

Hunting Truck Detector

Nagory Foster offers a state-of-the-art Hunting Truck Detector (HTD), building on the solid foundation that the WILD detector has provided the industry for more than 20 years. Customers are implementing the Hunting Truck Detector to prevent lading damage, as well as damage to vehicles and infrastructure.

Hunting trucks underneath rail cars can violently oscillate from one rail to the other as they traverse tangent track. This motion can induce excessive lateral forces that significantly contribute to the accelerated wear of rail and vehicles. This particular type of degraded vehicle performance is a leading cause of damage to delicate lading and customer complaints about ride quality. Hunting trucks also cause increased fuel consumption and result in severe damage to truck components which can cause derailments.



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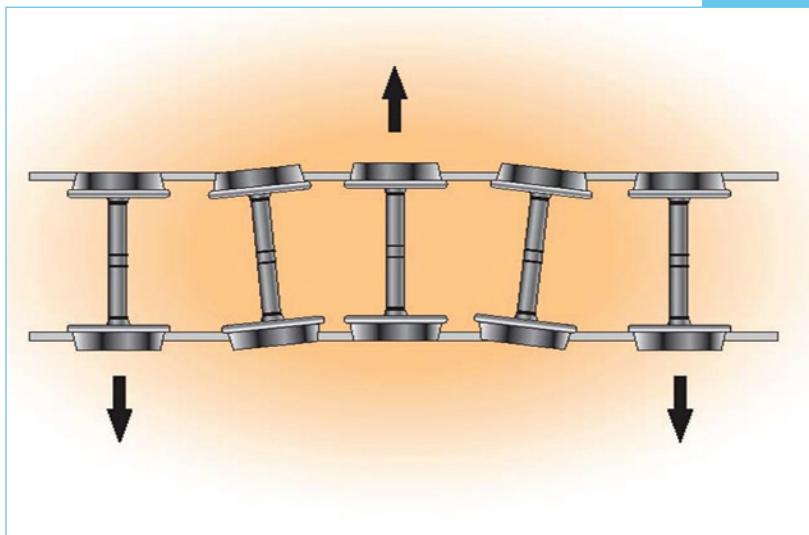
HTD

Benefits:

- Monitor Individual Vehicle Stability
- Monitor Fleet Performance
- Improve Safety
- Reduce Track Damage
- Reduce Operating Costs
- Prevents Lading Damage

Features:

- Hunting Truck Index
- Bi-Directional Traffic
- Automatic Car Counting and Identification (With Valid Car Library)
- Robust Hardware
- Automated Alarm Notifications
- Self-Diagnostics
- The only Hunting Truck Detector that implements AAR Rule 46
- Available as a Stand-Alone System or As an Add-On to the WILD



powered by

The logo for IntelliTrack Technology, featuring a stylized yellow and orange arc above the text "intelliTrack" in a bold, lowercase sans-serif font, with "Technology" in a larger, lowercase sans-serif font below it.

Specifications

- Operating Speeds – 50 to 300 km/h (30 mph to 180 mph)
- Measurement Zone – 16 meters (50 feet)
- Hardened Electronics in 19" rack
- Power – 120/220 volts AC or 12/24 volts DC
- Power – Approximately 4 amps at 24 volts DC
- Bungalow Electronics Operating Temperature – 0°C to 55°C (32°F to 131°F)
- Lateral Strain Gage Measurement – Hunting Index from 0 to 1



How HTD is Unique

The HTD measures lateral forces exerted on the track by a hunting truck on a passing train. Nagory Foster's unique design accounts for the dynamic relationship between vertical and lateral loads. That is, the system compares simultaneous readings from a WILD and a HTD to identify critical instances where the wheel flange and rail gage face geometry may promote flange-

climb derailments. These measurements are processed through a highly sophisticated proprietary algorithm and transformed into a Hunting Index to identify and alarm on vehicles that exhibit excessive side-to-side motion. If the forces exceed an acceptable threshold, an automatic report notifies the customer which truck requires action based on their configured alarm thresholds.



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