

Mechan

Mechan Showcases Bespoke Skills



After a long, four-year wait, rail depot equipment specialist Mechan will be flying the flag for British manufacturing once again at this year's InnoTrans exhibition.

The Sheffield-based firm, which is renowned for its ubiquitous yellow jacks, will be in Berlin from 20–23 September showcasing the reliability and versatility of its wide range of maintenance equipment.

Lindsey Mills, Mechan's Sales Director, said: "After such a long break, we're really looking forward to being back in the RIA UK Pavilion at InnoTrans. There is huge anticipation for this event, as it is the first opportunity we've had to catch up with rail colleagues

from across the globe since the pandemic."

Mechan's flagship lifting jacks grace some of the world's most advanced depots and orders have remained strong throughout Covid, with interest growing in the newest addition to its range – a version designed specifically for the tram and light rail markets.

Last year, the firm delivered one of its largest-ever orders to London Underground's Acton depot. A total

of 44 ten-tonne jacks were installed, taking the overall number in use at the facility to 68. They are housed in the site's new train modification unit to assist with an ongoing project to reduce increasing maintenance costs and improve the reliability and productivity of the Central line fleet.

Mechan's recently updated jack control system is one of the most flexible and advanced on the market, offering remote diagnostics via a 4G SIM card and

I/O technology. Using a portable panel, synchronised chains of jacks can be set up, raised and lowered safely and efficiently. This enables work on the underside of trains to take place at a comfortable height without decoupling, saving valuable servicing time.

An Unrivalled Record for Traversers

One of Mechan's many strengths is its ability to create bespoke equipment that suits the unique needs of each client and the environmental constraints of depots.

This is perhaps best illustrated by the rail traversers it produces, which include the largest installation in the UK at the Port of Felixstowe. Each traverser is built to order and is adaptable enough to handle future trains.

Mechan's latest installation is at the state-of-the-art 29 million GBP Intermodal Rail Freight Terminal at the DIRFT logistics park in Northamptonshire. The traverser is situated outside the terminal building, at the end of 9km of new lines and moves Class 66 locomotives in a perpendicular direction to the tracks, so they can return to service after loading/unloading. This has allowed the terminal length to be shorter, as a head shunt isn't required. Working closely with main

contractor Winvic, Mechan designed the multi-rail traverser to suit the specific conditions at DIRFT III. It spans 28 metres, has a capacity of 140 tonnes and comprises an access platform, plus loco buffer to prevent trains overrunning.

Innovative Bogie Drops

Bogie drops are another area in which the firm's specialist engineers can save depot operators time. Thanks to their innovative design, it is feasible to undertake a complete bogie change in just two hours.

Like traversers, each bogie drop is made to the client's requirements, enabling complete bogies, wheelsets and other underfloor modules to be changed quickly at track level, whilst maintenance, inspections and cleaning can continue at the same time.

When a bogie needs changing, the vehicle is positioned centrally on the bridge section of the drop. A support structure designed to suit the trains being serviced takes its weight, allowing the bridge section to be lowered and traversed to the side and exchanged for a new bogie.

Mechan has received award recognition for its custom-made bogie drop at Norwich's Crown Point depot, which was installed last year as part of largescale development at the facility. It is being used to remove underframe

