



JPB Board of Directors
Meeting of June 1, 2023

Correspondence as of May 19, 2023

<u>#</u>	<u>Subject</u>
1	A fiscally-responsible approach to Menlo Park quieter zones
2	Anna Eshoo Letter re Support for Caltrain Grade Crossing Improvements Project
3	Greater San Diego 55+ Community Guide professional referral
4	RE_ Caltrain Customer Service Recording Form_ 883468
5	UCSD Research Survey on Autonomous Vehicles ("self-driving cars") -- win a \$25 Amazon Gift Card!
6	Wheelset measurement equipment & solutions----booth No. 5 in Rail Solutions Asia 2023

From: [Roland Lebrun](#)
To: city.council@menlopark.gov
Cc: [Board \(@caltrain.com\)](#); [cacsecretary \(@caltrain.com\)](#)
Subject: A fiscally-responsible approach to Menlo Park quieter zones
Date: Tuesday, May 16, 2023 3:31:52 AM
Attachments: [Follow up to May 9 five-year capital improvement plan.pdf](#)

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders.

Dear Mayor Wolosin and Council,

Thank you for the opportunity to address Council on May 9th.

The attached letter focuses on the following key points:

- List of horn rules applicable to Menlo Park including potential mitigation approaches for each rule.
- Concerns about the approach taken by the current consultants.
- A Recommendation for a **90-day** quiet zone evaluation study including a wayside horn demonstration at one or more (potentially all four) crossings.

"The Installation of two wayside horn systems cost the City about \$300,000, well below what the price tag could have been for four quadrant gates at the two crossings."

https://www.quietzonetech.com/sites/default/files/technology.art_.pdf

Sincerely,

Roland Lebrun

CC

Caltrain Board

Caltrain CAC

Dear Mayor Wolosin and Council,

Thank you for the opportunity to present a wayside horn alternative during public comment on May 9th

The intent of this follow-up letter is as follows:

- 1) Substantiate and elaborate on the comments I made on April 25 about train horn rules
- 2) Question the credibility of the KHA “study”
- 3) **Recommend a 90-day quiet zone evaluation study within existing budget including a wayside horn demonstration at one or more (potentially all four) crossings.**

1) Train Horn rules (rules applicable to Menlo Park are highlighted in **Bold**):

Rule		Sequence	Indication ^[10]
14 (a)		.	Applying air brakes while standing.
14 (b)	*	--	Proceeding. Releasing air brakes. This signal is often referred to as "whistling off," despite it being given by an air horn.
14 (f)	*	..-	Acknowledging a flagman's stop signal
14 (g)	*	..	Acknowledging any signal not otherwise provided for
14 (h)	*	...	Backing up
14 (j)		Calling for signals
14 (l)	*	---.	1. Trains or engines approaching public highway grade crossings shall sound the horn at least 15 seconds, but no more than 20 seconds before the lead engine enters the crossing. Trains or engines travelling at speeds greater than 45 mph shall begin sounding the horn at or about, but not more than, one-quarter mile (1,320 feet) in advance of the nearest public crossing. Even if the advance warning provided by the horn will be less than 15 seconds in duration. This signal is to be prolonged or repeated until the engine or train occupies the crossing; or, where multiple crossing are involved, until the last crossing is occupied. 2. Approaching tunnels, yards, or other points where railroad workers may be at work. 3. Passing standing trains.

14 (m)	*	.	Approaching passenger station
14 (o)		.-	Inspect train for a leak in brake pipe system or for brakes sticking
14 (p)	*	Succession of sounds	Warning to people or animals
14 (q)	*	-. .	1. When running against the current of traffic: 2. Approaching stations, curves, or other points where view may be obscured: and 3. Approaching passenger or freight trains and when passing freight trains.

