



Davy Industrial Park
Prince of Wales Road
Sheffield S9 4EX

✉ info@mechan.co.uk

🌐 mechan.co.uk

☎ +44 (0)114 257 0563



LIFTING JACKS

Mechan's flagship lifting jacks are raising standards in the rail industry. Using our Megalink control system, it is now possible to carry out a synchronised lift of up to 13 rail cars.

Thanks to our 50 years of experience, we build jacks that are designed to work hard in any environment and have an estimated life of 25 years, far longer than that of other lightweight alternatives. As experts in lifting equipment, safety is a priority and Mechan jacks will maintain the load of a train in the event of a power failure.

We are proud to say our lifting jacks fly the flag for British engineering and are used in some of world's most advanced rail facilities. As we understand the needs of our customers, our designs can be modified to suit bespoke vehicle and depot requirements.

MOBILE LIFTING JACKS

Using a wide leg pallet truck, our mobile jacks are designed to be moved around a workshop. They are supplied with fork pockets and lifting points for use with an overhead crane, offering complete versatility and manageability.

MOVING LIFTING ANVIL

If you need more flexibility than a fixed anvil offers, we can add extending anvils to jacks that allow you to position them along the lifting road and leave them in place.

The anvils slide forwards and back in a housing, which is an integral part of the lifting carriage. This allows them to retract to let a train pass and then extend as required to facilitate a lift. A rack and pinion system enables the anvil to be operated with minimum effort.

RAIL MOUNTED JACKS

Our mobile jacks can be fitted with rail mounted wheels, enabling them to sit on an embedded rail alongside a pit. This means they can be pushed into position easily, without the need for handling equipment.

CONTROL SYSTEM

Mechan offers two different control systems. Microlink is our original LCD control panel and Megalink a is our latest, fully interactive colour touch screen system.

LIGHTER CAPACITY JACKS

Mechan has designed a range of jacks for the tram and light rail markets. These are cost-effective and still retain the key features that make our products so revered by the industry.

Light rail customers require a different jack specification to their heavier counterparts and they often need a different base arrangement to accommodate lower lifting heights and cater for the proximity of car and rail.

Our lighter capacity jacks still feature all of the advantages that our control systems offer and can be synchronised in sets of any length.

Lifting jack specification

Lifting capacity per jack:	From five to 40 tonnes
Travel type:	Mobile with pallet trucks/castor wheels and rail mounted
Approx. jack weight:	600kg to 2,800kg, depending on capacity
Lifting/lowering speed:	220 mm/min,
Minimum anvil height:	Typically, 400mm, different heights are available upon request
Maximum anvil height:	Typically, 2500mm, different heights are available upon request
Moving anvil extension:	Fixed or mobile from 300 to 600mm
Power supply:	380-415V/3Ph/50Hz
Screw protection:	Protective bellows are fitted
Control system:	Portable remote panel, Megalink or Microlink
Synchronisation:	+ / - 2.5mm. Maximum 5mm across a set of jacks
Cabling type:	Surface or installed cabling
Paint system:	Shot blast to SA 2 ½ Plus two-coat paint finish, gloss yellow (BS08E51)
Gauge:	Mechan jacks can be designed to suit all gauges.



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ACCOMMODATION BOGIES

Accommodation, or dummy bogies as they are sometimes known, support a vehicle at a suitable height for maintenance to take place when the working bogie has been removed.

They are ideal for use in the production of new vehicles or in depots where the base of existing stock requires attention.

Accommodation bogies can be tailored to the needs of your facility and are suitable for internal or external use and storage. They can be adapted to run on straight or curved track profiles and they will adjust to angular misalignment between the bogie and the underside of the vehicle.

Mechan uses large diameter steel wheels for ease of movement and stability. They are complemented by heavy duty roller bearing assemblies, mounted to the underside of the bogie frame. The frame itself is fitted with two circular towers that connect with the vehicle's airbag points and a central pocket to pick up the spigot.

