SINGLE RAIL TROLLEY FOR EDDY CURRENT INVESTIGATION OF SURFACE DEFECTS IN RAIL

FILUS EC 1

Traditional tools with advanced electronic system of recording to inspect rail

Electronic system, ergonomic and efficient

Precise detection of flaws on the rail surface

Handy and toolless mounting

GEISMAR®

SINGLE RAIL TROLLEY FOR EDDY CURRENT INVESTIGATION OF SURFACE DEFECTS IN RAIL

FILUS EC 1

Your benefits

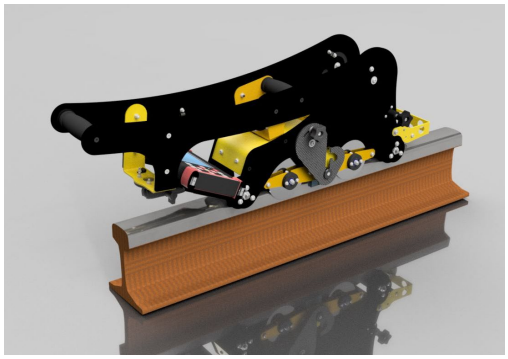
- Audible and ergonomic visual warning in case of flaw detection and continuous recording for later analysis
- Rugged, collapsible and totally self-contained, the trolley can be easily carried to site. The trolley can be set up in a few minutes by only one operator without tools.
- The trolley is hand-pushed along the track under test, at a normal walking pace, providing a highly accurate test of the rail surface.

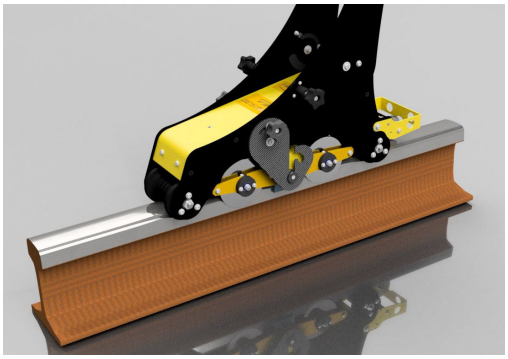
Specifications

Power	Battery: 7.2 V - 3,100 mAh
Autonomy	Running time: up to 8 h Charging time: 2.5 h
Mass	9,5 kg (19.9 lbs)
Dimensions (L x W x H)	889 x 249 x 327 mm (35 x 9.8 x 13 in.)
Probes	Dual coil reflection Eddy Current probe
Balance	Automatic: optimized balance load selection
Alarms	Fully configurable, freeze, tone or visual
Languages	English (other on request)

Technological advantages

- Hand-pushed trolley, specially designed to check a single rail with rotative encoder to measure distance travelled
- The unique dual coil probe will inspect the surface of the head and the gauge face using two separate channels
- Because of its special design, this probe will achieve 'lift-off' figures of -3 dB/mm instead of the normal -8 dB/mm for a weld type probe or -30 dB/mm for a pencil-type probe
- Inspection of the gauge corner and face for head checks is also possible due to the unique design of the probe
- The on-board computer-controlled Eddy current flaw-detector can trigger an audible and visual warning should a defect be indicated and continuous recording for later analysis
- The probe is capable of detecting rail-head defects in one pass and will generate a signal depending on the length and depth of the defect and distinguishes cracks in the gauge corner (high tension zone) and the whole rail head. The active face of the probe can easily be profiled to fit different rail profiles





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