



ROLLING STOCK DIVISION



ROLLING STOCK DIVISION (ZTK)

The primary task of the Rolling Stock Division is to carry out preventive and corrective maintenance of the rolling stock operated by Rail Polska. This covers all levels, from P1 to P5, emergency repairs, modernization and production of traction rolling stock. The Rolling Stock Division also offers maintenance services to external parties, both in the workshop in Oświęcim - Włosienica and by mobile services on the PKP PLK railway network.

The Rolling Stock Division has the ECM certificate for freight wagons and traction vehicles. ZTK's

workshop facilities are systematically retrofitted and modernized to meet higher standards and customer expectations resulting from the operation of increasingly modern vehicles.

A certified railway and tank tank washing station operates within the ZTK's structure. Thanks to modern automatic equipment, the station provides services according to the obligatory norms of the environmental protection and the PSMC/EFTCO quality standards. It also offers repairs of railway tank containers and fittings.



Modernization and implementation

Locomotives 207E

In 2015, Rail Polska started work on designing a new electric locomotive, class 207E. For this modernization a frame and bogies of an M62 locomotive were used. The upgraded solution of electric supply allows utilization of D77 low voltage traction motors, previously used on M62M locos, and achieve a driving power at the level of 2400 kW.

In addition to the power electronic equipment, the locomotive has a completely new body, meeting the requirements of currently binding regulations. The first locomotive was put into service in March 2019. Out of at least 20 such locomotives planned, 7 have been handed over so far and the production of another 6 is at various stages of advancement.

Rail Poland has signed a contract with a Dutch company, Beacon, for ten 207E locomotives, with a delivery date of mid-2024.

M62M locomotives

In the years 2005-2011, Rail Polska modernized 21, currently popular, M62M locomotives - two of them were performed for UZ – Ukrainian National Railways and 19 to be used in Poland.

The modernization covered replacement of the subsystems with the modern ones coming from American SD40 type locomotives. This work resulted in the vehicle's power increased from 2000 to 3000 horse power, its availability achieving more than 92%, and in considerably improved safety and labor conditions of loco drivers.

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