Accommodation bogie specification

Safe working load:	Typically up to 20t per accommodation bogie, other capacities can be catered for
Location:	Outdoor use possible
Paint:	Suitable for outdoor environment.
Rail wheels:	Single flanged
Wheel centres :	Typically 2100mm, other dimensions can be discussed
Lifting points on frame :	Included
Overall height :	Typically 870mm, other heights can be catered for
Track gauge :	Typically 1435mm, other gauges can be catered for
Wheel diameter :	400mm - 600mm
Paint :	Shotblast to SA 2½ Finish colour Yellow

OPTIONAL EXTRAS INCLUDE:

- Larger profile wheels
- Swivelling top frames
- Suspension and adjustable height
- Stilts for a fixed working height

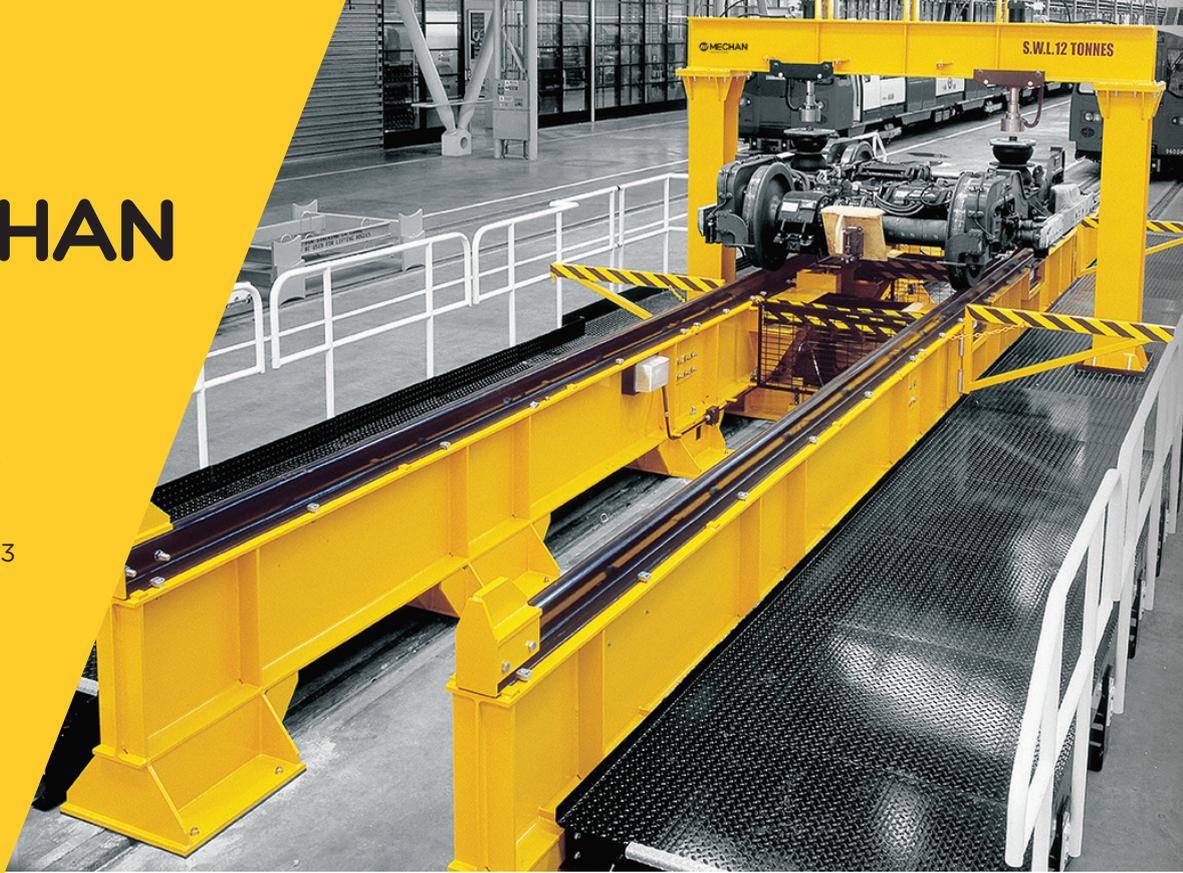


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BOGIE PRESS

A bogie press is used to mimic the loads imposed on a bogie by a rail vehicle and to settle the suspension, so no further adjustment is needed when it is fitted to the train.

THE RIGHT RIDE HEIGHT

Following build, repair or refurbishment, a bogie press is employed to ensure the ride height is set correctly. The unit bridges the rails and consists of cylinder(s) that apply load to the suspension points.

