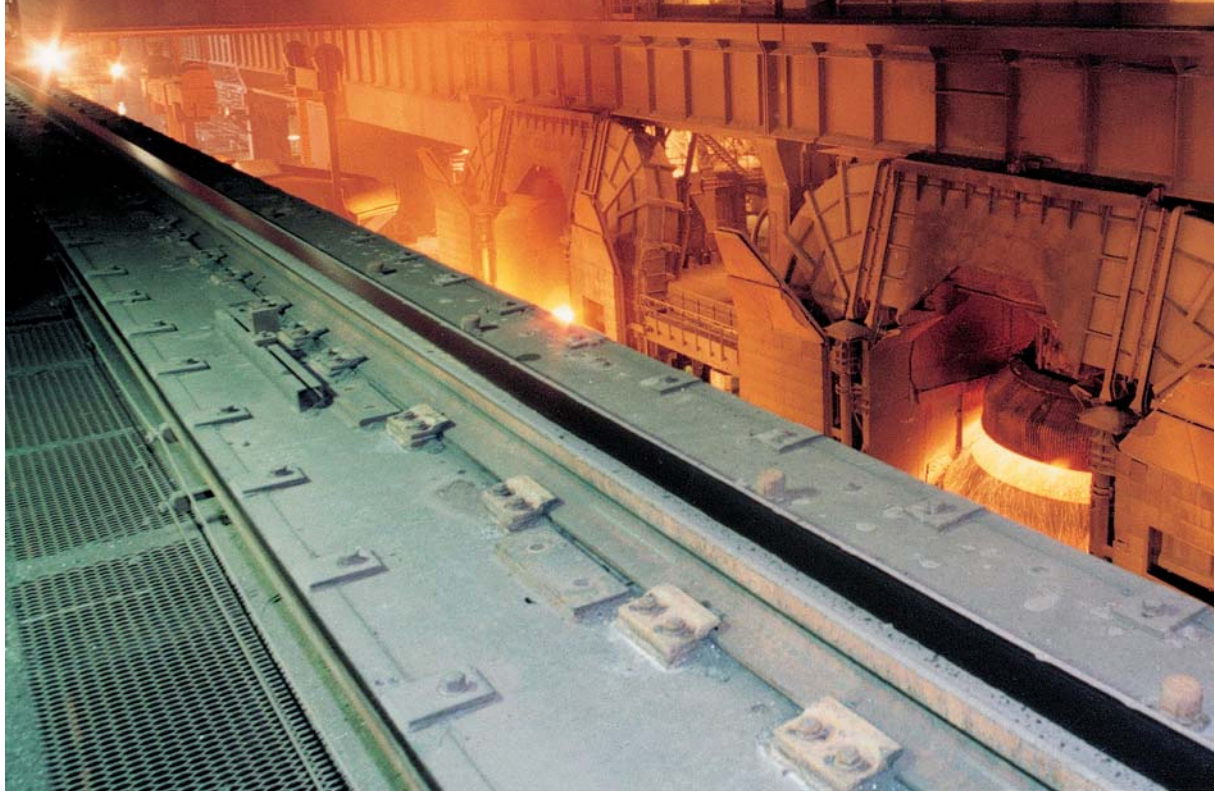




The GANTREX® solution for rail welding



Modern handling equipment require a smooth and continuous rail track. Consequently, rails must be butt-welded to avoid shocks at joints, as well as damage to wheels and other mechanical parts.

The geometry of DIN 536/1 type rails is such that it prevents any other technique for joining the rails.



Practically, two crane rail welding methods are used, on the ground or at height :

- Enclosed arc using electrodes.
- Alumino-thermic welding.



Enclosed arc welding

• Technology :

The void between the ends of the rail is filled with a continuous layer of fillet welds.

• Equipment :

- permanent basic equipment : material for adjustment and pre-heating, set of electrolytic copper blocks, power transformer, grinding equipment.
- consumables : specially adapted electrodes, heat insulation plates to protect the pad.

• Implementation :

- the technique requires qualified rail welders.
- welding instructions available.



Alumino-thermic welding

• Technology :

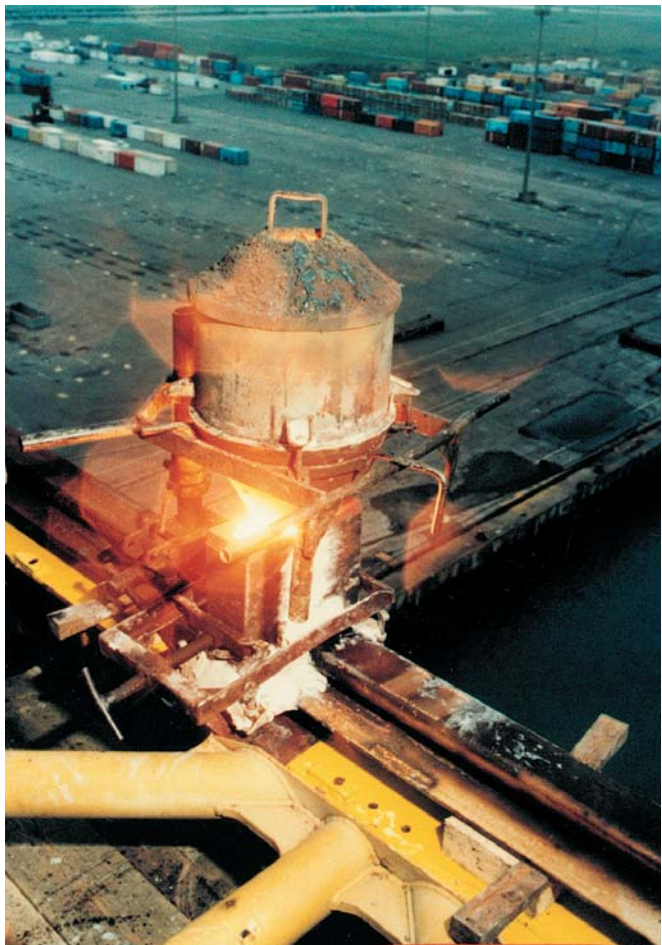
The steel obtained by combining iron oxide with aluminium is cast at over 2000°C in a refractory mould matching the rail profile.

• Equipment :

- permanent basic equipment : material for adjustment, mould fixing, pre-heating, casting and finishing off.
- consumables : mould adapted to the rail profile, welding charge and igniter.

• Implementation :

- this technique gives excellent results, and is independent of atmospheric and operational conditions.
- the implementation of this technique requires qualified welders. **GANTREX** can provide you with the necessary training and qualification of your welders, or carry out the welding operation.
- welding instructions available.



We reserve the right to discontinue or change specifications or design at any time without prior notice and without incurring any obligation whatsoever.



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