LCF wheel flange lubrication system is an innovative and effective on-board solution utilizing dry solid lubricant embedded in a polymeric matrix providing superior performance to conventional oil- and grease-based systems. The system is easy to integrate into the bogie environment with no requirements for electrical or pneumatic connections to the vehicle. The system incorporates a proven robust design, used globally for over 20 years, providing significant cost savings for the operator as well as the vehicle manufacturer.

**CUSTOMER BENEFITS**
- Reduced wheel/rail wear
- Reduced RCF development
- Improved cleanliness
- Increased vehicle availability
- High system reliability
- High efficiency
- Low maintenance

**APPLICATIONS**
- High-speed trains
- Light rail vehicles
- Locomotives
- Metros
- Regional & commuter trains
- Special-purpose vehicles
TECHNICAL DATA
- Coefficient of friction $\mu < 0.15$ as per EN 16028:2012
- Hardware manufactured to DIN-EN 15085-2
- Patented interlocking feature
- Bespoke installation design to suit specific bogie environment

METRO SYSTEM

LOCOMOTIVE SYSTEM

KEY FEATURES
- Coefficient of friction $\mu < 0.15$
- Low installation cost – low maintenance requirements
- No electric/pneumatic connections required for implementation – material in dry phase – no material migration – no impact on braking and traction
- Only selected axles need to be outfitted
- Reduced rail/wheel wear
- No contamination of vehicle and track
- Improved system operating cost and vehicle availability
- Non-toxic, non-flammable
- System implementation suitable for OEM as well as retrofit

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