

# THE DAWN OF A NEW ERA IN CHASSIS LUBE



THE ROMATIC AUTOMATIC GREASE  
LUBRICATING SYSTEM IS AN  
ELECTRONICALLY TIMED, PNEUMATICALLY  
(AIR) OPERATED SOFT GREASE  
SYSTEM.

# ROMATIC

CHASSIS LUBRICATING SYSTEMS

## WHO ARE ROMATIC?

Romatic Lube Systems were designed and developed in Manchester, England in 1971 and have proven themselves in operation in countries throughout the world. They are the No.1 specified system with numerous fleet operations.

Romatic Systems incorporate many unique features ensuring lower maintenance costs, increased vehicle efficiency and improved vehicle component performance. The systems are available with and without a monitoring function.

Look at these benefits:-

## REDUCES FREQUENCY FOR REPLACEMENT PARTS

Reduces wear and tear of chassis components-extends vehicle life.

## LOW COST

The Romatic System is manufactured to very high standards of quality and materials, robust, durable and efficient in operation.

## INCREASED PRODUCTIVITY

Correct lubrication maintains the vehicle on the road-working, less "off-road" time for maintenance and repairs.

## IMPROVES EFFICIENCY

Lubricated chassis components ensure high performance levels and longer vehicle life:- higher re-sale values.

## SOFT GREASE

The system uses soft grease of grades 0,00,000 rather than heavier grade grease because it *flows* to better cover the friction surfaces of the lube points.

# GREASE LUBRICATION

WHAT OTHER SYSTEM GIVES YOU THESE UNIQUE FEATURES:-

### TIMER

- \* OPERATING INTERVALS VARIABLE UP TO 7 HRS
- \* FULL SYSTEM TEST FACILITY
- \* BUILT-IN MONITOR CHECKS PRIMARY SYSTEM
- \* ANTI-OVERLUBE CIRCUIT

### DISTRIBUTION BLOCKS

- \* CORROSION FREE
- \* INDIVIDUALLY SEALED FOR FULL PROTECTION
- \* FULL 360 TURRET MOVEMENT FOR FITTING FLEXIBILITY

### GREASE PUMP

- \* HIGH POWER PUMP ENSURES RELIABILITY & FULL LUBRICATION TO ALL POINTS
- \* LARGE CAPACITY RESERVOIR FOR FEWER TOP-UPS

## THE SYSTEM

A Romatic Chassis Lubrication System is an on-board self-operating unit. Grease is fed in pre-determined quantities to the various lube points such as King Pins, Spring Shackles, Tie Rods and Turntables.

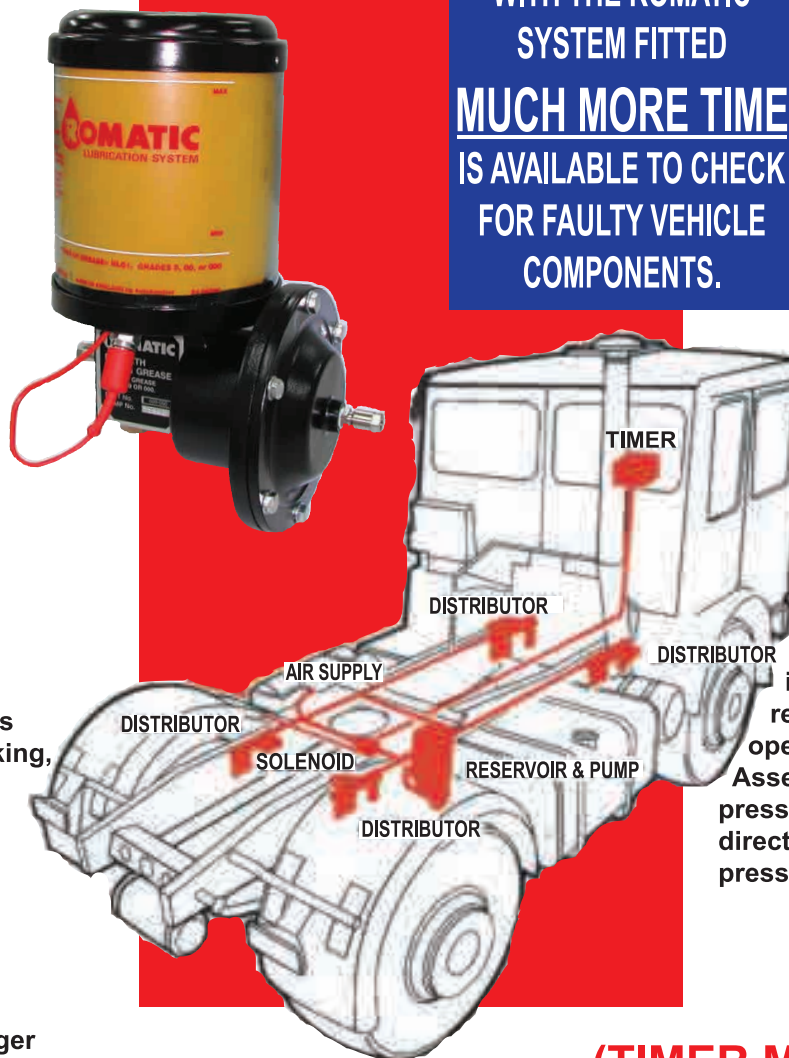
*It does this in a "little as often" manner while the vehicle is moving, ensuring a constant lubricant film is always available in the lube points.*

Most engineers would agree this is the most effective way to lubricate any vehicle.

## OPERATION

The electronic timer, located within the driving compartment, sends a signal at regularly timed intervals to the solenoid valve. The solenoid valve "opens" allowing air to flow to the grease pump. The pump delivers grease into the primary system. The grease enters the distributors which have individual metering units which accurately supply grease to each lube point. When the timer stops sending the signal, the solenoid closes and the pump piston under spring pressure returns to its rest position. The pump recharges with grease from the reservoir and the metering units in the distributors also reset for the next timed operation of the system. Assembled to a distributor is a pressure switch which is wired directly to the timer to detect any pressure loss in the primary line.

WITH THE ROMATIC SYSTEM FITTED MUCH MORE TIME IS AVAILABLE TO CHECK FOR FAULTY VEHICLE COMPONENTS.



## SPECIAL TIME FEATURE (TIMER MODEL EM5015)

An anti-overlubrication circuit is included in the timer which can be wired to a speedometer/tachograph. If this option is undertaken, the timer will only cycle when the vehicle is moving.