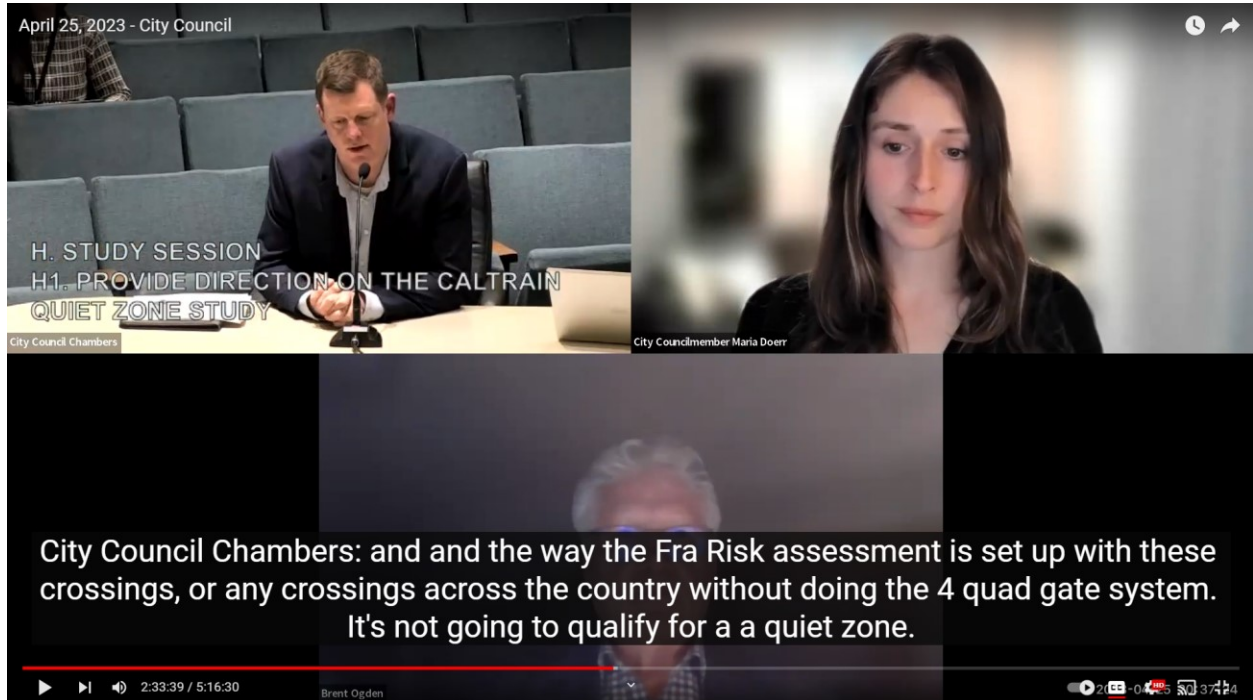
https://en.wikipedia.org/wiki/Train_horn#Common_horn_signals

The horn rules applicable to Menlo Park can be mitigated as follows:

- **Rule 14 (m) Approaching passenger station**
This horn rule could be mitigated through enhancements to the existing Caltrain platform announcement system warning passengers of an approaching train (“Train xxx is approaching”)
<https://abc7news.com/traffic/caltrain-to-replace-speaker-systems/207096/>
- **Rule 14 (l) Trains or engines approaching public highway grade crossings or, where multiple crossing are involved, until the last crossing is occupied.**
This horn rule could be mitigated through the implementation of wayside horns:
“49 CFR Part 222 authorizes use of the automated wayside horn at highway-rail grade crossings equipped with flashing-lights and gates (inside or outside a quiet zone) as a one-to-one substitute for the train horn.”
- **Rule 14 (b) Proceeding. Releasing air brakes**
This horn rule could be mitigated through the implementation of wayside horns. Please note that Caltrain currently uses the sounding of the horn to lower the gates immediately prior to train departures at Oak Grove(northbound) and Ravenswood (southbound) as depicted in 4) in this video:
 - 1) Southbound train approaches Oak Grove crossing (**Rule 14(l)**): <https://youtu.be/YG0Y6k6CJ1w>
 - 2) Additional horn sounding to warn that the train is approaching the station (**Rule 14 (m)**)
<https://youtu.be/YG0Y6k6CJ1w?t=11>
 - 3) Train comes to a halt (train bell stops ringing) followed by pedestrian gate opening:
<https://youtu.be/YG0Y6k6CJ1w?t=61>
 - 4) **Train sounds its horn to indicate that it is about to depart the station (Rule 14 (b)). This sound triggers the lowering of the gate arms:** <https://youtu.be/YG0Y6k6CJ1w?t=93>
 - 5) Train departs and sounds its horn as it approaches the pedestrian and Oak Grove Crossings (**Rule 14(l)**): <https://youtu.be/YG0Y6k6CJ1w?t=110>

- **Rule 14 (p) Warning to people or animals**
This rule cannot be mitigated

2) Question the credibility of the KHA “study”



<https://youtu.be/8cw39MX84es?t=9217>

The assertion by the KHA consultant at the top left of the screen that 4 quad gate systems are required to qualify for a quiet zone is FALSE and contradicts Brent Ogden, the KHA consultant at the bottom of the screen who wrote the following on page 172 of the Highway-Rail Crossing Handbook (<https://railroads.dot.gov/gxhandbook>)

“49 CFR Part 222 authorizes use of the automated wayside horn at highway-rail grade crossings equipped with flashing-lights and gates (inside or outside a quiet zone) as a one-to-one substitute for the train horn.”

