TRT™

Transforming your next rail construction project

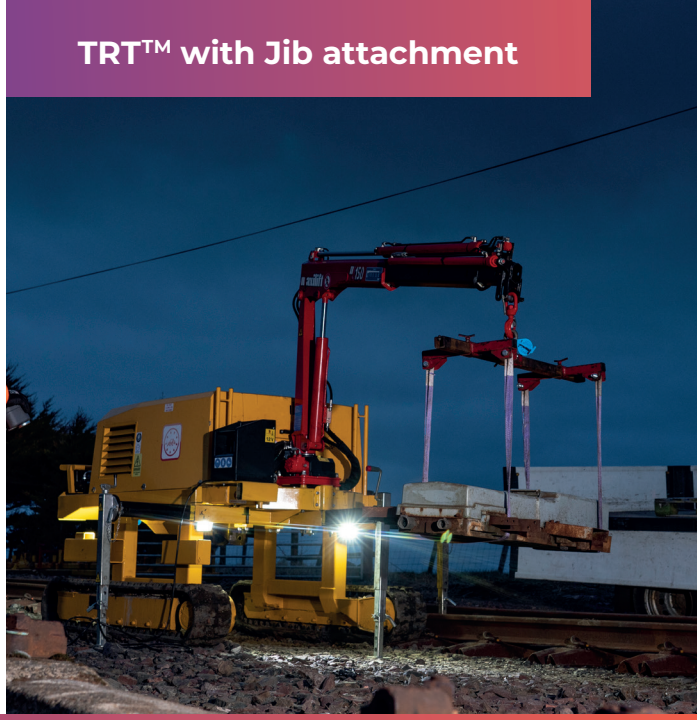
McCulloch
GROUP

Made for rail people, by rail people.

Rail movement and track construction made easier.

Our patented rail handling and movement equipment is streamlining rail track maintenance and construction projects across the globe – improving safety, creating efficiencies, and reducing costs.

Established in 1992, McCulloch Group has decades of expertise and a unique range of market leading machines that are innovating within rail infrastructure.



TRT™ with Jib attachment

The TRT™ removes and installs all profiles of rail and any gauge of track. Multiple TRTs can be used to move long lengths of rail as well as transport, remove and install associated iron work like switches and crossings. The product has full acceptance to operate in the UK, Australia, New Zealand, Malaysia and North America.

TRT™ deployed in Australia

Features & Benefits

- Proven highly reliable during 15 years of operation on the UK network
- Approved to work under live Overhead Line Equipment (OLE) and Any Line Open working (ALO)
- Removes, transposes, moves, and installs rail in a safe controlled manner
- Ideal for use on both single line and multiple track layouts
- Can easily cross multiple tracks, including areas with conductor rails
- Capable of treading rail past lineside equipment & masts
- Can operate in confined spaces such as tunnels and bridges
- Compact size and manoeuvrability allow rapid deployment and recovery
- Can be stored lineside to reduce need for demobilisation

TRT™ Performance Specification

VEHICLE CHARACTERISTICS

Length: 2300mm

Width: 1743mm

Height: 1635mm

Base Weight: Approx. 1400kg
(excluding attachments)

Lifting Capacity: 3000kg

Can be lifted using the approved lifting point.

Rubber Track System

Operates at walking speed

Power Output of 18.5 kW @ 2,300 rpm (25 bhp @ 2,300 rpm)

PERFORMANCE CHARACTERISTICS

- Move and handle different types of rail including, but not limited to, CEN 60, Bull Head, tram and power rails.
- Can access the rail infrastructure from access points as small as 1800mm width.
- Can travel unloaded on bankings and restricted access areas due to the low centre of mass, the TRT™ is inherently stable.
- Cross all types of rail track with the use of foam ramps supplied.
- The TRT™ can be moved off the rail infrastructure utilising the approved TRT™ recovery engine.
- Can be adapted to undertake additional activities using attachments including Lifting Crane, Plough, Rail Saw, 4-Rail Cartridge Head for Switches & Crossings.

TRT™ Accessories

We have a wide range of complimentary accessories for the TRT™ which reduce the number of additional tools and equipment required on site.

Recovery engine

This engine enables completion of the task and recovery of the vehicle from track locations.

Plough

Clears most ballast from either side of the track, on the sleeper ends.

