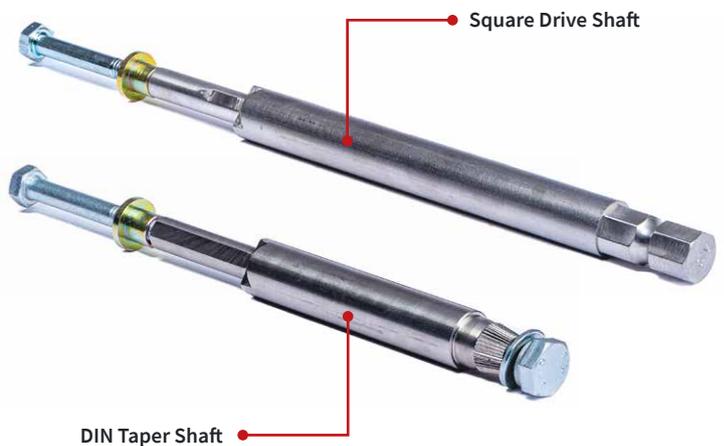


The use of a square drive interface between a wiper arm and its motor or linkage shaft has proven to be advantageous on numerous modern OEM railway applications.

They provide an ability to fit the arm in the correct park position first time every time and are also significantly more resilient to the problems of spinning on the traditional tapered DIN spline interface as a result of bird strikes and/or inconsistent fitment standards. As a result of this a number of operators have identified that the benefit can be read across by retrofit to older vehicles by changing the relevant components to the new design.

Many of the older vehicles were built with a pneumatic BPM wiper motor that was directly coupled via its stainless steel output shaft through the bulkhead and onto the DIN taper spline wiper arm. It will be seen from the adjacent illustration that the process of changing the shaft is a simple substitution of one for the other.

In cases where the wiper arm is of an arcuate type the changing of the shaft and the fitment of a corresponding arcuate wiper arm is all that is required. If however the vehicle is fitted with a pantograph wiper arm then in addition it will also be necessary to substitute a new slave arm swivel post in place of the existing swivel post as illustrated by the corresponding datasheet.



Class/Type	DIN Taper Shaft	Driver's Side Square Drive Shaft	Assistant's Side Square Drive Shaft
43	771121	M402119	M402120
60	771821	M402121	M402122
141/142	771130	M402000	M402000
143/144	771124	M401989	M401990
150/1 & /2	771124	M401991	M401992
153	771122	M401993	M401993
156	771123	M401995	M401995
158/159	771858	M401922	M401923
507/508	771128	M402096	-