

Schlatter Industries AG

Leading in rail-welding technology for more than 100 Years

FOCUS ON CUSTOMER BENEFITS



Schlatter's new mobile rail welder type AMS200 mounted on a road/rail truck

Schlatter is the market leader in stationary rail welding machines for long-welded rail production (LWR) and for welding machines for turnout parts, frog points and crossings. The mobile rail-welding systems are well known worldwide and are widely used for welding continuous-welded rails for high-speed tracks and heavy-haul tracks.

At Schlatter rail-welding machines the focus is on quality. This encompasses both the quality,

long life-span and low operating costs of the machines and the quality of the final rail welds. For good quality welds, Schlatter has developed the designated Schlatter Weld Processor (SWEP) which controls the main parameters 'current', 'force' and 'travel' and their correctly timed interaction.

These three parameters are constantly supervised by the new Schlatter Weld Analyzer which records every weld. Setting

tolerance fields makes it possible to decide whether the parameters are in the desired range immediately after the welding process.

Mobile rail welding machines and systems

Schlatter offers various mobile rail-welding systems for in-track welding of continuous-welded rails (CWR). The latest development produces closure-welded tracks without separate pulling devices for de-stressing. Customers can choose between three different mobile rail-welding machines: Supraflex type AMS200, AMS100 and AMS60. All these mobile welders offer the same high welding quality but they have different rail end aligning systems. AMS200 and AMS60 align on the running edge (left or right side selectable) and are most suitable for high-speed railway tracks for passenger transportation. AMS100 aligns the centre of the web and is

mainly designed for heavy-haul and conventional railway tracks.

The AMS200 has an autarkical deburring system, which makes it possible to deburr the whole rail profile automatically directly after welding, even when both rail ends are in a clamped position. Our AMS100 and AMS60 rail-welding machines also have an incorporated deburring system which deburrs automatically directly after welding around the complete rail profile.

Two alternative rail-welding systems are available:

- 1. Supra roadflex, the truck-based system for road / rail operation with very high flexibility.**
- 2. Supra multiflex, consisting of standardised containers which can be mounted on to flat waggons or can be used semi stationary at the job site.**

Welding short rails into long-welded rails with Schlatter GAAS80

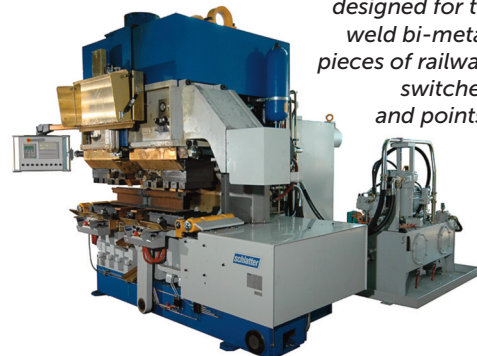
The renowned Schlatter rail-welding machine GAAS80 is in operation daily in rail-welding factories worldwide. It features a DC weld current, precise alignment of the rail ends (on running edge, selectable left or right side), precise vertical alignment including 'crown-position', outstanding weld quality and automatic deburring only seconds after welding. The rail ends remain clamped during deburring which contributes to quality. The small amount of remaining burr around the rail profile results in easy and cost-effective grinding.

For complete production lines, Schlatter co-operates with experienced partners for the additional machines like rail end brushing machines, straightening presses and rail profile grinding machines.



Schlatter's renowned GAAS80: the stationary rail welding machine that guarantees for highest welding quality.

The strongest of Schlatter's rail welders type GAA100: designed for to weld bi-metal pieces of railway switches and points.



Railway switches and crossings welded with Schlatter GAA100

The Schlatter GAA100 flash butt welding machine has an extremely compact housing that is open at the front so that work pieces can be easily loaded and positioned. A total of four clamping presses, each with 1000kN clamping force, ensure that there is no slip. Railway turnout parts, points and crossings as well as switch blades are exposed to very high loads. For a long service life, manufacturers use hard manganese and high-alloy steel which is welded to conventional rail steel with the Schlatter GAA100. This requires complex weld programmes and special processes.

Major manufacturers of turnouts and switch blades successfully use the Schlatter GAA100 because of its flexibility, its high-quality welds and its geometrical accuracy.

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NEW



Rail Welding System AMS200 for closure welds and distressing

The AMS200 is the latest development in mobile rail welding machines, a new generation which enables the distressing and the flash butt welding process to be carried out in one operation, without an additional pulling device.



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the secure connection