For immediate release

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Prolec safety system used in Norwegian rail solution

Last year's changes in safety legislation for the Norwegian rail construction industry have provided a challenge for plant suppliers required to meet tightened safety standards and an additional requirement for the monitoring of safe load functionality. Prolec has joined with Volvo CE to provide a solution using its Liftwatch Rail technology for Volvo's customer Mellerud AS.

Prolec worked together with Volvo CE to meet the new safety standards for one of its rail customers, Mellerud AS, which leases its machines to Norwegian National Rail. The customised solution, based on Prolec's Liftwatch Rail system, was fitted to Volvo's recently launched excavator, the ECR 145. This machine has been converted to incorporate a rail chassis with functionality and brakes on all four wheels. Previously, Volvo had only offered wheeled machines converted to rail specs in this size. By contrast, the ECR 145 comes as a tracked machine with rubber belts in addition to the rolling wheels. Volvo sales manager for recycling and demolition Knut Grepperud says, "This is useful as there is a need for tracked excavators, especially in underdeveloped areas, where it is necessary to get off the track and into the ditch."

The ECR 145 delivered to Mellerud AS features a customised version of Prolec's Liftwatch Rail rated capacity indicator (RCI) and envelope monitoring technology, which provides simultaneous height and slew restriction. This customised solution was a collaboration between Prolec and Volvo Maskin who, in turn, worked with Swedish CeDe Group AB in developing the excavator. Liftwatch Rail was chosen as the base product for the solution as it meets all necessary EN regulations and machinery directives.

CeDe Group AB was in charge of the rail alignment build for Volvo as part of a partnership between CeDe Group and Volvo Construction Equipment Europe. The converted ECR 145 features a number of innovative solutions. These include:

- All four wheels have hydraulic motor operation with a top speed of 20 km/h.
- Stiff shafts with longitudinal mode increases stability.
- The front and rear rail wheel size has been increased to 700mm.

Lars-Johan Lackegård, Key Account Manager, Cede AB points out that it used quickfix with hook-on fixing to allow the rail solution to be easily removed so the machine can be used in traditional construction. He says, "If you want to sell machine, you can keep the rail axles and mount them on a new machine, improving the value of a second hand machine as it can be used in traditional construction again."

Knut Grepperud believes that rail will be an important market in the future for Volvo Maskin. He says, "I think this is a market we have only seen the beginning of because Rail transport in Norway has been neglected. However, with our new ECR 145, with the system, we are in a strong position to provide our customers with the best possible solution."

Jurgen Reineke, Sales Manager, Scandinavia, Central and Eastern Europe, Prolec was impressed with the whole set-up, saying, “I have not seen machines with a good stability and high lifting capacity like this.”

ENDS

Notes to editors:

Prolec, a member of James Fisher and Sons Group, is a market leader with 30 years of experience supplying machine productivity and safety systems to the construction equipment industry. Its expertise is in the control, measurement and guidance of equipment to enhance functionality, deliver higher productivity and reduce costs. Prolec systems enable users and OEM manufacturers to drive productivity to the highest level within their safety envelope.

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