Adapters can be used to accommodate different types of bogie and we usually advise clients to fit a spreader beam under the rails, to transfer weight from the bogie's wheels to the press structure.

ELECTRIC POWER MAKES OPERATION EASY

The bogie press can be mounted in the floor in depots where rails are flush or under a raised section. It is powered by a three-phase electrical supply and will have an independent electro-hydraulic power pack to operate the cylinder(s).

FLEXIBILITY AND CHOICE

Bogie presses are quoted individually on request. They comprise single or twin pressing cylinders with independent load application and a guided spreader beam.

OTHER OPTIONAL FEATURES INCLUDE:

- Load measurement by solid state load cells
- Wheel load measurement to check load distribution
- Automation of some or all functions
- Data logging with report printout and storage



BOGIE ROTATOR

Mechan manufactures a wide range of products designed to make the removal, refurbishment and maintenance of bogies and wheelsets safe and more efficient.

Working in pairs, Mechan bogie rotators lift and turn a bogie to provide access to all areas in an ergonomic and safe manner.

Electrically driven screws with bronze load and safety nuts provide the lift function. The screws' non-reversing system supports the load at all times, whilst the nut is fitted with an automatic lubricator.

Mechan rotators can be designed to suit bespoke requirements. They comprise of rotating faceplates to offer complete access to the bogie at a comfortable working height, modified feet for a wide and stable base and synchronised jacks to ensure simultaneous lift.

The static jack is fixed to the floor using conventional studs and the single panel controller is attached to its rear. The mobile jack is then mounted on guide rails to enable the fitting and removal of the bogie frame between the two units.

Bogie rotator specification

Design:	One fixed manipulator and one mobile manipulator, surface or based frame mounted
SWL of the pair of units will be:	Typically up to 10 tonnes, other requirements can be discussed
Lift speed:	600 mm per minute
Rotating speed:	Approx. 0.5 rpm
Top height of rotating axis:	Up to 2200mm above floor level, other requirements can be discussed
Bottom height of rotating axis:	Typically 650mm above floor level, other requirements can be discussed
Control panel:	Mounted to rear of master lift unit
Power supply:	380-415v, 3ph, 50Hz
Power supply requirements:	one x 32 amp rated supply
Safety equipment:	Flashing beacon and klaxon operate when either lifting or rotating
Synchronisation:	Maximum 5mm across a pair of manipulators
Cabling:	Surface mounted



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TURNTABLES

Mechan manufactures a wide range of products designed to make the removal, refurbishment and maintenance of bogies and wheelsets safe and more efficient.

Turntables are used to transfer bogies between roads or turn wheelsets around in rail depots. They are typically fitted with double cross-rails to allow bogies to run across the surface and a latch to hold them in position when they are lined up with the workshop rails.

Our turntables can be operated with a manual push handle or electrically, using a gearbox mounted in the pit. Power is provided through a torque limiter to protect the gearbox from overloading during operation and access is offered for maintenance of the pivot bearings and slew drive.

We have designed our turntables to allow complete rail vehicles to roll over them at low speed, keeping the entire depot road open for other maintenance. Heavy non-slip decking plates also ensure forklift trucks and other equipment can pass without obstruction.

Turntable specification

Capacity of table:	Typically, up to 20 tonnes, other capacities can be catered for
Rollover capacity on rails:	Typically, up to 40 tonnes, other capacities can be catered for
Roll over capacity on decking:	Typically, up to 10 tonne axle load, other capacities can be catered for
Track gauge:	According to client requirement
Track formation:	Cross tracks
Turntable diameter:	According to client requirement
Latches:	Manual flip over latches
Decking	Solid durbar (anti-slip) top plate with access cover for bearings and support rollers
Location:	Indoor or outdoor
Slew bearings	Central pivot with plain bearings. Multiple spider wheels around perimeter
Slewing angle:	360 degrees
Rotation type:	Electrical or manual, dependent upon client preference
Power supply:	380-415v / 3ph / 50Hz
Powered table control:	Control will be from a wall-mounted panel, located by agreement to provide a clear view of operations taking place on the table



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CRANES

Mechan designs, develops and manufactures an impressive range of standard and bespoke handling equipment that extends far beyond the simple jib crane.

