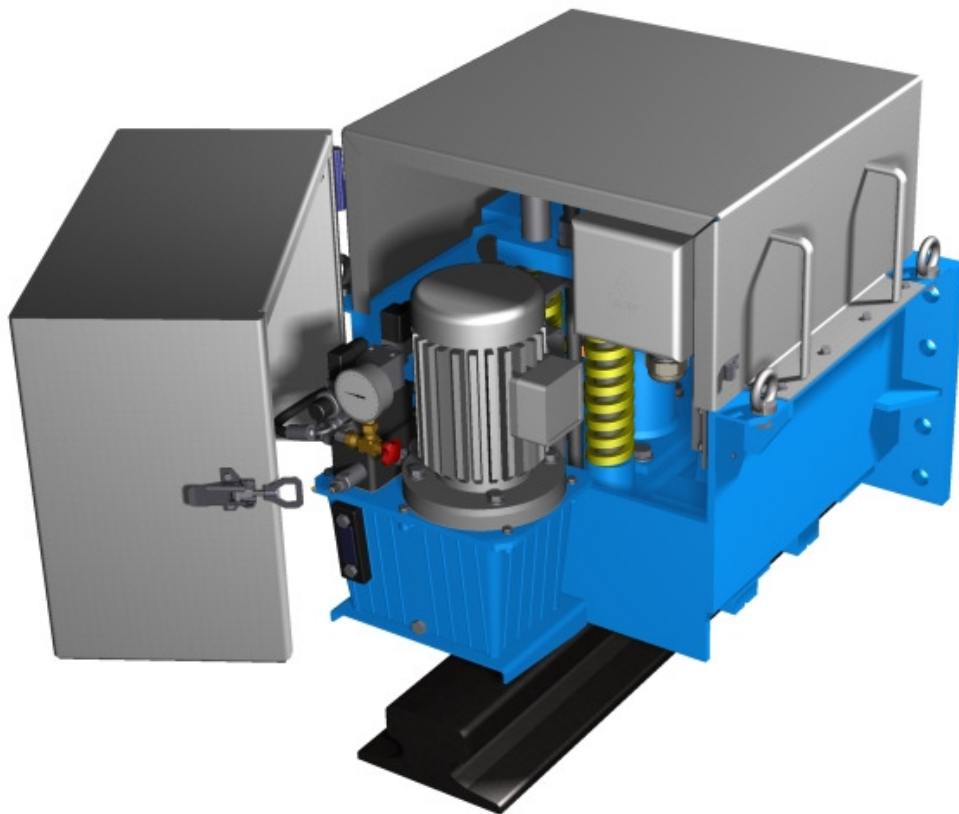


## SPRING OPERATING SIDEWISE PRESSING RAIL CLAMPS

DECEMBER 2008

CATALOGUE "TM"**Rima S.r.l.**

Via Fermi 255 – 21042 Caronno Pertusella (Va) Italy

Phone: +39 02 9650694 – Fax +39 02 9657860

E-mail: rima@rimagroup.com

[WWW.RIMAGROUP.COM](http://WWW.RIMAGROUP.COM)

## DESCRIPTON

These rail clamps are storm brakes static suitable for small to medium forces: from 50 to 500 kN.

They are spring actuated; the spring exercise the closing force while an hydraulic cylinder fed by a suitable hydraulic unit provides the opening.

The value of forces indicated are calculated with friction coeff. of 0,25 or 0,5.

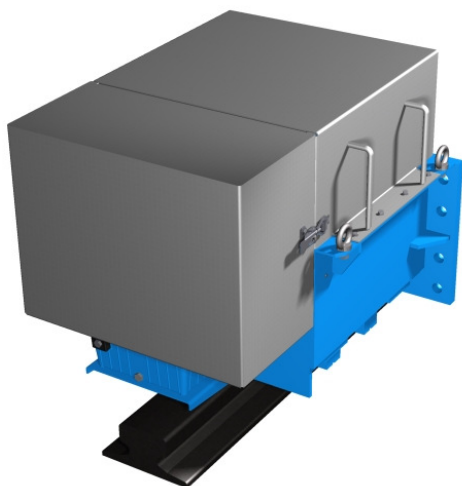
As the real coeff. is much higher (approx. 0,59) the rail clamps can withstand higher forces.

