



Unipost

REPLACEMENT END POST

A one piece, positive-locking device designed for fast, efficient replacement of damaged end posts.

HOW UNIPOST WORKS

The Unipost enables broken end posts to be replaced without removal of the fishplate assembly, necessitating expensive and time-consuming maintenance and the need for track possession. Available in a choice of thickness, the appropriate size is selected and the top section is dropped into the gap between the rails. This is then secured in place with the specially designed wing nut from below the rail. The installation is completed with the application of silicon filler to the foot of the rail section. Typical installation time is 2 to 3 minutes.

- Eliminates the need for costly track possessions or stressing equipment.
- Installation is a one-man operation, greatly reducing labour costs.
- Once installed, Uniposts perform exactly as an original one-piece end post.
- Outperforms other multi-sectional end posts on the market.
- Manufactured from standard end post in use across the rail network.

Railtrack approval Certificate No. PA05/02629

PRODUCT DATA

Material of construction

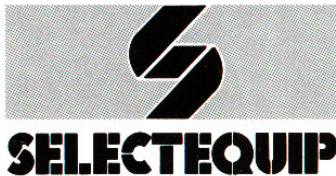
General purpose type EP3 epoxy glass laminated sheet (BS3953)
Conforms to Railtrack Line Specification RT/CE/S/024 and Railtrack standard drawing RE/PW/595

BR CAT Nos. & 110	113A	98lb	95lb	CEN60
			Bullhead	
4mm	057/047071	057/047074	057/047077	057/047080
6mm	057/047072	057/047075	057/047078	057/047081
9mm	057/047073	057/047076	057/047079	057/047082



INSTALLATION PROCEDURE

1. All retained debris of the previous end post is removed using insulated tools.
2. The most appropriate width of Unipost is chosen to fit the gap between the rail ends.
3. The wing nut is separated from the threaded section of the Unipost and thread-locker, such as Selectequip's *Tite-Lock Red*, is applied to the bottom five threads on the threaded post of the upper section.
4. The upper section is then inserted into the gap between the rail ends.
5. From beneath the rail, the protruding threaded rod is located and the wing nut is screwed onto the end until finger tight, ensuring the wing nut points in the direction of the rail and not across it.
6. The Unipost is then trimmed to the rail profile using a hacksaw or similar tool.
7. The gaps at the foot of the rail are then filled with the special sealant, *Uniseal*, provided in the kit.



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