

**Meeting the challenges of the rail wash sector**



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## Monorail and trams



We have designed specialist wash systems to meet the challenges of monorail vehicles. As well as washing the sides, skirts, eaves, roof areas and front and rear. Specialist brushes have been developed to wash the trailing edge of the vehicles and the underseal.

We have already installed systems in Kuala Lumpur and Brazil, with another being supplied to Saudi Arabia.



There is a comprehensive range of equipment for tram washing. The wash system opposite is washing the new Bombardier fleet in Blackpool. ▶

## Front and rear washing



Specialist equipment, designed by Otto Christ, to wash the front and rear of vehicles. There is an increasing desire among rail companies to wash the front and rear, as these are the parts of the train that passengers will see. ▽

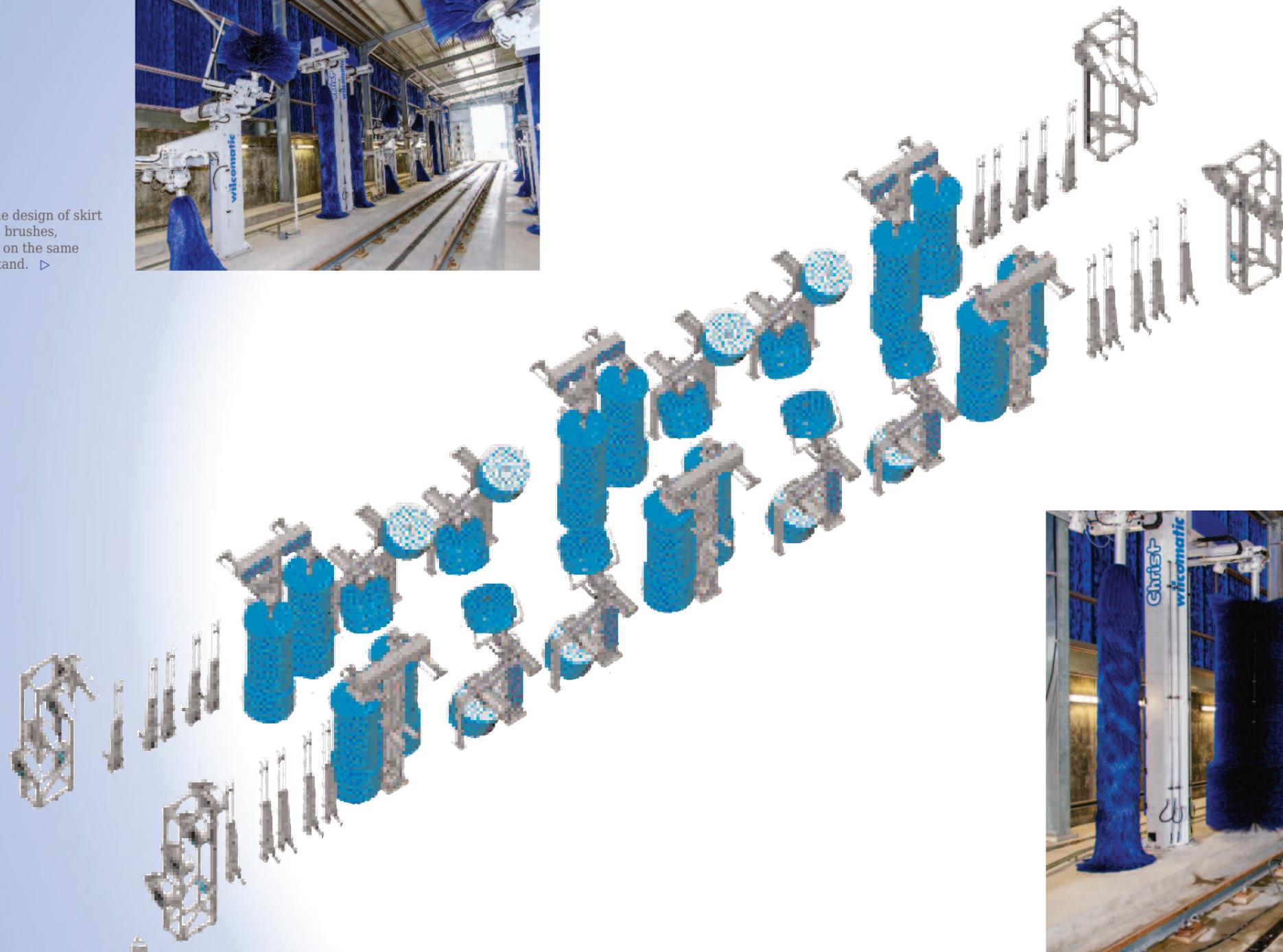
The split brushes can be designed to pivot through 180 degrees, enabling different wash passes to ensure complicated shapes are washed thoroughly. A further 3D option is available also to allow additional pivotable positions. These brushes can be raised in an additional linear motion and precisely set using positioning actuators to cater for variations of train profiles. Since the brushes are fully programmable, different train types can be washed auto-matically as long as there is a train recognition system.



## Bi-directional wash



The unique design of skirt and eaves brushes, combined on the same support stand. ▷



The diagram shows the wash configuration as supplied to the IEP project. Hitachi has purchased three identical systems for Doncaster, Nortpole in London and Stoke Gifford in Bristol..

The wash is bi-directional with 28 pairs of brushes. It also has a warm water pre-spray to warm the surfaces of the train in winter to increase the effectiveness of the detergent.

Train drying is aided by a rise-aid to help the water sheet off the vehicle. This is again helped by eight dryers, each being 5.5kW.

The wash sits within a 63m wash hall.



△ A view of the installed system at Northpole, London.

## Ancillary equipment



Within the Wilcomatic Group we have our sister company Working Water, which supplies reclaim and RO (reverse osmosis).

Due to the desire to conserve water, most new wash systems require a reclaim system, which enables approximately 70% plus of water to be reused.



A mobile paint spray booth, developed for the IEP (Intercity Express Programme) project.

## CET systems

In 2013, Wilcomatic became the UK distributor for Vogelsang CET (controlled emission toilets) systems. Wilcomatic is now supplying the CET system for Doncaster IEP depot.

The Vogelsang CET system works in any weather, even down to -20°C and can service two trains at once. The compact units guarantee all tanks will be emptied after service and drip-free couplings ensure no spillages.

Retractable hoses for our fixed or mobile systems mean fewer trip hazards and remote monitoring is possible.



◁ The unique Vogelsang 'T' bar system.



△ The Vogelsang double pumping system.