Our cranes are installed in some of the world's most hostile environments, including offshore and hazardous areas. They all conform to BS7333 standards and are finished in a high-quality two-coat paint system. Using the following three ranges, we can produce equipment suitable for any application, tailored to your specific needs.

POWERMMASTER

This is the largest crane in the Mechan portfolio, with a capacity between 5,000 and 15,000kg. They can be over or underbraced and supplied with a manual or powered slew of up to 360 degrees.

These cranes will work in ambient temperatures of 0°C to +45°C and are available with manual, electric or pneumatic hoists.

POWERMAN

PowerMan cranes are freestanding and cover a capacity up to 12,500kg. They boast manual or powered jib arms, can slew at any angle and provide continuous rotation.

The jib arm is underbraced and fitted with bolt-on end stops, to make attaching the manual, electric or pneumatic hoist easier.

They can be designed for indoor or outdoor use.

MINIMAN

Available in freestanding or column/wall mounted versions, the MiniMan 270 and MiniMan 360 cranes have a capacity of up to 2,000kg.

They can be over or underbraced, with the former allowing the hoist to travel close to the column. Both variants are supplied with a manual slew (an optional motorised slew is available on the 360) and manual, electric or pneumatic hoists.

INTERLOCK

All of our cranes can be fitted with an interlock system to work with the depot protection system, guaranteeing full security in a multi-work environment.

ATEX

Our cranes can be manufactured for use in zone one or two ATEX-rated locations. For example, they can be mounted on liquid propane/butane storage tanks.

OFFSHORE

We can design and manufacture cranes for use in offshore environments.



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EQUIPMENT DROP

Mechan's innovative drop systems can be used to reduce the time it takes to maintain, repair or replace components on the underside of a rail vehicle, without the need to lift or split the train.

As with all Mechan products, thanks to the skills and expertise of our in-house engineers, all equipment can be designed to suit the unique requirements of your depot environment and vehicles.

BOGIE DROPS

Mechan bogie drops allow complete bogies, wheelsets and other underfloor modules to be changed quickly at track level.

When a bogie needs changing, the vehicle is positioned centrally on the bridge section of the drop. Support beams spanning the pit are pushed into position and hydraulic jacks take the weight of the vehicle. The bogie can then be lowered and traversed to an adjacent road (typically the stores road) and exchanged for a new bogie.

Mechan offers three types of mechanism - a traditional scissor design, an intelligent screw jack system, incorporating lift towers and platforms, plus a self-contained screw jack design.

Using one of our equipment drops, a complete bogie change is feasible in just two hours, allowing the vehicle to return to service as quickly as possible.

WHEEL DROPS

A wheel drop allows wheelsets weighing up to five tonnes to be removed and replaced without the need to lift the vehicle.

They are equipped with a scissor lift table that moves under the road to facilitate the exchange. It raises to engage with rail beams and is then lowered with the wheelset on board, before traversing to the side of the pit to allow a crane or forklift to remove the unit for repair.

The wheel drop can accommodate an axle load of up to 20 tonnes on the removable rails. Two hydraulic support jacks and pumps are provided to brace the vehicle, once the wheelset has been removed and four chocks hold it in position on the table.

When the system is not in use, rails are latched into position, allowing depot traffic to pass normally. The wheel drop is operated by a push button pendant or from the control desk, ensuring personnel remain at a safe distance from moving parts.

RAIL REMOVAL SYSTEM

Our rail removal systems are a cost-effective way to exchange wheelsets and undercar modules, without lifting or splitting the train.

Sitting in a shallow pit underneath the track, the self-contained rail removal system comprises two lengths of rail, braced by rigid fabricated beams that are latched onto supporting columns at each end. They transfer the vehicle's weight whilst a rail mounted scissor table is positioned under the vehicle and used to remove rails and undercar modules.

The scissor lift table travels in a perpendicular direction to the track and is traversed by remote control to facilitate the exchange.

When the rail removal system is not in use, it is latched into position, allowing depot traffic to pass freely and ensuring the entire road is available for general maintenance activities. The controls and removable rails can be fully interlocked with the depot protection system and OLE isolation systems, ensuring a safe and secure environment for workshop personnel.