These rail clamps, subject to appropriate modifications, can be used also to brake the crane in running. For further information, please contact our Technical Dept.

### • *Technical features*

- Installation: side bolted;
- Vertical float =  $\pm 7,5$  mm (to be checked upon rail type);
- Horizontal float =  $\pm 30$  mm;
- Tolerance respect to nominal width of the rail =  $\pm 1,5$  mm;
- Opening time (signal for operation) = 4 seconds;
- Closing time = adjustable from 4 to 12 seconds.

On request these values can be modified.



### *Friction coefficient (TUV certified)*

When breaking shoes are new the actual friction coeff. in every situation is = 0,59

This value decreases lightly with wear of shoes.

The breaking shoes are to be replaced when the nominal value of friction coefficient is reached (Detailed instructions are given in the Use and Maintenance Manual).

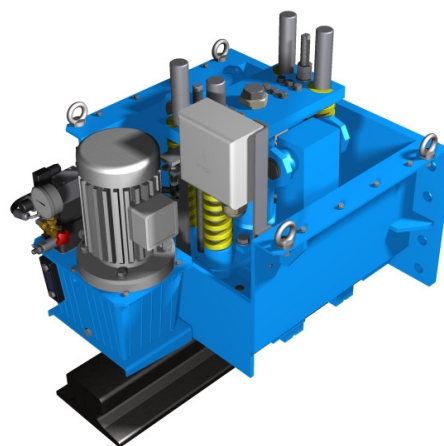
We can offer rail clamps with two friction coefficient: 0,25 and 0,5.

The 0,25 value guarantees an higher safety factor and very long life of braking shoes.

This friction coefficient value (0,25) is moreover requested in several countries (according to the relevant standards over there applicable) like for example Italy, Japan, Slovenia, Serbia and Croatia.

Main European standards (DIN and FEM) are also foreseeing a friction coefficient value of 0,25 but allowing the use of higher value, provided that this value is certified by a suitable register in all possible working conditions.

To fulfil this requirement, our braking shoes are certified by German Register (TUV) in several working condition like wet rail, rail with grease, etc., both in case of new shoes and in case of shoes with a certain degree of wear.



## UTILIZATION / FUNCTIONING

These rail clamps are to be considered as parking devices (safety against the movement caused by wind) and they work pressing on rail sides.

Each rail clamp is composed substantially of one steel frame, two jaw guides and two jaws operated by springs trough suitable levers.

The jaw guides are placed into the frame in such a way to follow side displacement between crane and rail.

The guides are constituted by plates properly shaped acting on side of the rail. In particular cases, rollers acting on the head sides of rail can be used.

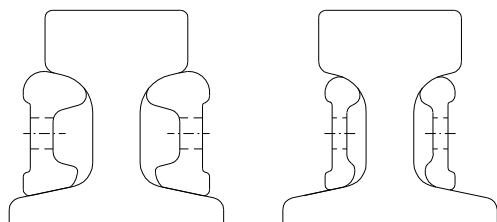
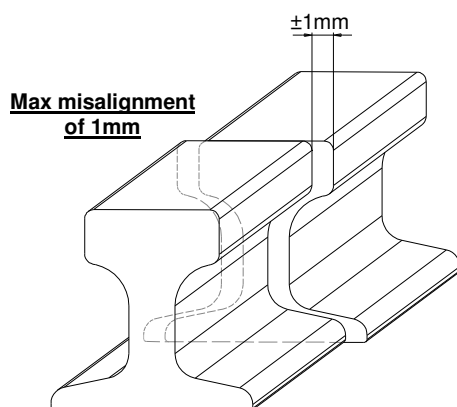
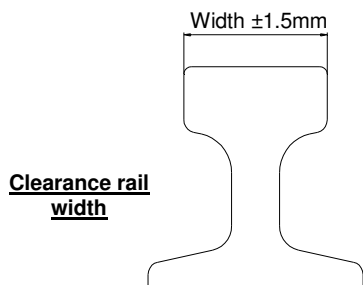
As the braking shoes, properly knurled, guarantee friction coeff. of 0,59 approx. there is a good safety factor respect to the nominal catalogue performance where the friction factor computed is 0,25 – 0,5 .

