DERAILER

- **Easy installation and adjustment**
- **Universality of use for all types of railway superstructures**
- **Long lifetime**
- **Minimum maintenance requirements**
- **High resistance against railway environment impacts**

Derailer effective position

General Description
A derailer forms a direct flank protection by derailing a railway vehicle in places where is no side protection point.

The derailer is installed by clamping jaws on the flange of rail. It is preferably manufactured for rails of the following superstructures S 49, R 65 and UIC 60. The left derailer derails to the left (in the movement direction), the right derailer to the right (in the movement direction).

Basic Technical Description
The derailer can be equipped by a special signal indicating the derailer position on the rail or outside the rail. The signal can be situated on the derailer side or on the opposite side of the derailer.

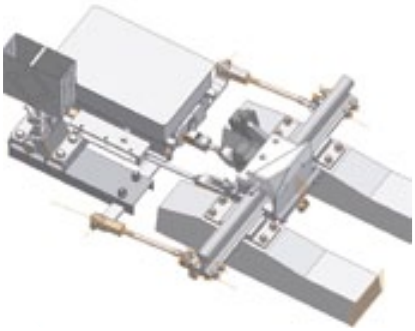
The derailer can be operated manually or by the electromotive point machine EP 681.2. The electromotive point machine can be installed on the derailer side or on the opposite side.

The electromotive point machine and the signal are mounted to the rail by the toggle mounting set.

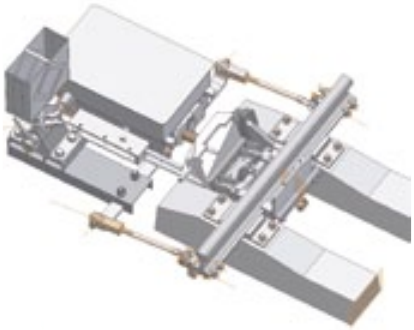
For installation of electromotive point machine and signal on the same side a common mounting set is used.

The derailer can be equipped by a padlock for locking in the position on the rail and outside the rail. Padlocks can be single or checking. Derailers are equipped according to the need – manual or complete, with or without fittings.

Against the unauthorised dismantling derailer is equipped by the locking square with the screw lock for the pentagonal key.



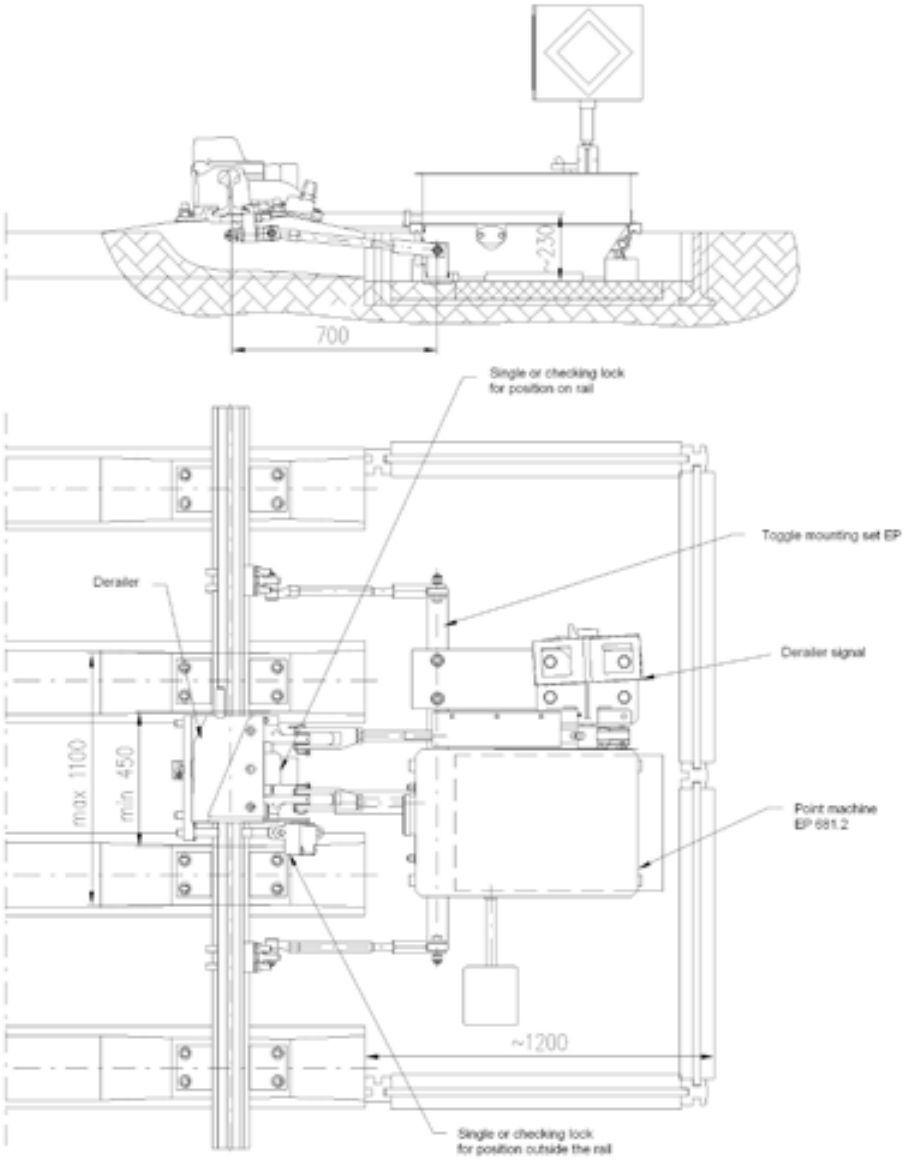
Derailer non-effective position



Derailer effective position

Basic Technical Parameters

Weight	58 - 225 kg (according to variant)
Mean service life	1 x 10^6 throw-overs (25 years)



Derailer design and dimensions