

### Trolley for the Manual Inspection of the Rail Head

- ▶ Local Follow-up inspection
- ▶ Inspection of rails in switches (fully suitable for switches)
- ▶ Inspection of rails in tracks
- ▶ Re-examination of ambiguous test results
- ▶ Follow-up inspection during grinding
- ▶ May be used on all track systems
- ▶ For all established rail profiles: UIC 60, etc.
- ▶ Adaptable to different track gauges (see supplement)

### Design

- ▶ Lightweight chassis made of CFK (12kg/ 26,45 lb without laptop)
- ▶ Maximum stability at lowest dead weight
- ▶ Patented magnetic guiding along the railrunning edge without any clamps, therefore easy removable from the track
- ▶ Real one-man operation
- ▶ Easy and quick manual assembly without tools
- ▶ Disassembled and packed in a useful protective trolley case
- ▶ Patented calibration standard

### Probes

- ▶ Special eddy current probes for the inspection of rails
- ▶ Cracks with a length of up to 12 mm can be distinguished,
- ▶ Probefocus: approx. 6 mm per probe
- ▶ 4 probes adjustable to 20 different test positions which cover up to 60 mm of surface over the gauge corner
- ▶ Sliding probes made of ceramic (sliding block) offer an optimal probe distance and probe angle
- ▶ Probe head especially adapted to the gauge corner curvature

### Protective System

- ▶ IP63

### Operating Features

- ▶ Self-sufficient operation for 4 hours

### Weight

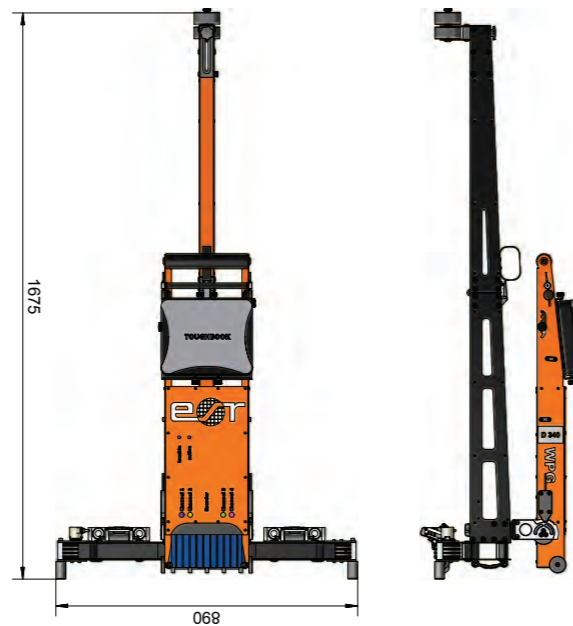
- ▶ Approx. 12kg/ 26,45 lb net including test instrument and probes with wiring (without laptop)

### Software Elo Rail

- ▶ Precise data acquisition in relation to the track position along the rail
- ▶ Multi channel display (up to 4)
- ▶ Selectable display of the raw data (eddy current signal) or of the calculated depth of damage for headchecks
- ▶ Evaluation of the test results and presentation of the test report within minutes
- ▶ Export function for easy export to for example for further analysis and post-processing of the data for example in EXCEL



Easy assembling



EloRail WPG D340



Case with trolley

Approved by the DB Netz AG  
On basis of DB Ril 821.2007  
No. of approval: 052-ZU-0250-12  
Valid from 02/2015

### Eddy Current Instruments and Systems

# DRAISINE WPG D340 WITH ELO RAIL-SOFTWARE

We bring eddy currents to the rail!