Typical Bogie Drop Specification

Rollover capacity (latches engaged)	Up to 70 tonnes
Maximum lifting capacity of bridge at upper level	Up to 50 tonnes
Lowest working height of bridge	Up to 1450mm below rail level
Highest working height of bridge	50mm above rail level
Vehicle support system	Adjustable mechanical supports
Lifting speeds - fast - slow	600mm per min nominal. 200mm per min nominal
Traverse speeds - fast - slow	6 mtrs per min nominal. 2 mtrs per min nominal.
Track type	According to your needs
Track gauge	According to your needs
Power supply	380-440V, 3ph+N, 50Hz
Control voltage	24V



TRAVERSERS

A rail traverser is used to move carriages and locomotives in a perpendicular direction to the track, allowing them to be transferred quickly and safely between roads in a depot, port or maintenance facility. It eliminates the need for fans of sidings and points that can lead to high infrastructure costs and take up a large area of land.

Mechan offers clients a completely bespoke service for the design and specification of traversers - no job is too large or small.

MADE TO YOUR REQUIREMENTS

From concept to manufacture and installation, Mechan produces traversers that meet individual workshop designs and vehicle requirements. We can offer a variety of options, including canopies, platforms, driver's cabins, remote control and automated stopping.

RECORD BREAKING CAPACITIES

We are very proud to have produced the largest traverser in the UK, which has a capacity of 170 tonnes. Because our units are made to order, sizes range from 40 tonnes, capable of traversing a single rail vehicle, to behemoths catering for the heaviest freight locomotives.

FUTURE PROOFED

Using the latest technological developments, we ensure our traversers are adaptable enough to handle future rail vehicles that are expected to be larger than today's trains.

Traverser Data Table

Design Type	Bridge or multi rail
Traverser Length	Built to client requirement
Pit Length	Built to client requirement
Capacity	40 to 170 tonnes as standard Larger capacities can be discussed
Travelling Speed (Fully Loaded)	20 metres / min
Track Gauge	1435mm as standard Other gauges can be accommodated
Electrical Supply	400V 3ph 50Hz + neutral and earth
Location	Indoors and outdoors
Options	Canopy, Side platforms, Driver cabin Automated stopping, Remote control



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UNDER CAR EQUIPMENT

Mechan offers a wide range of systems to assist with the removal of engines and other undercar modules in a variety of locations and applications.

Our bespoke designs include installed and mobile options to give the depot complete flexibility. Dimensions and capacities are tailored to your application.

SCISSOR TABLES

Mechan scissor tables consist of a powered lift hydraulic table, built into a fabricated base unit with four single flange wheels to run on rails, or polyurethane tyres for running on the depot floor. The wheels can be powered and the unit is controlled by either remote control or via a wired pendant.

The scissor tables are manufactured in accordance with BSEN 1570 and can be used for removing engines, traction motors and other undercar components.

The footprint of the table assembly is kept to a minimum to maximise the available space for operators working in the area to remove and refit components. The closed and maximum lift heights are tailored to your depot requirements and will depend on the task for which the table is required.

The table top can be provided with some lateral adjustment and rotational capability, to assist with the realignment of the equipment when refitting to the vehicle.

THE TABLES WE PRODUCE INCLUDE:

- Powered lift table – offering lateral travel, the table lifts, rotates and traverses, making it suitable for various modules
- Dual mode powered lift table – providing the same functionality as above, but fitted with workshop and rail wheels for added versatility
- Traction motor removal unit – a rail mounted table with adjustable top
- Manual hydraulic unit – fitted with a battery box adapter and a wide, stable leg arrangement to counterbalance the manual operation

PIT MANIPULATORS

A manipulator is a lifting tool for the removal of undercar components from a range of rolling stock. It is designed specifically to work in a rail maintenance pit, differentiating it from other undercar lifting equipment.

The height and width of a manipulator can be tailored to suit your pit dimensions. Adapters are located in the lifting head to allow it to work with a wide variety of components and it incorporates a socket to accept further items from under the train, for example, coupler adapters.

Mechan manipulators have front and rear castors to provide mobility in and out of the pit and side rollers to guide them through the available space. The head is compact to give all-round access and it swivels, so it can reach components that are offset from the pit centre.

Anti-slip plates are also incorporated, allowing personnel to stand on the manipulator to reach the item being worked on and pass the equipment safely into the pit.

INSTALLED ENGINE REMOVAL SYSTEM

Our engine removal system is installed between two roads in a depot and is designed to allow engines, or other undercar components, to be removed and replaced, without lifting or splitting the formation of the train.

