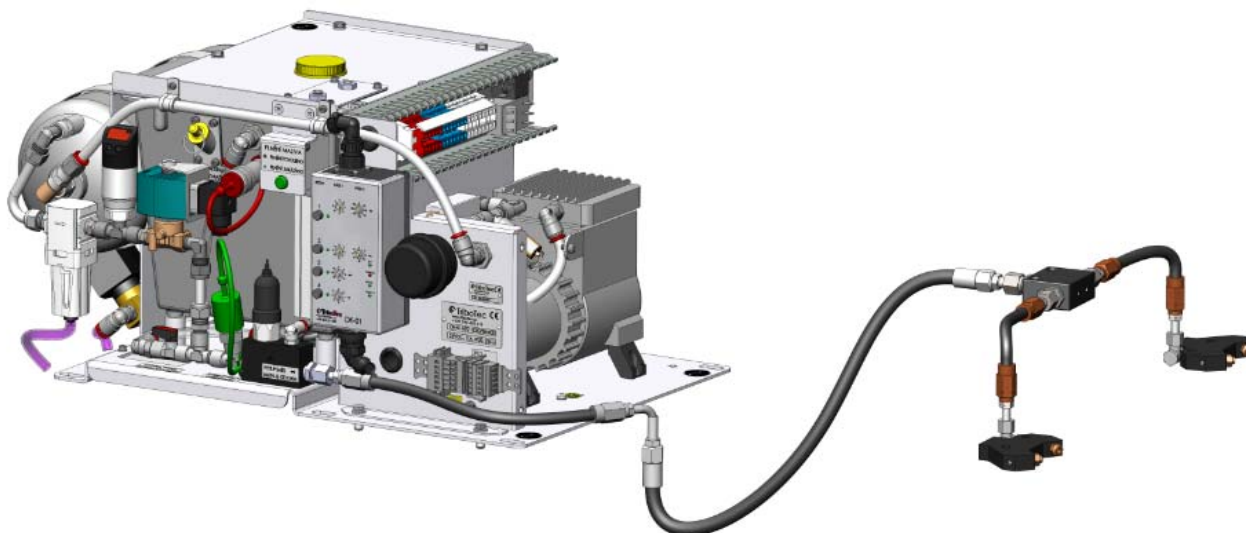


WHEEL FLANGE LUBRICATION OK-01



- ✓ SIMPLE WORKMANSHIP, USER'S SOLUTION
- ✓ SIMPLE INSTALLATION, MODULAR SYSTEM

Description

This system for Wheel Flange Lubrication OK-01 is formed by a lubricating aggregate that is designed to be placed in a designated space below a pair of seats in the interior of the tram and the distribution of the lubrication mixture on the chassis close to the first axle of the first tram chassis.

Wheel flange lubrication OK-01 is designed for trams that are not equipped with pressure air distribution. The system works on the principle of applying lubricant mixture to the contact area of tram wheel flanges with rails by means of pressure air. The grease inside the reservoir is sucked in with the piston dosing unit of the lubrication pump. The pneumatic dosing unit is operated by the solenoid valve. The exact amount of grease is dosed into a pressure air in a mixer, where the homogeneous greasing mixture is being made. The mixture of grease and air flows through a divider and piping on the vehicle's bogie into the spraying nozzles. The mixture is spread through the nozzles in the regular cycles on the exact grease point in the wheel flange. All the functions are switched on by freely programmable operating system.

The lubrication system is equipped with an integrated control unit that operates in a number of modes, including: the first start function, the standard lubrication mode in normal operation, the circuit cleaning function for a possible long-term shutdown of the vehicle and the service button for verifying the functionality of the device.

Technical parameters

Nominal voltage	24V DC
MAX current	11 A
Working pressure	3.5 ÷ 7 bar
Lubricant - type	biodegradable grease special designed for wheel flange lubrication *
Lubricant - consistency	NLGI 000
Lubricant tank volume	8 liters
Air tank volume	5 liters
Nominal supplied quantity of lubricant	0.4 cm ³ / cycle
Ambient temperature	- 30°C up to +60°C
Degree of protection	IP20
Weight	25 kg
MAX noise level	65 dB(A) ±2 dB(A)

* The list of recommended lubricants will be sent after making a request.

Advantages

- reducing negative impacts on environment decreasing in emission of noise when passing curves
- reducing the costs of changing and working wheels as a result of wearing
- saving energy by reducing a roll resistance and friction
- shortening the time of putting the vehicle out of operation as a result of wheel flange wear
- reducing the wear and deformations of rails

Other possibilities

Another ways putting wheel flange lubrication into the operation:

- Direct control from the vehicle's master control system (open architecture)
- Control unit with GPS module - JMO
- Curve sensor SO-01