- ▶ Carbon-Fiber Inspection Trolley - Ultralight
- ▶ Small On Weight - Big On Manageability
- ▶ Requires Just One Operator
- ▶ For Rails And Switches
- ▶ NEW: Usable with track gauges from 1400 up to 1700 mm

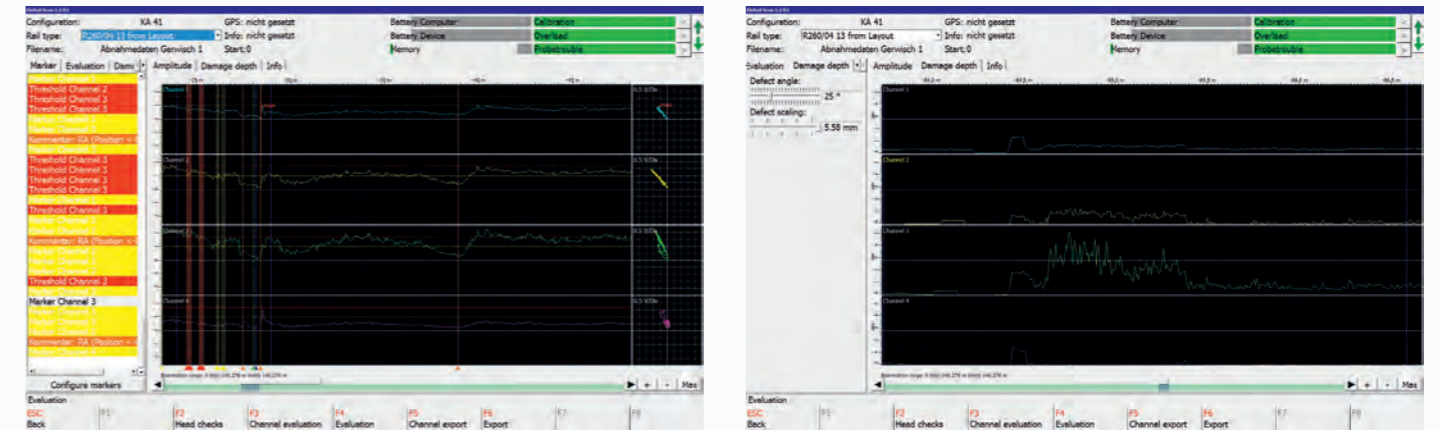


2013  
Preisträger  
INNOVATIONSPREIS  
Rheinland-Pfalz

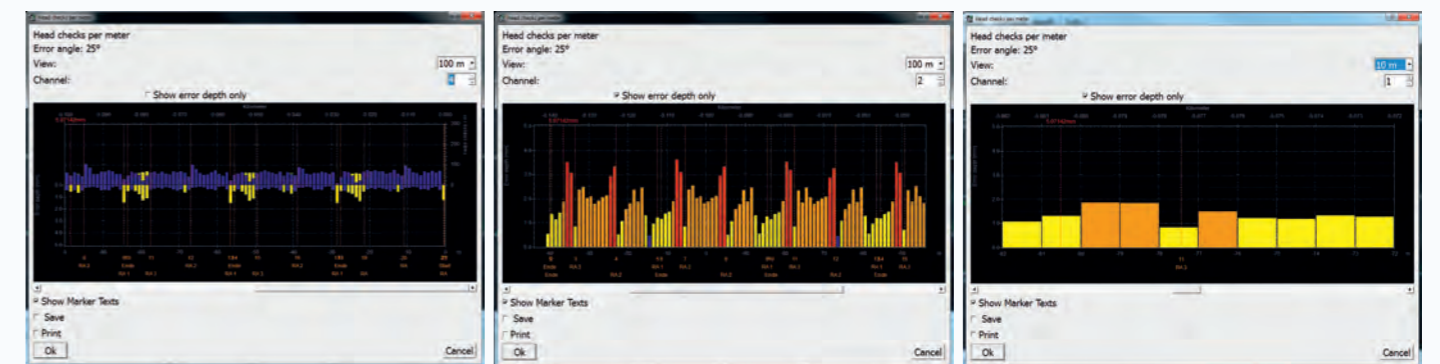
Approved by the DB Netz AG



# SOFTWARE ELORAIL



► Data acquisition and real time visualization of the raw data/ Postprocessing of the raw data leading to calculated



► Easy and quick analysis of the track condition, based on the acquired defect information per track segment

