

Surveying

- Determination of current track position during construction together with precision total station.
- Display of relative deviations (direction and height) to design in real-time Data update frequency up to 3 times per second.
- Amberg Compensation Method Real-time compensation of control point inaccuracies – resulting in improved track geometry quality already during construction.

Evaluation

- Automatic survey data processing and evaluation including automatic linking of subsequently surveyed track sections.
- Complete surveyed data management including automatic incorporation of subsequent re-measurements.
- Comprehensive analysis and documentation of inner and outer track geometry quality.
- Interactive creation of correction lists supported with real-time simulations about the resulting final track position.

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Leit fan elevation	Planimetric position		Right rall elevation		
-1.8	⊕ -0.6		⊕ -0.4).4
Gauge			Superelevation		
+ -3.1 +	Lock Yes		-1.4		
Plat Track Measured Horizontal alignment Vertical alignment Superviewation 0.001 m Gauge 1.438 m	Design Type Straight Kink 0.000 m Constar 1.438 m Linear	Start stat. 1,000,0000 m 1,000,0000 m t 1,000,0000 m 1,000,0000 m	Length 1.500 m 1.500 m 1.500 m 1.500 m	Radius 0.0000 m 0.0000 m	Next 0.490 m 0.490 m 0.490 m 0.490 m
		Distan	Stationing: 1.00 ce to TPS: 10.4	1.0195 m 11 m	
Stop Corr = 0 Corr	off			Single	Point



