

British Knuckle type head vs Dellner Latch type head

Dellner Couplers can offer retrofit solutions which would significantly improve the reliability and availability of the existing coupling systems used within the UK. This comprises both the British Tight-lock and the Buckeye type couplers. The potential of improvement lies in the possibility of reducing or in fact completely removing the slack in the mechanical coupling joints and thus the sources for noise, uncomfortable relative movements within the trainsets, "jack-knifing" behaviour and damage/premature wear of electrical heads, air couplings and the fixed Auto-connectors.

The Dellner Latch Type coupler is offering completely slack-free mechanical connections, with gathering means by cone and funnel ending in exact cylindrical doweling and straight angle alignment due to the broad coupling planes. It is obvious that this is providing the necessary conditions for long and easy life for the air couplings as well as for the electrical trainlines including connectors for the transmission of sensitive databus signals. The Dellner coupler has standard features for both electrical or pneumatic confirmation of the established mechanical interlock, and sequence controlled automatic joining of the electrical heads after confirmed mechanical interlock. Further are the Dellner couplers prepared for remotely controlled uncoupling, which is possible also during draft load, of the electrical, pneumatic and mechanical connection.

This results in:

- + A slack free connection, i.e. better passenger comfort and less wear on mechanical and electrical parts
- + Lower weight and larger gathering range
- + Better train availability due to less maintenance stops
- + Lower costs for maintenance and failing trains, i.e. better total economy
- + No need for adapters when coupling with the new fleet

