

Robel - great on track

Robel was founded in Munich in 1901 and is now located in Freilassing, Germany. The company is a specialist for railway construction equipment and machinery in the areas of small machinery, work vehicles and special equipment. The company has more than 100 different products in its portfolio and supplies these to countries all over the world. The agent for the United Kingdom and Ireland is Plasser UK. These two pages detail products approved for use in the UK with their Network Rail acceptance and PADS numbers, as well as other tried and tested products.

13.48 Railhead profile grinding machine

Cert No: PA05/05075

PADS No: 094/001162 (with GX 270 engine)

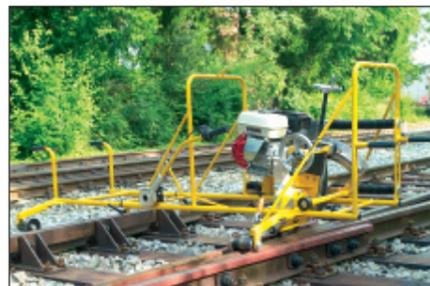


This grinder is used for the true-to-form grinding of the railhead, e.g. for welding joints, build-up welds or the deburring of flat-bottomed rails. It enables precise working and light, ergonomic operation - only the grinding equipment is swivelled, not the entire machine. The grinding wheel is fed through an electric, free-from-play adjustment device. The operator has a full view on to the grinding surface. Powered by either a 4-stroke petrol engine or an electric motor, the machine has recently been redesigned with a more powerful engine (GX 270) and improved operation and ergonomics.

13.61 Switch grinding and deburring machine

Cert No: PA05/02595,

PADS No: 094/007065



This machine is used for grinding build-up welds on switch blades, crossing frogs, stock rails and check rails. It may also be used for removing burrs on railheads and switches. The grinding angle and the height of the grinding unit may be set with a hand wheel. An ergonomically arranged hand lever with angle adjustment enables the lateral feed of the grinding disc. The machine is powered either by a 4-stroke petrol engine or an electric motor.

34.01 Clipping machine

Cert No: PA05/02593

PADS No: 094/013046



This mobile clipping unit is used for the application and removal of rail clips in one work process. It is suitable for all commonly used clip fastenings that are mounted in a 90° angle towards the rail, particularly for Pandrol Fastclip systems. The switching of the work process, i.e. application or removal, is achieved by simply swivelling the patented tool without the need for any additional tools. The clipping head's compact design makes it particularly suitable for use in third rail areas, enabling operations to be undertaken with the third rail still in place. An optional sleeper lifting device is also available. The machine is powered by either a 4-stroke petrol engine, a diesel engine or an electric motor.

30.82 RKS

universal power wrench

Cert No: PA05/04690

PADS No: 069/080005 (with GX 200 engine)

PADS No: 069/070000 (with GX 270 engine)



The power wrench is used for fastening and loosening nuts and sleeper bolts as well as for all other wrenching operations on the track. Equipped with an electric multiple disc clutch for maximum endurance, the display enables the precise setting of the torque with a potentiometer on the control panel and a visual feedback to the operator. The wrenching process is started with the push of a button. An automatic termination of this process guarantees highest precision and protects from overload. Traversing trolley optionally available. The machine is powered by an air-cooled 4-stroke petrol engine. The standard version of the power wrench is available as well (Cert No: PA05/04690, PADS No: 069/080003).

46.43, 46.45 and 46.50 Ratchet track jacks

Cert No: PA05/04209,

46.43 PADS No: 094/010015

46.45 PADS No: 094/010016

46.50 PADS No: 094/010017

The track jacks are used to lift and lower loads such as rails and track panels. They are of

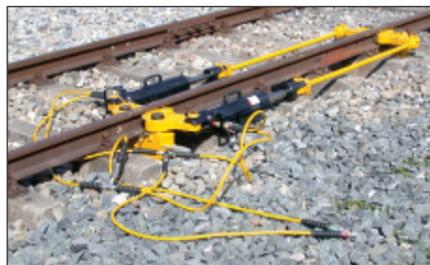


solid, rugged design with large, reinforced foot plates. The safety crank handle is foldable and equipped with a load pressure brake. Depending on the type, the track jacks can lift up to 3, 5 or 10 tonnes.