## RAIL

Braking shoes of our rail clamp have been designed to work on rails commonly on the market whose hardness is between 200 and 270 HB ( $\sigma = 70$  to  $90$  daN/mm<sup>2</sup>).

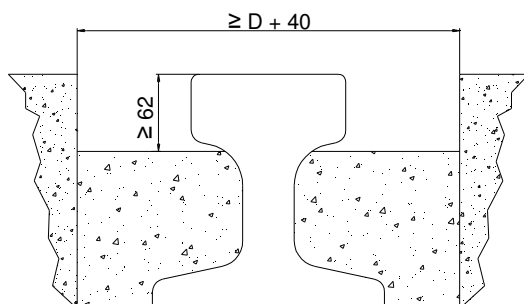
The certification of TUV are referred to above given values of rail hardness.

**In case of different values we must be informed at order, Because this could affect the rail clamp functioning.**



In presence of this kind of rail joint, applicability has to be checked by Rima tech. dep.

Suitable for this kind of rail joint



### Channel features

**In the case what above shown cannot be respected, we have to be informed about effective conditions at offer stage.**

## OPERATING

### • *Opening of Rail Clamps*

The pushing force given by the hydraulic cylinder under pressure opens the rail clamp. It is achieved by:

1. Starting the motor of the hydraulic unit by closing its remote control switch

Energizing the coil of electrovalve of the unit.

As the insertion of electrovalve stops the oil flow from the cylinder to the tank of the unit, the pump driven by the electric motor raises pressure into the cylinder which, with its movement, opens the rails clamps.

During its opening, the cylinder through a suitable limit switch gives the signal of clamp open and allows the crane to run.

Then the pressure switch stops the motor pump group. Should small leakages cause a cylinder retracting, the pressure switch would restart the pump motor to restore original situation, avoiding the limit switch of crane travel to stop the crane.

### • *Closing of Rail Clamps*

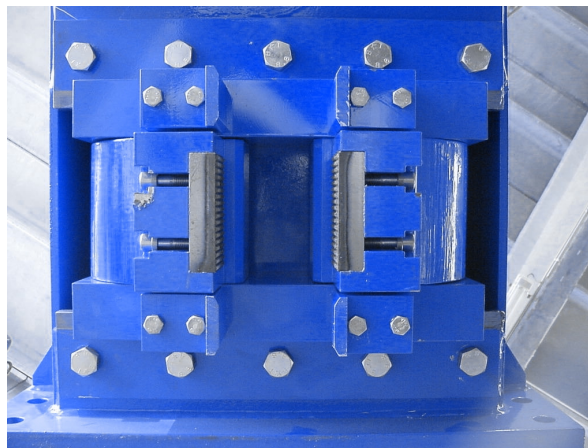
The closing of rail clamp is obtained by de-energizing the electrovalve.

In such way a passage between the cylinder and the tank is opened; the cylinder closes itself under the action of springs.

The closing is controlled through a flow control valve that gives the delay necessary to allow the stop of the crane by the drives / service brakes.

Opening time: approx. 4s

Complete delay: adjustable from 4s to 12s



## COMPOSITION

### • *Rail clamp (TM-01)*

Each rail clamp is composed of:

- Steel framework
- Steel levers
- knurled braking shoes quenched and tempered
- Pins

Rima S.r.l.

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Phone: +39 02 9650694 – Fax +39 02 9657860

E-mail: rima@rimagroup.com



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- Cylinder for rail clamps opening
- Spring providing the closing force
- Inductive limit switch which indicates "rail clamps open" and allows the gantry crane travel.
- Rail clamp and hydraulic unit covers are in inox AISI316.

#### • Hydraulic Unit (SCI-TM-01)

It is suitable for sea-environment, completely assembled, wired, oil filled and flushed (acc. NAS 12). Cover in carbon steel with hinged door. All the electrical components are wired, on option, into electrical box (protection IP 55)

#### • Emergency manual opening device

The rail clamps is supplied with suitable tie-rods complete with nuts. Acting on the nuts with a common key tool it is possible to open the rail clamps in case of emergency (lack of tension or hydraulic unit broken).

