

Four-axle, Polish made, pressure discharge railway twin-wagon for carrying bulk powder materials

Discharge system: at the top of the wagon

- Tow the wagon to the place of discharge.
- Fix the wagon by turning the handbrake (9) to the point of impact or by placing shoes under the wheels of the wagon from both directions to prevent displacement.
- Check if the top cover screws (4) are properly tightened. In case they are not sufficiently tight, close the tank manually or with a spanner pressure-resistantly.
- Close the air-release valve. (2)
- Check the safety disk of the tank (10) and the gaskets of the couplings (5,6). Replace if faulty or missing.
- Fit the coupling of the tank's discharging pipe (6) and tighten it with a ¼ turn clockwise to the point of impact. If there is no butterfly valve on the truck's or the on the discharge place's pipe, it is recommended to install a butterfly valve and to attach the flexible discharge pipe to it.
- Join the coupling of the diameter 52 mm compressed-air pipe of the receiving place to the coupling (5) of the pipe of discharging air supply of the tank.
- Fix and tighten the diameter 52 mm cap with a ¼ turn to the end of the pipe of discharging air supply (5) on the other side of the pipe.
- Charge the air-pressure in the tank to 2 – 2,2 bars with the butterfly valve in a closed position then release the butterfly valve to discharge the material from the tank.
- During the discharge constant air supply is needed and an inner pressure of app. 2 – 2,2 bars maintained. The discharge of the tank takes approximately 20-30 minutes. The end of the discharge will be indicated by sudden fall of air-pressure. The pipe will stop shaking. If the air pressure falls to 0,5 bars, close the butterfly valve and charge the air pressure up again to 2 – 2,2 bars. If the pressure reaches 2 – 2,2 bars then open the butterfly valve again. This way the tank can be emptied restless and fast.
- After emptying the tank stop the air charge from the compressor.
- Release the overpressure in the tank by opening the air-release valve (2). When the overpressure has gone, remove both the air charging pipe (5) and the material discharging pipe (6).
- Open the top cover (3) of the depressurised tank to check if the tank is empty. After checking the tank fix the top cover (3) with screws (4), reinstall the caps of the couplings (5,6) and close the air-release valve (2).
- Complete the discharge of all four tanks in the same way. Any stains originating from the discharge have to be cleaned off the wagons. Hereby is the discharge over, and the wagon is ready to be recharged.
- **The screw coupling (insoluble connection) (12) and the distance between the inner buffers has to be checked before each loaded or unloaded dispatch. In case there is any distance between the inner buffers the screw coupling (12) has to be tightened by using a thin metal bar or rod. The screw coupling must be tightened until the buffers touch each other and the screw coupling is in a tight, horizontal position.**
- Should any disorder occur during the discharge, inform the operator of the wagons by fax, telephone or e-mail.

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