“The MUTCD Section 8C.07 provides guidance on Wayside Horn Systems at crossings.”

<https://mutcd.fhwa.dot.gov/htm/2009/part8/part8c.htm>

3) Recommend a 90-day quiet zone evaluation study within existing budget including a wayside horn demonstration at one or more (potentially all four) crossings.

It has now become apparent that KHA never fully complied with the RFP which required a study of alternatives and associated costs and focused entirely on quad gates which should be relegated to a future decision by Caltrain and/or High Speed Rail to upgrade the Peninsula Rail Corridor from an FRA Track Class 5 to a Class 6

https://en.wikipedia.org/wiki/Rail_speed_limits_in_the_United_States#Track_classes

Multiple Menlo Park and Palo Alto residents have asked for years why wayside horns were not considered as a more equitable solution designed to alert vehicles and pedestrians of an approaching train instead of residents ¼ mile away from the crossing.

<https://www.almanacnews.com/news/2022/01/27/menlo-park-without-the-blare-of-train-horns-study-of-quiet-zone-on-caltrain-line-moves-forward>

*"On Monday night, Mahboubi brought his case to the council and secured a commitment that city staff will explore that issue. **Creating such a zone will not be too onerous or expensive**, Mahboubi said. Federal regulations set out the process and criteria for such zones, including a requirement that such a zone be at least half a mile in length and that certain safety measures be put in place. **The measures, which would have to be approved by the FRA in advance, could include such things as wayside horns, signs or closure of crossings.***

*Mahboubi's presentation came shortly before the council was set to discuss a far more ambitious proposal for the Caltrain tracks: the digging of a trench along the corridor in south Palo Alto. While that project comes at a cost of \$1 billion (or \$488 million, if the trench is built under a steeper grade), **creating a quiet zone would be much cheaper and easier, he said. The group believes the crossing already has enough safety measures to enable the creation of the quiet zone with "little to no construction,"** he said.*

*Here **we present to you an opportunity to make within a very short term a very huge impact on a big community,**" Mahboubi said.*

Mahboudi noted in a letter to the council that he and his neighbors have already relayed their concerns to Mayor Nancy Shepherd and senior staff. On Monday, City Manager James Keene said city planners will continue to work on exploring the issue of establishing a quiet zone.

"Our planning staff is attuned to this issue and has already met with some of the folks on this matter and we will continue to meet with them to explore this matter further," Keene said."

<https://www.paloaltoonline.com/news/2014/10/21/downtown-palo-alto-residents-seek-relief-from-train-noise>

Recommendations for Council consideration

- 1) Direct staff to pause all KHA activities effective immediately until further notice
- 2) Direct staff to reach out to Quiet Zones Technologies (QZT) Inc, a firm providing the following services:
 - Quiet Zone Solutions
 - **Quiet Zone Evaluations**
 - Quiet Zone Implementations
 - **Wayside Horn Demonstrations**
 - City Council Presentations
 - Assistance with all required submittals and notifications

<https://www.quietzonetech.com/index.php?q=content/about-us>
- 3) Request cost estimates for a QZT Quiet Zone Evaluation consisting of the following:
 - Field review of the existing crossings within the proposed Quiet Zone corridor and the grade crossing warning devices
 - **Determination of the appropriate Quiet Zone treatments for each grade crossing**
 - **Budgetary cost estimates for each treatment**
 - **Identify most cost-effective treatments for each crossing**
 - Outline of the process required to create a Quiet Zone
 - Report summarizing the findings
 - **90-day schedule**
- 4) **Request an Optional Wayside Horn Demonstration** including the following:
 - Decibel meters will be used to determine the difference in noise levels between the train horns and the Wayside Horn at various areas surrounding the crossing.
<https://www.quietzonetech.com/index.php?q=content/how-automated-horn-system-works>

Respectfully presented for your consideration

Roland Lebrun



*Congress of the United States
House of Representatives
Washington, D. C. 20515*

*Anna G. Eshoo
Sixteenth District
California*

April 18, 2023

Mr. Jeff Gee, Chairman
Peninsula Corridor Joint Powers Board
1250 San Carlos Avenue
San Carlos, California 94070-1306

Dear ^{Jeff} Chairman Gee,


I'm very happy to inform you that I selected the Caltrain Grade Crossing Improvements Project as one of my Community Project Funding requests, and I've urged the House Appropriations Committee to fund it in the upcoming fiscal year.

