

Wheel Flange and Rail Lubrication System

CAPABILITY SHEET · FLANGE · GAUGE FACE · DOSE · ENGINEERED TO ORDER

THE ONE IDEA

PRINCIPLE	A film on the flange, not the tread.
WHY IT MATTERS	Friction must fall at the flange and the gauge face and stay at the tread, so the film goes only where the wear is.

THE SYSTEM

ON-BOARD	A reservoir, a pump or pressurised supply and a nozzle at each flange, dosed by distance and speed, for a line whose track cannot be fitted.
TRACKSIDE	A sensor that counts wheels, a pump and an applicator on the rail that puts the film on the gauge face for every train that passes.
CONTROL	A controller sets the dose by distance, speed or wheel count, with a limit it cannot pass, so a fault cannot flood the tread.
MONITORING	Level, dose and fault readings, logged against distance, show whether the system is doing what it was set to do.

THE METHOD

ORDER	Specify, mount, set, apply, check and prove. Setting the dose by distance, and looking at the tread, are what a quick order skips.
LIMITS	Dose rates, intervals and limits come from the standard the customer names and from the route, and are not printed here.

CONFIGURATIONS

ON-BOARD SYSTEM	Sprayed from the train onto each flange, with a controller that doses by distance and speed.
TRACKSIDE LUBRICATOR	Applied from the track onto the gauge face, by a unit that counts the wheels that pass.
MONITORED SYSTEM	Either of the others, with level, dose and fault readings logged against distance.

STANDARDS & SCOPE

STANDARDS	Public reference: EN 15427 for wheel and rail friction management by flange lubrication, equipment and lubricant.
SCOPE BOUNDARY	It is the flange and gauge-face system: not a bogie rig, not an air-brake rig, and not a bearing lubrication skid.
STATUS	Neometrix has quoted against successive wheel flange and rail lubrication requirements, and no delivered wheel flange or rail lubrication system is claimed.

DEFENCE PROGRAMMES DESK

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