Hydraulic tools

Versatile front-mounted connectors that power various hydraulic tools such as rail drills, impact wrenches and profile grinders.

TRT™ mounted jib

The jib attachment allows safe lifting of track furniture up to 990kgs in live OLE areas.

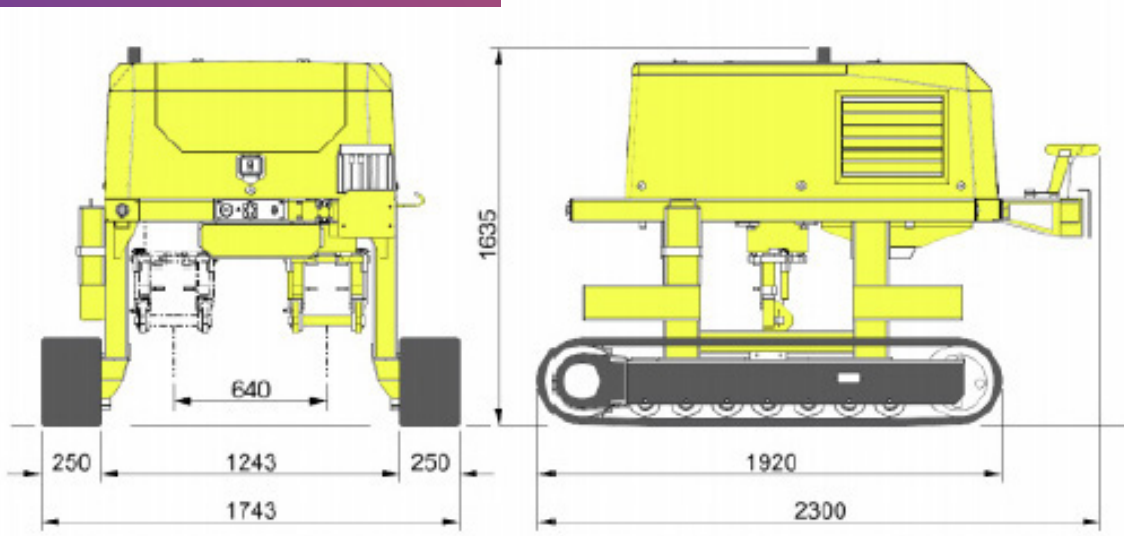
Switches & crossings

Unique S&C handling heads can move switches and crossings safely, from access to install.

Rail saw

A zero-emission, hydraulic, long arm saw designed to allow full use in a standing position, reducing fatigue and the risk of back injury.

Other accessories are available, please contact us for more information on the full range.



The TRT™ is a tracked machine which is powered by a Tier 4 compliant diesel engine enabling a hydraulic system to move and handle rails and track furniture.

Compliance

The TRT™ is fully approved for use on the UK Rail network by Network Rail and the London Underground network, including deep tubes.

- Approved to operate under live overhead lines
- Approved to operate within 3rd Rail areas within the UK
- EMC Certified to EN50121

In accordance with the Control of Vibration at Work Regulations 2005 (and associated guidance), Hand-Arm Vibration Exposure measurements of:

- Vibration magnitude (m/s^2) of less than 2.3
- Time to Exposure Action Value (EAV) of >10 hours
- Time to Exposure Limit Value of greater than 24 hours

Emission limits at any time of operation:

- Bosch Smoke Number of less than 0.5
- Carbon Monoxide (CO) ppm of less than 300
- Oxides of Nitrogen (NOx) ppm of less than 250

The TRT™ Engine meets the engine emissions requirements of US EPA (Environmental Protection Authority) Tier 4 final emissions regulations and EU Stage IVB Requirements.

In accordance with the control of noise at work regulations 2005, the following noise exposure levels are demonstrated in the below table.

Activity	Level LEQ dBA @1m	Time to exceed lower EAV of LEP,D 80 dBA	Time to exceed upper EAV of LEP,D 85 dBA
TRT™ Stationary (Idle Motor)	<75	>24 Hours	>24 Hours
TRT™ Stationary (Motor Under Load)	<85	>5 Hours	>15 Hours
TRT™ Moving	<85	>3 Hours	>10 Hours

All international and domestic enquiries welcome. Get in touch to learn more about our products.

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