The Committee allows Members to submit only 15 requests, an especially difficult decision because I received many high-quality and worthy funding applications from throughout my Congressional District.

Please note that this letter is not an award of funds. The Appropriations Committee is responsible for determining which projects will be included in the final appropriations legislation and then must be passed by Congress and signed into law before the funding is made available. While there is no guarantee the Committee will fund any specific request, given the excellent support for this project, I have high confidence in it.

I'm proud to work with you, and I'm very grateful for the important work you are doing to improve our community.

All my best,


Anna G. Eshoo
Member of Congress

Enclosure

cc: Members, Peninsula Corridor Joint Powers Board
Ms. Michelle Bouchard, Executive Director

05/16/23 AM 9:45 EX16



*Congress of the United States
House of Representatives
Washington, D. C. 20515*

*Anna G. Eskoo
Sixteenth District
California*

March 31, 2023

The Honorable Tom Cole,
Chairman
Subcommittee on Transportation,
Housing and Urban Development, and
Related Agencies
House Committee on Appropriations
Washington, D.C. 20515

The Honorable Mike Quigley,
Ranking Member
Subcommittee on Transportation,
Housing and Urban Development, and
Related Agencies
House Committee on Appropriations
Washington, D.C. 20515

Dear Chairman Cole and Ranking Member Quigley,

As you begin your critical work on the Fiscal Year 2024 Transportation, Housing and Urban Development, and Related Agencies Appropriations bill, I request that you include \$2,844,547 for the Peninsula Corridor Joint Powers Board's Caltrain Grade Crossing Improvements Project. This request for Community Project Funding is associated with the Department of Transportation Transit Infrastructure Projects account.

The requested funding will allow Caltrain to make important safety improvements at six rail crossings on the San Francisco Peninsula. These improvements include gate mechanism upgrades and relocations; LED roadway pavement markings; installation of new guard rails and signage; construction of concrete track panels; implementation of sidewalk extensions and other important safety enhancements.

The grade crossing safety improvements will benefit not only Caltrain transit riders, but also pedestrians, bicyclists, drivers, and community members with a safer connection across the railway. Extension of sidewalks and gate upgrades and relocations will improve safety and accessibility for pedestrians and riders. LED pavement markers will improve visibility of roadway, bike, track and pedestrian areas and make it less likely for an accident to occur. These grade crossing improvements will help prevent accidents while improving the experience of riders and the greater community.

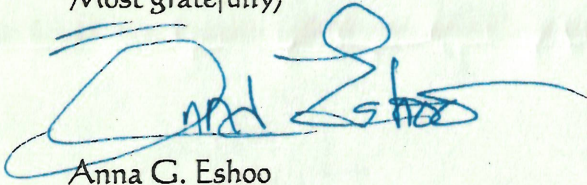
As an indication of community support, I've enclosed letters of support from the following local elected officials and community leaders:

- Mayor Lydia Kou, City of Palo Alto

- Justin Murphy, City Manager, City of Menlo Park
- Jessica Manzi, Transportation Manager, City of Redwood City
- Millie Tolleson, Acting Director of Planning, San Mateo County Transit District
- Peter Skinner, Executive Officer, San Mateo County Transportation Authority

If enacted, this request would improve traffic safety along a busy intercity rail corridor, and it's why I wholeheartedly support this Community Project Funding request and ask that you do so as well.

Most gratefully,



Anna G. Eshoo

Enclosures

From: [David Preston](#)
To: [David Preston](#)
Subject: Greater San Diego 55+ Community Guide professional referral
Date: Tuesday, May 16, 2023 9:44:55 AM

You don't often get email from david@55pluscommunityguide.com. [Learn why this is important](#)

ATTENTION: This email came from an external source. Do not open attachments or click on links from email senders.

Good morning,

We are publishing our annual community guide & business directory for the local 55+ adult communities in the San Diego area. We'd be delighted to include you as a recommended company/professional for the residents this year.

The 55-Plus community is an outstanding audience to connect with and it controls over 70% America's disposable income. Additionally, seniors outspend younger adults two to one. And yet, only 5 percent of all marketing is aimed at active seniors. "The 55 Spotlight" offers local businesses the opportunity to generate new business and referrals from this clientele.

