

Vortok

Rotorrail

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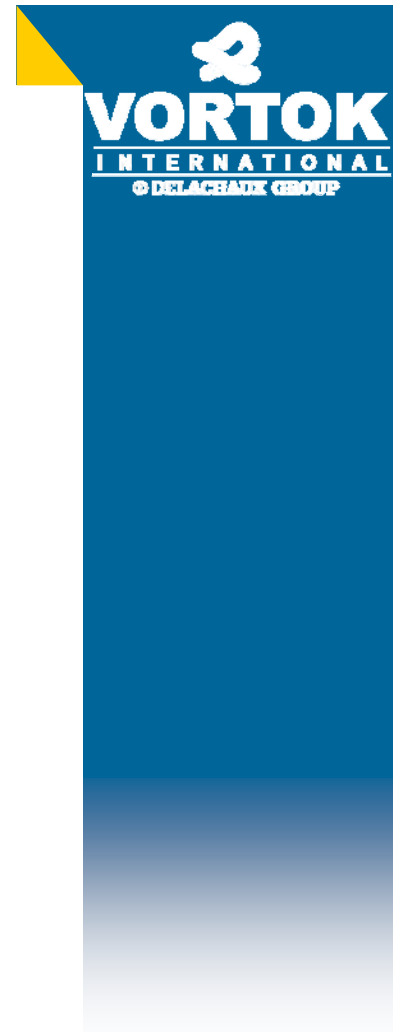
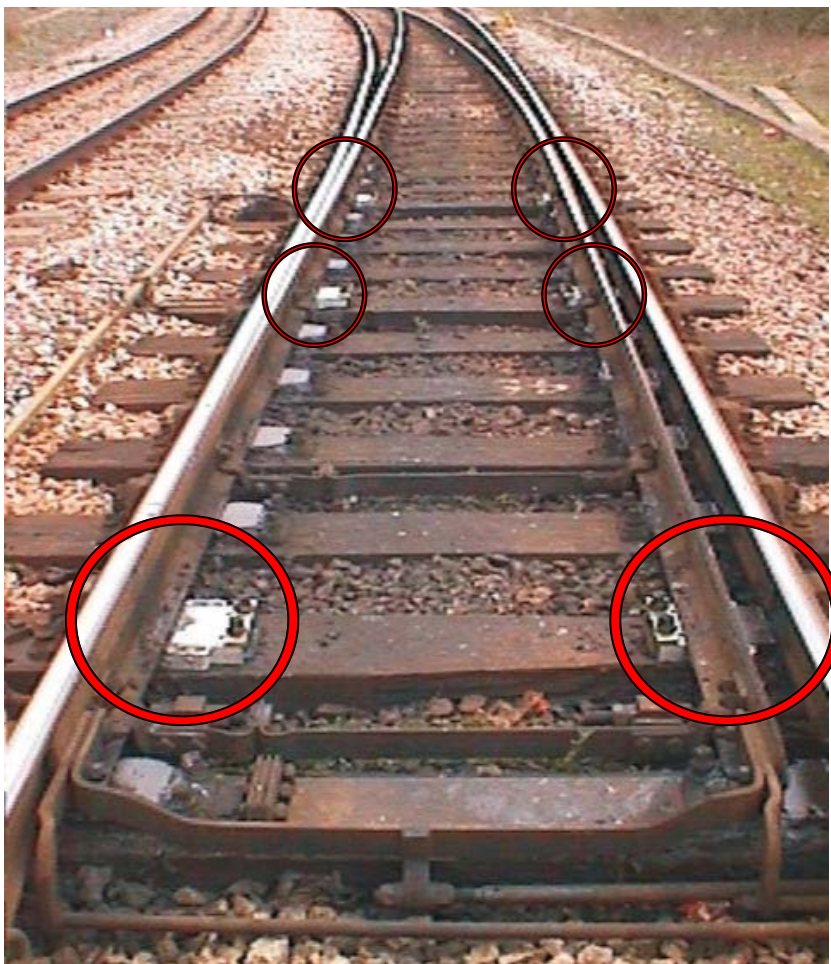
ENGINEERING SOLUTIONS FOR RAILWAY MAINTENANCE

Retrofit Switch Rollers

Maintenance free (No Lubrication)

Install in less than 30 minutes

The Vortok Rotorrail principle of operation is very simple, to reduce friction to such an extent that the switch operates reliably without the need for heavy, or indeed any, greasing. The unique method of positioning the rollers cantilevered over the side of the baseplate structure, taking support from it, enables the system to be easily designed/adapted for virtually all baseplate designs.



ACCEPTED BY
Network Rail

Certificate: PA05/00991

Vortok International

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ENGINEERING SOLUTIONS FOR RAILWAY MAINTENANCE

Rapid installation process takes no more than 30 minutes per switch.

No possession required.

Retro fit install using existing baseplate screws, no special fixings required at all.

Maintenance free with no greasing required.

The specially hardened type sealed rollers are lubricated and sealed for life, offering immediate labour savings by eliminating the need to grease.

Suitable for switch lengths A-H

4 units required for switches A-D,

6 units required for switches E-H.

Tamper friendly

Increased switch reliability reduction in wear and tear.

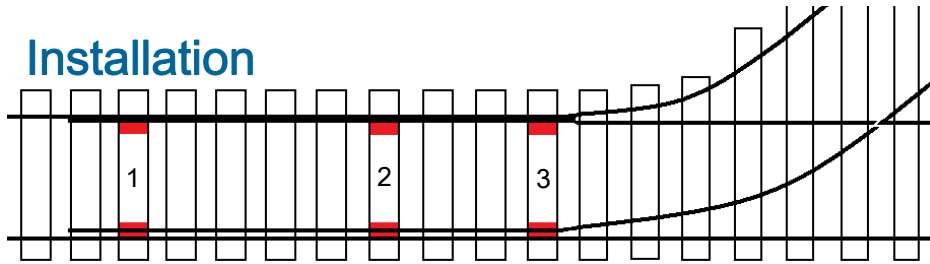
Energy Saving motor power can be turned down and motor life extended.

No adjustment the units require no vertical adjustment as they operate on a fixed height lift and therefore cannot be incorrectly set by track workers.

Range of designs to suit vertical, shallow depth, bullhead, switch diamond and other baseplate types.

Custom applications systems configured to your needs.

Installation



Positioning: (Typical)

- 1) Roller units on bearer number 2 or as near to the toe of the switch as possible.
- 2) Units should be positioned approximately 5 bearers further back or in places where the slide chair carries the most load.
- 3) Switches categorised as E to H, use a third pair of roller units (as above) positioned towards the back of the switch where the switch blade is dragging on the dry baseplate.

Note: It is not critical that rollers in positions 2 & 3 are positioned exactly as shown. If the switch blade is hogged it is acceptable to move the rollers to a more appropriate position.

The second and, where fitted, the third pair of Rotorrails do not have to be on the same bearer.

A. Remove AS screws and clean off excess grease from baseplate.



C. Offer Rotor Rail unit onto baseplate. Slide until rollers just touch the closed switch blade.



E. Replace screws in holes and tighten to correct torque.



B. Place rings over ferrules. If ferrules are damaged, replace as required. Tap ferrules down so as they are flush with the rings.



D. Place locking plate over holes ensuring serrations are facing down.



Network Rail PADS No.
 Flatbottom Vertical: **057/009825**
 Shallow Depth UIC 54: **057/009826**
 Bullhead: **057/009827**



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 The Multiclip Company Ltd is a member of the PANDROL Group of Companies

VORTOK is a registered trade mark



UNIPART RAIL

Also available in the UK from Unipart Rail



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