A section of existing rails is replaced with removable pieces that latch into pockets, to allow trains to pass over when the system is not in use.

A moving hydraulic scissor table sits on the rails cast into the pit, which is stored at the side when the system is not in use and can act as a pedestrian walkway. The top is supplied with longitudinal and angular adjustment, allowing an engine to be manoeuvred into position, making refitting as easy as



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STORAGE AND WORK STANDS

BOGIE STORAGE

Mechan designs and manufactures a range of stands to store bogies, wheelsets and other train components securely and efficiently.

Our bogie stands support wheel treads, to protect flanges and paintwork on the frame from damage. If required, an option to help with wheel rotation during storage can also be integrated.

We design two types of stackable bogie stand - wheel to wheel and frame to frame. The latter provides a positive location for the bogie wheels on their treads and holds them firmly in place.

All contact areas are covered with an HDPE soft nylon face to prevent damage to wheel treads and the frames are designed to be stacked up to three high, minimising the floor space used.

Each stand is supplied with lifting lugs, so it can be handled by conventional slings and an overhead crane.

WORK STANDS

When key undercar equipment needs to be worked on in a depot or overhaul facility, we can design and manufacture work stands.

These can be made to accommodate bogies, wheelsets, axles, traction motors and more and are designed specifically for the task and bogie type.



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WHEEL LATHES

Underfloor Wheel Lathes are designed for the reprofiling of rolling stock wheels up to 30 tonnes/wheelset, directly in the depot without any prior removal from the vehicle.

THREE VERSIONS ARE AVAILABLE:

- RNG20 UFWL (up to 20 tonnes/wheelset) - internal or external clamping
- Heavy duty RNG30 UFWL (up to 30 tonnes/wheelset) - internal or external clamping
- Tandem UFWL (all four wheels on a bogie are reprofiled simultaneously)

The wheel lathe is easy to use by one operator. High performance dynamic measurement of the profile enables the measurement of any point on the profile allowing:

- Specific wheel/profile defects detection and corrective machining
- Possibility of “economical” reprofiling

OPTIONAL EXTRAS:

- Dust and fume extractor
- Stinger or other hauling device (interlocked with UFWL)
- Swarf crusher and conveyor
- Brake discs machining
- Maintenance contract

		RNG20 Main technical characteristics	RNG30 Main technical characteristics
Drive rollers	Number Motor power	4 4 x 5,5 KW	4 4 x 15KW
Tool saddles	Feed speed range Rapid feed speed Maximum cutting depth Max cutting speed for Wheel	0.2 to 2.5 mm/tr 3 m/min 4 mm 120 m/min	0.2 to 2.5 mm/tr 3 m/min 10 mm 120 m/min
Hold down device	Hold down type	External or Internal	External
CNC	Type	SIEMENS 840D	SIEMENS 840D
Dimensions	Length x Width x Height	5200 x 2400 x 2600 mm	4500 x 2300 x 2900 mm
Weight	Approximate net weight	18000 kg	23000 kg
Installed power	Total	Approx. 40 KW (depending on options)	Approx. 80 KW (depending on options)
Track	Gauge (Other gauges possible)	1435 mm	1435 mm
Wheel sets	Max. axle load Axle length	20 tonnes 1800 to 2400 mm	35 tonnes 1870 to 2150 mm
Wheels	Diameter at R point Wheel width	530 to 1250 mm 95 to 145 mm	600 to 1250 mm 95 to 145 mm
Cutting tolerances	Ø difference on same wheel set Wheel roundness (radial eccentricity) Wheel wobble (axial eccentricity) Reprofiling precision (difference between theoretical and cut profile)	≤ 0,10 mm ≤ 0,10 mm ≤ 0,20 mm +/- 0,10 mm (after final cutting)	≤ 0,10 mm ≤ 0,10 mm ≤ 0,20 mm +/- 0,10 mm (after final cutting)
Performance	Average complete cycle time for 2 wheels (depending on wheel diameters) With internal Clamping With external Clamping	Approx. 30 minutes Approx. 35 minutes	Approx. 30 minutes



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WHEEL PRESSES

Wheel presses are designed for the mounting and/or dismounting of wheels and other components (brake discs, gears etc.) on wheelsets axles, for use within rolling stock maintenance workshops or wheelset production facilities.