San Diego distribution list:

Oaks North – San Diego
Seven Oaks – San Diego
Auberge at Del Sur – San Diego
Ocean Hills Country Club – Oceanside
Oceana – Oceanside
Costa Serena – Oceanside
Villa Trieste – Oceanside
Peacock Hills – Oceanside
Coronado Shores – Coronado
Hidden Meadows - Escondido
High Country Villas – Encinitas
Park Encinitas – Encinitas
Rancho Carlsbad – Carlsbad
Camino Hills – Carlsbad
Vista Del Mar – Vista
East Ridge – Fallbrook
Seapoint Tennis Club at La Costa – Carlsbad
Lake San Marcos – San Marcos

Pricing is a one-time fee for the 12-month run to all communities listed above and design services are included if you need assistance.

Quarter Page 450
Half Page 650
Full Page 850
Full Page opposite the Event Schedule 1050
Full Page with Page One Placement 1100
2 Page Spread 1500

2 Page Spread with Centerfold Placement 1800

Back Outside Cover 1400

Front Inside Cover 1300

Back Inside Cover 1200

Front Cover Banner & Full-Page Gold Sponsorship Package 1700

Front Cover Banner & Two-Page Centerfold Spread Diamond Sponsorship Package 2400

The annual rate listed above includes one direct mail distribution to residents of the above listed communities and quarterly redistributions to the community centers/clubhouses. Your ad will also appear in the digital version for the same 12-month period, with an average of 4500 digital readers/year.

Positions are kept extremely limited, with a maximum of two advertisers per industry, and reservations are placed first come first served for that reason. Please let me know as soon as possible if there is an ad size that works for you.

We're looking forward to working with you!

Best regards,

David Preston
The 55 Spotlight
561 717 3993

Please reply with 'stop' in the subject line if you wish to be removed from future outreach.

From: [Rick Peredia](#)
To: [Sarah Nabong](#); [Jeremy Haggberg](#)
Cc: [Board \(@caltrain.com\)](#); [Loan Nguyen](#); [Joel McMillan](#); [Steven Wagman](#); [Robert Scarpino](#)
Subject: RE: Caltrain Customer Service Recording Form: 883468
Date: Friday, May 12, 2023 9:17:36 AM
Attachments: [image003.png](#)
[image004.png](#)
[image005.png](#)

Sarah,

Our TASI Superintendent is correct in his response that this sound wall is not the property of JPB. Should the adjacent property wish to request access for their maintenance of their wall from our right of way then I would recommend them getting in contact with our Third Property Group who should be able to help them coordinate these types of access requests. Below is a link should they chose to hire a contractor to coordinate this effort:

Third Party Projects

<https://www.caltrain.com/about-caltrain/doing-business/engineering/third-party-projects>

Thank you,

Rick Peredia
Acting Manager of Stations and Engineer III, Right of Way
Peninsula Corridor Joint Powers Board
4000 Campbell Ave Menlo Park, CA 94025
Phone: 650.508.7941 Cell: 650-622-2367
Website: www.caltrain.com



From: Sarah Nabong <nabongs@samtrans.com>
Sent: Wednesday, April 26, 2023 3:16 PM
To: Jeremy Haggberg <jhaggberg@tollbrothers.com>; Rick Peredia <PerediaR@caltrain.com>
Cc: Board (@caltrain.com) <BoardCaltrain@samtrans.com>; Loan Nguyen <lnghuyen@tollbrothers.com>; Joel McMillan <JMCMILLAN@tollbrothers.com>; Steven Wagman <WagmanS@samtrans.com>
Subject: RE: Caltrain Customer Service Recording Form: 883468

Hi Jeremy,

Thank you for your follow up.

[@Rick Peredia](#) Please see email and kindly advise.

I'm copying our claims department for their attention as well.

Thanks,
Sarah

From: Jeremy Haggberg <jhaggberg@tollbrothers.com>
Sent: Wednesday, April 26, 2023 3:07 PM
To: Sarah Nabong <nabongs@samtrans.com>
Cc: Board (@caltrain.com) <BoardCaltrain@samtrans.com>; Loan Nguyen <nguyen@tollbrothers.com>; Joel McMillan <JMCMILLAN@tollbrothers.com>
Subject: RE: Caltrain Customer Service Recording Form: 883468

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders.

Sara, please see the attached email from Steve Broyles (Transit America). He is representing that the sound wall is not owned by Cal Trans and will not be maintained by them.

It is my understanding that we are responsible for the maintenance of our side of this wall and you are responsible for graffiti on your side of the wall. I do not have any easement or access to the Cal Trans side of the wall.

Please review and advise. We are pushing for Cal Trans to paint its portion of the wall as it is currently tagged with graffiti.

