



domnick hunter



Compressed Air Railway Dryers

For all climatic conditions



Compressed air contamination is a real problem to the advanced applications of today's railways

Compressed air contamination in the form of oil water and dirt, if not removed, will have a detrimental effect on the performance of rolling stock. As the majority of all applications are external, they are therefore susceptible to climatic conditions.

Any moisture remaining in the compressed air system has a major effect on the performance, and is a contributing factor to fracturing air lines and damaged pneumatic cylinders caused by freezing and blocked pipes.



Condensate collected in the main receiver of a locomotive stood overnight in the sidings.

The Result

- System breakdown
- Unscheduled maintenance
- Detrimental effect on performance
- Costly repairs
- Dissatisfied customers

Today's rail traffic must function "on time", every time. In an environment where more and more companies are focusing on this single "on time" objective, circumstances that affect this are under close scrutiny!

One such area is the quality of compressed air installed on railway applications.

The Solution

The only real solution is to provide clean, oil-free and dry compressed air to the equipment and applications which require continuous and uninterrupted operation.

The **domnick hunter** TDH, TDV & TDS ranges of railway dryers will guarantee performance by providing filtered air to ISO 8573.1 quality class 1.2.1 and better (with up to -40°C dewpoint suppression).

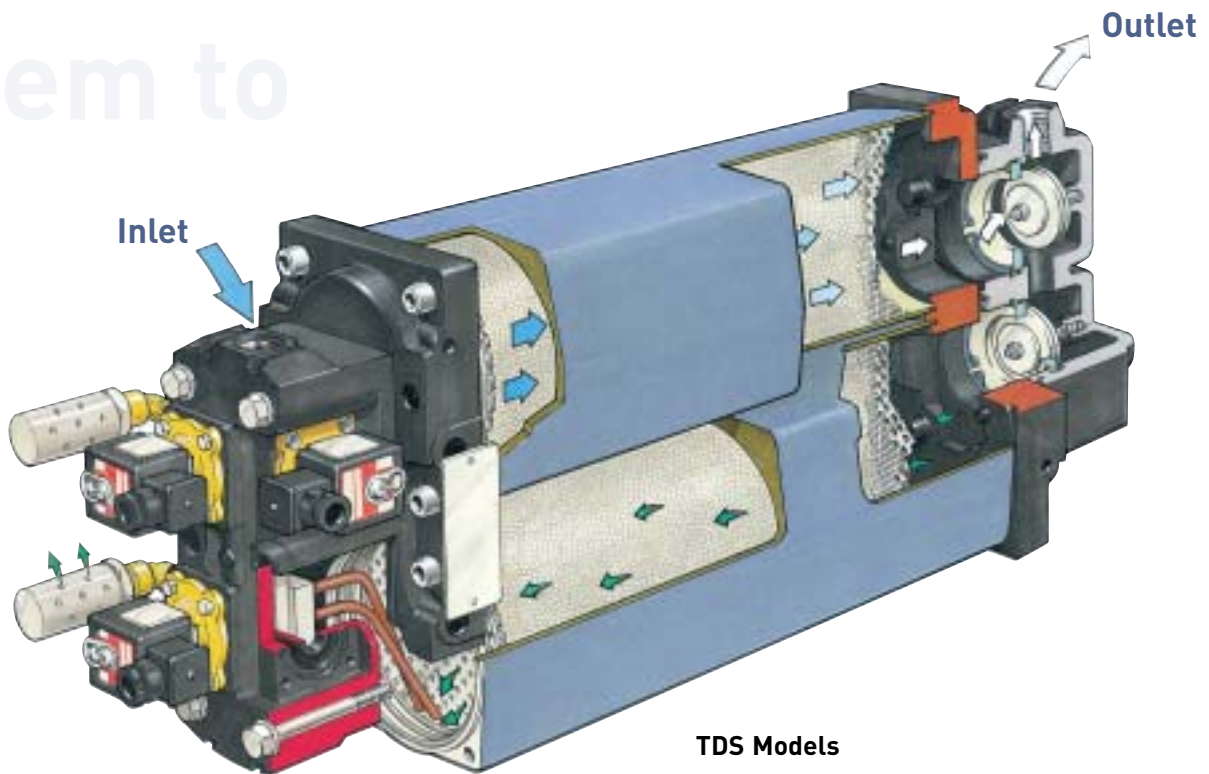
This proven package combines high efficiency filters with an adsorption dryer which is engineered for each application or installation and can be mounted either vertically or horizontally. The patented extruded aluminium design is modular, enabling the dryer to meet specific application criteria. The smallest space envelope can be accessed for installation.

Low operating noise, the ability to withstand vibration, and resistance to extreme and arduous operating climates are also important features of this railway dryer concept.



TDV Models

problem to
ways



Features

- Vertical or Horizontal installation
- Tested independently for Shock/Vibration/EMC and flammability
- Electrical supply designed to customer specification
- Low operating noise level (less than 75 dB(A))
- Dryer sized to specific customer installation
- Compact & lightweight
- Flexible design, suitable for retrofitting into existing EMU/DMU systems
- Patented modular concept
- Extremely low maintenance requirements

Railway Applications

- Braking systems
- Air operated doors
- Track cleaning
- Paint Spraying
- Self levelling air suspension
- Pantograph operation
- General purpose service and maintenance



domnick hunter railway dryer packages meet the requirements of well-known rolling stock manufacturers and have established a new standard in the field of compressed air treatment for today's modern railway systems.

Technical Specifications

Type:	Heatless (Pressure Swing Adsorption)
Models:	TDV (Vertical) TDH (Horizontal) TDS (Stacked)
Dewpoint:	Up to -40°C (-40°F) Suppression
Operating Pressure:	4 bar g to 12 bar g (58 psig to 174 psig)
Normal Operating Temperature:	-25 to +50°C (-13°F to +122°F)
Maximum Operating Temperature:	Up to +65°C (149°F)
Electrical Supply:	Specified by customer
Control Equipment:	24V dc +/- 10%
Electrical Protection:	IP65
Average Noise Level at 7 bar g (100 psig):	<75 dB(A)
Media:	DRYFIL® Desiccant
Material:	High tensile extruded aluminium. Corrosion inhibited by alocroming and dry powder epoxy painting for maximum protection.
Filtration:	In accordance with ISO8573.1 Dirt (0.01Micron) Oil (0.01mg/m ³)



Position of the **domnick hunter** Adsorption dryer installed by DB cargo, Chemnitz, Germany.



Air receiver, **domnick hunter** Adsorption dryer, Compressor.



Diesel Locomotive from DB Cargo, Chemnitz, Germany. Type BR 294/325-6

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