

Train Sys-AL® - Airless spraying system



On-board system for top of rail friction management and wheel flange lubrication

The System

TrainSys-AL® is a system for lubricating the wheel flange and controlling friction between the rail crown and wheel tread without the use of a compressed air supply. The system is optimised for the use of HeadLub® friction modifier or RailLub® flange lubricant. The system consists of a storage tank, pumps, nozzles and a control unit. TrainSys-AL® has a modular design and can be adapted to the available installation space envelopes. A key design feature is accurate and consistent product application in all operating conditions.



Spray nozzle for top of rail friction management and/or flange lubrication



Tank and pumps

Control system

A commercially available control system (e.g. Siemens LOGO) can be used to define the spraying interval, pause times and the processing of the release signal or spraying commands from the vehicle control system. Test switches to allow manual spray activation can be incorporated.



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Installation

The complete system is installed in the vehicle body adjacent to the bogie where the lubricant or friction modifier is to be applied. Metal pipes are used to connect the two pumps to the spray nozzles.

Special features

- 💧 Low maintenance system, no compressed air required
- 💧 Temperature-independent, constant product delivery rate
- 💧 Precise product application avoids wastage
- 💧 Pumps (left and right) can be controlled individually
- 💧 Designed for highly concentrated friction modifier containing solids (i.e. HeadLub[®] 90)
- 💧 Laboratory and operationally tested
- 💧 Customised tank configurations possible

Technical data

Product	TrainSys-AL[®]
Norms	Complies with all current standards for installation in rail vehicles
Tank	Dimensions according to available installation space
Weight	For example. a complete unit with 5kg tank without control weighs approx. 10 kg
Electricity supply	230 V (AC) for pumps, 24 V (DC) for control system
Operating Temperature Range	-20 C to +40 C
Notes:	This technical data represents the current status and is subject to change. Individual system specifications may vary. Further details on request.
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