



RailSwing DELOK

Broken rail detector

- Reliable detection
- Insulated joints not needed
- Broken rail detection on track section 10–2500 m long
- Data and relay outputs
- Centralized processing and power supply
- Distributed architecture



GENERAL DESCRIPTION

RailSwing DELOK (further DELOK) is jointless broken rail detector.

DELOK enables broken rail detection without use of track circuits or insulated joints. Broken rail detection increases operational safety and is useful supplement to axle counters.

Output of DELOK detection can be interfaced to interlocking system (e.g. StationSwing ESA-44), which can prohibit movement or to set the limited speed of rail vehicle on section where broken rail has been detected.

BASIC TECHNICAL DESCRIPTION

DELOK–KOMBOX subrack containing Control computer and central power supply sources is located in interlocking/technological room. Control computer communicates with individual detection points DELOK–TRACKBOX located in railyard. Communication can be backed up – ring topology with diagnostics.

DELOK – TRACKBOX measures impedance of rail section and evaluates prospective rail breaking.

DELOK provides following reliable outputs:

- Broken rail detection
- System failure
- Interference of detection system by rail vehicle



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BASIC TECHNICAL PARAMETERS

Length of detected section	10–2500 m
Maximum number of detected sections	50
Connection of detection points	2 pairs of metallic cable
Input of detection point	max. 10 W
Input of Control computer	max. 100 W
Broken rail detection time	max. 3 s
Electric strength	4 kV
Temperature range (outdoor part)	–40 °C to +70 °C