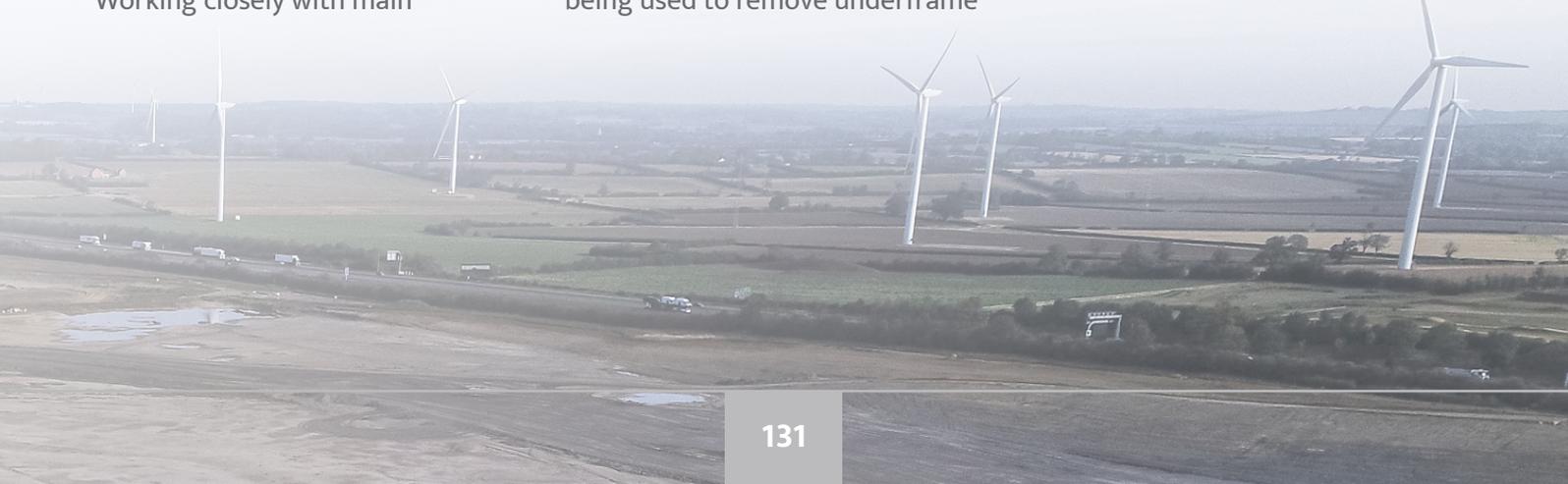
equipment, including bogies, wheelsets, transformers and cooling units from the new Stadler and Bombardier trains, introduced on Greater Anglia's intercity and Stansted Express services.

The bogie drop was designed specifically to work with the Stadler vehicles, which have articulated bogies that sit between carriages, meaning the ends of two cars need supporting during removal. It has a roll over capacity of 75 tonnes and incorporates mini jacks that act as body supports. The depot operator Abellio also specified automatic wheel stops and interlocked access gates as additional safety features, which were designed into the unit, drawing on past experience.

To find out more about Mechan's extensive range of depot maintenance equipment, speak to its InnoTrans team on **Stand 230G in Hall 2.2** at the Berlin Exhibition Grounds.

To find out more about the firm's bespoke design services, telephone +44 (0)114 257 0563, visit

www.mechan.co.uk or follow the firm on Twitter, [@mechanuk](https://twitter.com/mechanuk)

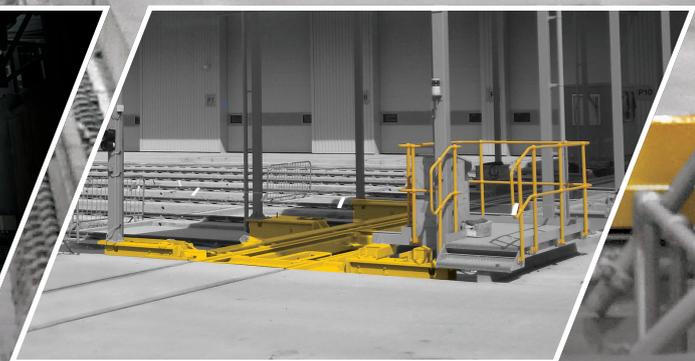


RAIL DEPOT & WORKSHOP EQUIPMENT

**VISIT US AT
INNOTRANS 2022**

20-23 September
Berlin
Stand 230G

- RAILCAR LIFTING JACKS
- BOGIE/EQUIPMENT DROPS
- TRAVERSERS
- TURNTABLES
- BOGIE WORKSHOP MACHINES
- UNDER CAR EQUIPMENT HANDLING
- LASER MEASURING
- SANDBOX FILLING
- SHUNTERS
- EXHAUST EXTRACTION
- UNDER FLOOR WHEEL LATHES



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