They are easy to use and require just one operator. The wheelsets can be positioned in the press directly using an overhead crane and operation is fast and secure, thanks to the double cylinder configuration. No handling of the wheelsets or repositioning is required between the first and second wheel pressing.

OPTIONAL EXTRAS:

- Overhead gantry crane
- Measuring arm
- Calibration set
- High pressure oil injection device (for wheel dismounting)
- Preparation stand
- Loading trolley
- Maintenance contract

Main technical characteristics and performances

Wheel press force	Mounting pressing force Dismounting pressing force	200 tons 200 to 600 tons
Cylinders	Cylinder stroke Rapid approach speed Retract speed Pressing speed (Variable)	600-900 mm 20 mm/s 20 mm/s 1 to 5 mm/s
Wheelset dimensions	Max wheel diameter Max wheelset weight Wheelset length	1,100 mm 3,000 kg From 1800 to 2600 mm
Installed powers	Total power required	35 kW Depending on options
Overall dimensions of the machine	Length Width Height	- 6,500 mm - 2,500 mm - 3,000 mm
Positioning precisions	Standard positioning precision With high precision positioning device	+/- 0.5 mm +/- 0.3 mm
Production performances	Average complete cycle time for normal wheel set with 2 wheels (excluding wheelset loading and unloading)	- 10 min
Weight of the press	Approximate net weight	- 25,000 kg



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OUR SERVICES

Mechan offers a comprehensive aftersales service, to give clients peace of mind that once an installation is complete, it will operate safely and reliably throughout its lifetime.

MAINTENANCE

Mechan provides a range of specialist maintenance programmes tailored to your needs. Contract customers can also benefit from reduced hourly rates for emergency call-outs and access to unrivalled technical support.

Regular maintenance reduces downtime and prolongs the productivity of machinery, providing a much greater return on your investment. Contractual servicing will also help you meet legal requirements to protect employees and give them greater confidence in the equipment.

Mechan's skilled mechanical, electrical and software engineers maintain our machinery and third-party products. They receive full training and backup, to ensure they stay up-to-date with the latest technology and carry a selection of spare parts that can be fitted in the same visit if required.

REFURBISHMENT

We offer refurbishment services of existing rail depot equipment to keep maintenance equipment in good condition.

Changing with the times doesn't have to mean ripping out serviceable kit and starting again. We can renovate and restore most types of equipment, giving obsolete or tired machinery a new lease of life.

We can install new electronics or hydraulics and even repurpose some pieces completely to meet modern demands, depending on what it is and your end goals.

To begin the refurbishment process, we will assess the product in question and produce a condition report, before providing you with our recommendations. All necessary work is then costed up, enabling you to make informed choices about the economics of repair versus replacement.

Upon completion, your overhauled equipment will be thoroughly tried and tested by our expert engineers to ensure it is fully operational, safe and ready for action before being reinstalled at your depot.

RAPID RESPONSE

Our fully qualified, skilled technicians offer a 24-hour nationwide call-out service, to respond swiftly and efficiently in an emergency situation.

In the unlikely event your machinery breaks down, an on-call engineer will endeavour to resolve the situation without delay and remedy the problem.

We will ensure your equipment is fully operational as quickly as possible, to minimise downtime and disruption to your maintenance facility. Our experts are equipped with a range of spare parts for Mechan and third-party products that can be fitted in the same visit if required.

SPARES

We hold an extensive range of spare parts for the equipment we supply to the UK and Irish markets.

Our fully qualified technicians carry a selection of the most commonly replaced spares at all times to ensure repairs are undertaken immediately, reducing downtime and improving the performance of your machinery. These include contactors, coils, automatic lubrication canisters and bulbs.

Following a callout or regular maintenance inspection, your technician will produce a report on all items serviced. This will be followed by a more detailed document from our head office that will include recommendations for a supply of spare parts. Holding such items in stock will help prolong the life and efficiency of your installation.

TECHNICAL SUPPORT

We offer a range of technical services to improve the performance and practicality of your lifting equipment.

Our onsite engineers are supported by a team of head office-based experts who can offer advice over the phone or by email to enhance your servicing provision and help you undertake day-to-day maintenance of your machine.