Thank you,

Jeremy Haggberg
Sr. Mid-Rise Superintendent, Northern California
Toll Brothers
6800 Koll Center Parkway, Pleasanton , CA 94566
Cell: (408) 221-2068



From: Sarah Nabong <nabongs@samtrans.com>
Sent: Monday, April 24, 2023 12:39 PM
To: Jeremy Haggberg <jhaggberg@tollbrothers.com>
Cc: Board (@caltrain.com) <BoardCaltrain@samtrans.com>

Subject: Caltrain Customer Service Recording Form: 883468

Dear Jeremy Haggberg,

Your message to the Caltrain Board of Directors was directed to me for response. The Board will receive a copy of this correspondence.

Thank you for reaching out to Caltrain with your feedback, we notified our stations and maintenance crews of your observation on date. I was informed that the described graffiti is scheduled for removal.

Again, thank you for sending in your observations. We aim to provide safe, clean, and compliant facilities, so we appreciate your awareness and concern.

Sincerely,

Sarah Nabong, Customer Service Representative 2

1250 San Carlos Ave San Carlos, CA 94070

Phone: 650.508.7925

Websites: [Caltrain](#) | [SamTrans](#) | [TA](#)



Graffiti all throughout the sound wall in between our property (1155 aster ave in sunnyvale) and your tracks. Access via Lawrence station platform. See photos attached

From: [Emi Lee](#)
Subject: UCSD Research Survey on Autonomous Vehicles ("self-driving cars") -- win a \$25 Amazon Gift Card!
Date: Thursday, May 18, 2023 1:23:43 PM

You don't often get email from eal003@ucsd.edu. [Learn why this is important](#)

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders.

Hello,

My name is Emi, I am a research assistant with the [Human-centered eXtended Intelligence Lab](#) at UC San Diego. Our research team is conducting a survey on Autonomous Vehicles ("self-driving cars") and are looking to widely disperse it.

The survey is fully online, anonymous, and will only take around 20 minutes to complete. It has been fully approved by the UCSD IRB. Participants who complete the survey may be eligible to join us for in-person studies using our Virtual Reality (VR) Driving Simulator and have the ability to opt-in to a drawing to win one of ten \$25 Amazon gift cards.

If you feel comfortable, you can even forward this email along to whomever you think would be interested in participating.

The survey link is [here](#).

I'm happy to answer any questions I can, or connect you with the study.

Your input can make a real difference in shaping the future of this emerging field — thank you in advance for your participation!

Thanks in advance for the help,

--

HXI Research Team, UC San Diego

From: [Speedway--Kenny Luo](#)
To: [Board \(@caltrain.com\)](#)
Cc: [PRA](#)
Subject: Wheelset measurement equipment & solutions----booth No. 5 in Rail Solutions Asia 2023
Date: Thursday, May 18, 2023 7:07:42 PM
Attachments: [Speedway Catalog 2023.pdf](#)

You don't often get email from spway@foxmail.com. [Learn why this is important](#)

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders.

Dear Madam/Sir,

Speedway Corp. provides customized wheelset measurement equipment & solutions for MRO(Maintenance, Repair, and Overhaul) professionals in rolling stock industry.

Welcome to our booth No. 5 in Rail Solutions Asia 2023 in Kuala Lumpur Convention Center, Malaysia (May 24-26) next week.

Our product & solutions are applicable for wheelsets of all rail systems ranging from locomotives, freight cars, passenger cars, urban metro high speed trains and so on.

Pls find the attached catalog for reference.

Best regards!

Kenny Luo--Managing Director
Henan Speedway Industry Co., Ltd.
Add: 10th FL, No.18, Shangwu
Waihuan Rd, Zhengzhou, China
Tel: 0086 371 5563 5276
Mob: 0086 150 3617 5675
Email: spway@foxmail.com
www.wheelsetmeasurement.com



Henan Speedway Industry Co., Ltd.

WHEELSET MEASURING Equipment & Solutions



Introduction

Speedway Wheelset Measurement Equipment & Solutions

Overview

Speedway's mission is to deliver best-in-class automatic measurement equipment to railway wheelset MRO (Maintenance, Repair and Overhaul) professionals through a dedicated product & solution portfolio.

Product & Solutions are applicable for wheelsets of all rail systems ranging from locomotives, freight cars, passenger cars, metro, to high speed trains and so on.

The application of our wheelset measurement equipment to the rolling stock industry spans decades. Fully customized solution for each specific need of rolling stock MRO will generate added value for customers.

300+ products are in operation in 16 locomotive and rolling stock plants and 25 depots in China, the most rapidly developing market in the world.

