

Electrical heating cable for freeze protection of rails, switch points, tramways and monorails.

Rail & Switch Point Heater

- Outputs available up to 220W/m.
- Full range of controls and accessories.
- Heated lengths up to 6 metres for turnouts.
 Available for 115 & 230V AC/DC (nom).
- Can be cut-to-length to suit switch size.
- Voltages to 1000V AC or DC for 3rd rails.

DESCRIPTION

Rail heater type RHT is a parallel resistance, constant power output cable for use on main rail switch point systems, electrified 3 rails, monorails and tramway systems.

RHT is a cut-to-length cable designed to maintain snow and ice free systems to ensure track operational integrity in winter conditions. Simple and quick installation ensures minimum track possession time.

When used for point heating systems RHT is intended to be pre-terminated in 3m; 4m; 5m & 6m heated lengths to suit the turnout dimensions. It is suitable for direct replacement of existing strip heaters on the stock rails and switch rails.

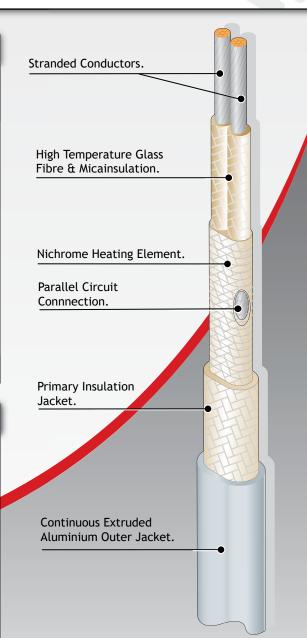
The cable is designed to utilise rail industry standard and approved heater retaining clips. Thermally insulated capping is also available if required.

ACCESSORIES

Heat Trace supply a complete range of rail heater accessories: termination components, c/w remote end seal and sealant; EPR cold lead to heater power connection kit; EPR 2 core cold lead cable; thermally insulated capping; heater retaining clips; termination, installation and testing instructions. These items are recommended for the correct usage and operation of RHT heaters.

FURTHER INFORMATION

Please consult the appropriate TK/RHT termination instructions and the RHT Installation Instructions (currently under revision) contact HTL for details.







SPECIFICATION

Continuous 350°C (644°F) MAXIMUM EXPOSURE Intermittent 425°C (797°F) TEMPERATURE:

MINIMUM INSTALLATION

-65°C (-85°F) TEMPERATURE:

POWER SUPPLY: 230 or 115V AC/DC (nominal)

(voltages also available to order 24V to 1000V AC or DC)

WEIGHTS & DIMENSIONS:

Type	Dimensions	Weight	Min Bending	Gland
Ref	(mm)+/-0.5	kg/100m	radius	Size
RHT	10.0 x 7.0	16.5	25mm	M20

ORDERING INFORMATION:

Example:	220 RHT 2 - F
Output 220W/m ————————————————————————————————————	
Supply Voltage 230V AC/DC	
Fluoropolmer Overjacket —	
(Optional)*	

IMPORTANT NOTES 1:

The RHT range of rail heaters should only be fitted to rails using the manufacturer's recommended and approved methods. The heating cables should only be terminated in accordance with the manufacturer's instructions, in order to ensure the heaters integrity is not compromised.

When the heater is being used on 3rd/live rails, outer insulating jackets of fluoropoymer are available and are extruded over the outer metal jacket.*This jacket will reduce the maximum withstand of the cable to 265°C (509°F).

Full details of all control and ancillary equipment is available on request.



MAXIMUM CIRCUIT LENGTH:

OUTPUT	MAX.CIRCUIT LENGTH*		ZONE LENGTH (NOM)	
(W/m)	115V	230V	115V	230V
100 150 220	16m 13m 11m	32m 26m 22m	Zone ler vary. Co HTL for informa	more

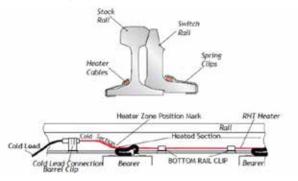
^{*} For 10% end-to-end power output variation

POWER CONVERSION FACTORS:

115V HEATING CABLE	230V HEATING CABLE
277V Multiply output by 5.80 2730V Multiply output by 4.00 27208V Multiply output by 3.27 27320V Multiply output by 1.09 20110V Multiply output by 0.91 1720V Multiply output by 0.91 1720V Multiply output by 0.91	240V Multiply output by 1.09 220V Multiply output by 0.91 208V Multiply output by 0.82

IMPORTANT NOTES 2:

When fitting the RHT range of rail heaters it is important to ensure that the rail profilereference is known. This is so that the right clips can be provided, to ensure correct fitmentto the rail. The heaters need to be kept in contact with the rail, but still retain the ability to move logitudinally under normal expansion and contraction and to withstand the vibration and flexingof the rail during the expected operating conditions. It is recommended that clips are provided on either side of each bearer - as shown in the image below.



Recommended Heater & clip position (UIC60/60B rail)

Typical Heated Points Systems - Milan, Italy.



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