24.70 Rail stressor

Cert No: PA05/02593

PADS No: 094/070000



The rail stressor is primarily used during the welding of rails. It pulls, pushes or holds rails in neutral length during the welding process. The yokes are in box-type design with lightweight metal hydraulic cylinders and may be mounted above or below the rail. The heaviest component weighs only 33kg. The stressor can be mounted quickly without the use of additional tools. It can be operated either with a hydraulic handpump or a hydraulic power pack.

68.05 High speed clamping system

Cert No: PA05/03891,

Design 4 (long) PADS No: 094/001190

Design 5 (short) PADS No: 094/001191



For the form-fitting and secure connection of two rail ends. The rail clamp is mounted directly at the rail joint by using two flat fish-plates. It enables unhindered working of

machines such as ballast regulators and requires only minimum ballast excavation. Comes in long and short design and has a wide variety of applications. Short design used in pairs. Screw nut secured by safety plate. Little maintenance required, even if the clamp remains on the track for a while. Licensed by Deutsche Bahn for construction and operating tracks up to 160km/h.

40.05 Rail lifting device

Cert No: PA05/03724

PADS No: 069/036012



This device is used for lifting and fixing rails using a hand lever. It can be used for different types of rails, e.g. S49, S54 and UIC 60 and to replace pads and grooved baseplates. The hand lever is equipped with a dead centre safety system. Maximum carrying capacity: 750kg.

24.08 Rail pulling shoe

Cert No: PA05/05751

PADS No: 094/012110



The rail pulling shoe is used for pulling rails in the ballast bed. It may be used with S49, S54 and UIC 60 rails up to a rail length of 180 metres. The shoe leaves no marks on the rail and can be used for drilled and undrilled rails.

10.40 Rail drilling machine



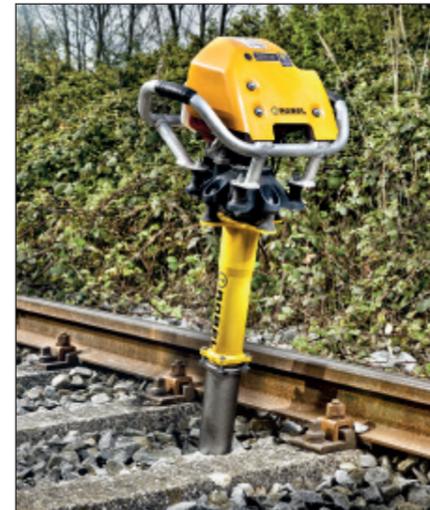
This machine uses core drilling technology for all rail web drillings in the signalling and track construction sector. It requires only one

operator and is operated with a manual feed. It has a drilling time of about 30 to 60 seconds, depending on the diameter and profile of the rail. It is equipped with a quick-action clamping device and a coolant reservoir with pressure pump. The coolant supply is led through drill spindle and drill. Universal clamping template for S49, S54 and UIC 60. Templates for other rail profiles on request. Powered either by a 4-stroke petrol engine or an electric motor.

62.05 Vertical hand tamper

Cert No: PA05/05265

PADS No: 094/012262



The rail pulling shoe is used for pulling rails in the ballast bed. It may be used with S49, S54 and UIC 60 rails up to a rail length of 180 metres. The shoe leaves no marks on the rail and can be used for drilled and undrilled rails.

25.16 Rail rollers - high and wide

Cert No: PA05/05309

PADS No: 057/072974 (high roller)

PADS No: 057/072973 (wide roller)



The rail pulling shoe is used for pulling rails in the ballast bed. It may be used with S49, S54 and UIC 60 rails up to a rail length of 180 metres. The shoe leaves no marks on the rail

and can be used for drilled and undrilled rails.

22.38 Hydraulic rail bender

Cert No: PA05/07000

PADS No: 094/07000



The rail pulling shoe is used for pulling rails in the ballast bed. It may be used with S49, S54 and UIC 60 rails up to a rail length of 180 metres. The shoe leaves no marks on the rail and can be used for drilled and undrilled rails.

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