Speedway helps make tough jobs easier:

Products: reliability, safety, automation and ease of use.

Service: best-in-class support with fast response.

Expertise: expert advice based on decades of experience, from single measurement equipment to overall measurement solutions.

Parts: original spare parts and services.

Availability: fast and easy delivery through dedicated global operation.

Wheelset Measurement Equipment LDJ- II D (For depots)



Wheelset parameters can be measured:

Wheel diameter;
Diameter difference of 2 wheels in one wheelset;
Flange thickness;
Rim thickness;
Rim width;
Back-to-back;
Max. difference of 3 back-to-backs;
Circular wear of wheel tread;
Axle body diameter;

Applicable type of wheelset:

Customized to client requirement;
(Currently suitable for RD2, RE2, RE2A, RE2B, etc.)

Measurement method: Contact sensors.

Specification:

- (1) Measuring time (Wheelset In&Out): ≤ 3 mins;
- (2) Wheelset rotation speed: ≤ 2.0 r/min;
- (3) Power supply: AC380V / 220V $\pm 10\%$, 50Hz, 3 phase 5 wires, grounded;
- (4) Rating current: 5A / AC380V 3A / AC220V;
- (5) Power consumption: < 3 kW;
- (6) Air supply: Purified compressed air(0.4~0.7MPa);
- (7) Working pressure 0.4MPa;
- (8) Repeat accuracy: 0.2mm;
- (9) Measurement accuracy: ± 0.1 mm; Resolution: 0.001mm;
- (10) Dimension(mm): 3200 \times 980 \times 1800(L \times W \times H);
- (11) Total weight: 2500kg;

Wheelset Measurement Equipment LDJ- II D (For rolling stock plants)



Wheelset parameters can be measured:

Wheel diameter;
Diameter difference of 2 wheels in one wheelset;
Flange thickness;
Rim thickness;
Rim width;
Back-to-back;
Max. difference of 3 back-to-backs;
Circular wear of wheel tread;
Axle body diameter;
Wheel position;

Rim inside runout;
Circular runout of tread;

Applicable type of wheelset:

Customized to client requirement;
(Currently suitable for RD2, RE2, RE2A, RE2B, etc.)

Measurement method: Contact sensors.

Specification:

- (1) Measuring time(Wheelset In&Out): ≤ 3.5 mins;
- (2) Wheelset rotation speed: ≤ 2.0 r/min;
- (3) Power supply: AC380V / 220V $\pm 10\%$, 50Hz, 3 phase 5 wires, grounded;
- (4) Rating current: 5A / AC380V 10A / AC220V;
- (5) Power consumption: < 5 kW;
- (6) Air supply: Purified compressed air(0.35~0.7MPa)
- (7) Pressure: Measuring: 0.38~0.4MPa, switch 0.35MPa;
- (8) Rating pressure of hydraulic system: 5~6MPa;
- (9) Repeat accuracy 0.1mm; Measuring accuracy ± 0.1 mm; Resolution: 0.001mm;
- (10) Dimension(mm): 4500 \times 1030 \times 2400(L \times W \times H);
- (11) Total weight: 4500kg;

Journal Measurement Equipment LZJ- II D



Journal parameters can be measured:

Journal diameter;
Journal roundness and cylindricity;
Dust guard seat diameter;
Dust guard seat roundness;

Applicable type of wheelset:

Customized to client requirement;
(Currently suitable for RD2, RE2, RE2A, RE2B, etc.)

Measurement method: Contact sensors.

Specification:

- (1) Measuring time (Wheelset In&Out): ≤ 3 mins;
- (2) Wheelset rotation speed: 2.0 r/min;
- (3) Power supply: AC380V / 220V $\pm 10\%$, 50Hz, 3 phase 5 wires, grounded;
- (4) Rating current: 1A / AC380V 3A / AC220V;
- (5) Power consumption: ≤ 2 kW;
- (6) Air supply: Purified compressed air(0.35~0.7MPa);
- (7) Working pressure 0.4MPa;
- (8) Measurement accuracy: ± 0.005 mm; Repeat accuracy: 0.005mm; Resolution: 0.001mm;
- (9) Dimension(mm): 3400 \times 980 \times 1600(L \times W \times H);
- (10) Total weight: 2500kg;

Axle Measurement Equipment LZJ- II A



Axle parameters can be measured:

Journal diameter;
Journal cylindricity;
Dust guard seat diameter;
Dust guard seat roundness;
Axle body diameter;
Wheel seat diameter;
Wheel seat roundness;
Wheel seat cylindricity;

Axle length;
Journal fillet base;
Journal length, and so on;

Applicable type of axle:

Customized to client requirement;
(Currently suitable for RD2, RE2, RE2A, RE2B, etc.)