## DRAISINE WPG D340

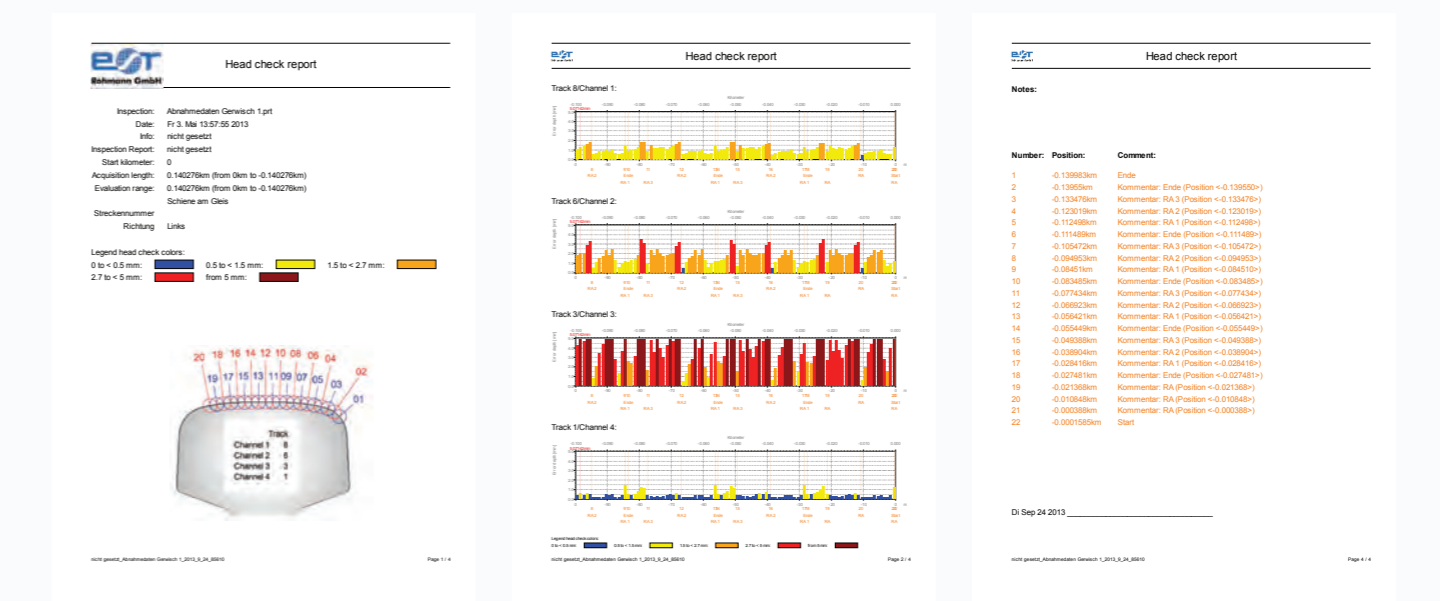
ROHMANN GmbH - We bring eddy currents to the rail!

Railroad rails are subject to great stress: they are stressed by increasing traffic (load alternations), increasing axle loads and increasing speeds, especially in high-speed sections. Therefore rails must be tested very carefully based on their load profile. It is therefore the job of a modern eddy-current test instrument to detect and evaluate defects such as headchecks, squats and other cracks, even in weld seams.

The ROHMANN-inspection trolley is made from ultra-light-weight carbon fiber and is easily handled by just one operator. The trolley can be assembled and disassembled without tools within a matter of minutes. The trolley is versatile and may be equipped with a variety of eddy-current test instruments depending on the inspection at hand.

The trolley is guided by a new and patented magnetic holder that enables an extremely smooth running and precise inspection along the running edge. Due to the adjustable magnetic guiding forces, the trolley can be quickly and easily removed from the track if a train approaches.

Additionally the holder enables the trolley for inspections through switches. The probes have a ceramic protection against wear and tear and can be guided contactless or in a sliding fashion.



► Extensive reporting for detailed damage documentation