Measurement method: Contact sensors.

Specification:

- (1) Measuring time (Axle In&Out): ≤ 3.5 mins;
- (2) Axle rotation speed: 2.0 r/min;
- (3) Power supply: AC380V / 220V $\pm 10\%$, 50Hz, 3 phase 5 wires, grounded;
- (4) Rating current: 5A / AC380V 10A / AC220V;
- (5) Power consumption: < 5 kW;
- (6) Air supply: Purified compressed air(0.4~0.7MPa);
Air pressure for measuring 0.38~0.4MPa;
- (7) Rating pressure of hydraulic system: 5~6MPa;
- (8) Measurement accuracy: Radial accuracy ± 0.005 mm; Repeat accuracy 0.005mm; Axial accuracy ± 0.1 mm; Repeat accuracy 0.1mm; Resolution 0.001mm;
- (9) Dimension(mm): 3440 \times 1870 \times 2350(L \times W \times H);
- (10) Total weight: 3800kg;

Wheel Measurement Equipment LLJ- II D



Wheel parameters can be measured:

Inner diameter of wheel hub bore;
Roundness and cylindricity of wheel hub bore;

Applicable type of wheel:

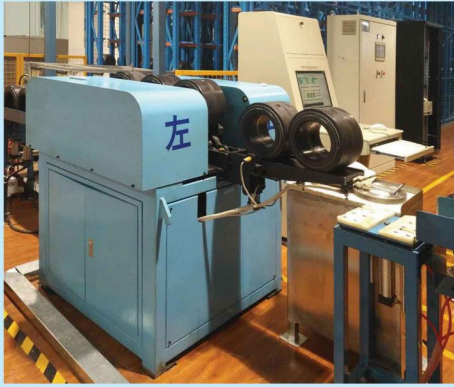
Customized to client requirement;

Measurement method: Contact sensors.

Specification:

- (1) Measuring time (Wheel In&Out): ≤ 3 mins;
- (2) Power supply: AC380V / 220V $\pm 10\%$, 50Hz, 3 phase 5 wires, grounded;
- (3) Rating current: 15A / AC380V 25A / AC220V;
- (4) Power consumption: < 5 kW;
- (5) Air supply: Purified compressed air(0.35~0.7MPa);
- (6) Air pressure for measuring: 0.35~0.45MPa;
- (7) Rating pressure of hydraulic system: 5~6MPa;
- (8) Repeat accuracy 0.005mm; Measuring accuracy ± 0.005 mm; Resolution 0.001mm;
- (9) Dimension(mm): 2570 \times 1060 \times 2400(L \times W \times H);
- (10) Total weight: 3200kg;

Bearing Measurement Equipment LCJ- I



Parameters can be measured:
 Bearing inner diameter;
 Sealing seat diameter;

Applicable type of bearing:

Customized to client requirement;
 (Currently suitable for 197726, 353130B, etc.)

Measurement method: Contact sensors.

Specification:

- (1) Measuring time (Bearing In&Out): ≤ 40 seconds;
- (2) Measuring points: Subject to customer requirements;
- (3) Measurement accuracy: $\pm 0.002\text{mm}$
- (4) Repeat accuracy: 0.003mm ;
- (5) Resolution: 0.001mm ;
- (6) Power supply: $380\text{V} / 220\text{V} \pm 10\%$, 50Hz, 3 phase 5 wires, grounded.
- (7) Working pressure: $0.35\sim 0.6\text{MPa}$;
- (8) Dimension(mm): $1400 \times 1300 \times 1100(\text{L} \times \text{W} \times \text{H})$;
- (9) Total weight: 1220kg ;

Contact sensors



Advantages

- Stable and proven measuring technology.
- High accuracy and fast measuring speed.
- Remote communication.
- Data supports HMIS and can be shared with other sub systems.
- Special transmission mechanism allows non-contact between sensors and wheelsets, and prolongs sensor life.
- Each parameter will be measured by independent measuring unit.
- Simple structure, small footprint.
- Low noise, environmentally friendly and safe operation.
- Self-diagnosis, automatic reset and alarm.

For more information

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Security information:

Customers are responsible for preventing unauthorized access to their plants, systems, machines and networks. Such systems, machines and components should only be connected to an enterprise network or the internet if and to the extent such a connection is necessary and only when appropriate security measures (e.g. firewalls and/or network segmentation) are in place.



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