#### • Standard painting (only frame and external parts)

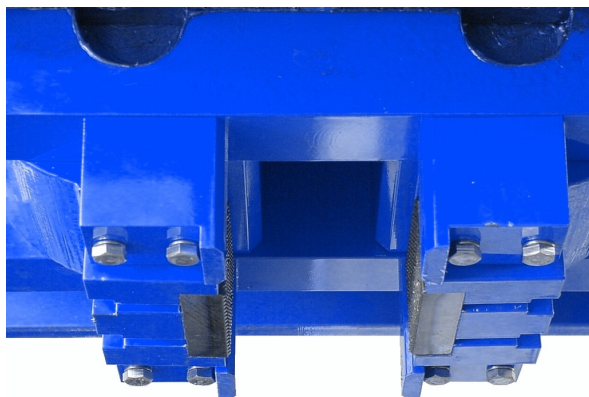
Total thickness : 210 micron.

- Surfaces preparation: Sandblasting SA 2 1/2.
- 1° Coat: Moist curing inorganic two-component zinc primer. Consists on complex ethyle silicate and zinc dust in high rate (>86% in dry film). Thickness = 70/80 micron
- 2° Coat: Two-component epoxy-polyamide primer and undercoat with zinc phosphate and micaceous iron oxide. Thickness = 80/90 micron
- 3° Coat: Two-component aliphatic acryl-urethane based paint no yellowing. Reacoatable for long time. Thickness = 60/70 micron

Final colour: Standard RIMA RAL 5019.

#### • Fluids for normal temperatures

Hydraulic oil: HLP ISO VG 15  
Grease: SKF LGLT2



### ELECTRIC CONTROL UNIT

It is usually foreseen by the crane manufacturer by means of relays or PLC. On request, it can be supplied on plate or in a box (IP 55).

Here after is illustrated the scheme we suggest (SCE-TM-01), which foresees the use of a suitable temporised relay. This relay is necessary to signal possible malfunctions in the hydraulic unit (for ex. oil deficiency or breakages of some hydraulic or electric components). Through this solution, temperature and level switches are not needed.

The logic control of the rail clamps closing is established by the customer.

The rail clamps are usually closed at the end of the crane work, or on signal of a suitable anemometer which signals that the wind speed is higher than the max. allowed speed.

The signal of closure of the rail clamp can be put under a timer to achieve an adjustable electric delay (in addition to the delay hydraulic).

As the electrovalve has to be always excited, the magnet must be in direct current; if the customer wants to feed the coil valve with alternated current, a suitable rectifier it is supplied.

### WARRANTY

12/18 months

Warranty is subject to the following conditions:

- The electric diagram is made accordingly to the scheme we suggest (SCE-TM-01) or is made accordingly to a scheme designed by client but in any case approved by us.
- All maintenance procedures described in the manual provided with the supply are observed. In particular must be strictly observed the rules relevant to cleanliness and filters replacement.

In case one or more of above conditions should not be respected, the guarantee will be considered not valid.

### TESTING

All rail-clamps are tested on a test bench before delivery, at a nominal force power.

Rima S.r.l.

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E-mail: rima@rimagroup.com



[WWW.RIMAGROUP.COM](http://WWW.RIMAGROUP.COM)



## DOCUMENTATION

The documentation is worded according to EG (89/392/EWG) and Euro- EN 292-1/2; 1991 D rules.

- Use and Maintenance Manual
- Execution according to rules
- Over all dimension drawings
- Hydraulic and electric schemes
- Suggested spare part list
- Test Certificate
- Material certificated (EN 10204-2.1) for all main parts.

Documentation in Italian or English on cd-rom.

## EXECUTIONS

### • *Normal execution*

- Working temperature: -20°, +40°
- Environment: marine
- Installation with side flange
- Hydraulic unit integrated in the clamp, filled with oil and provided with terminal box
- With limit switch that signals clamp open

### • *Special execution (on request, with extra-price)*

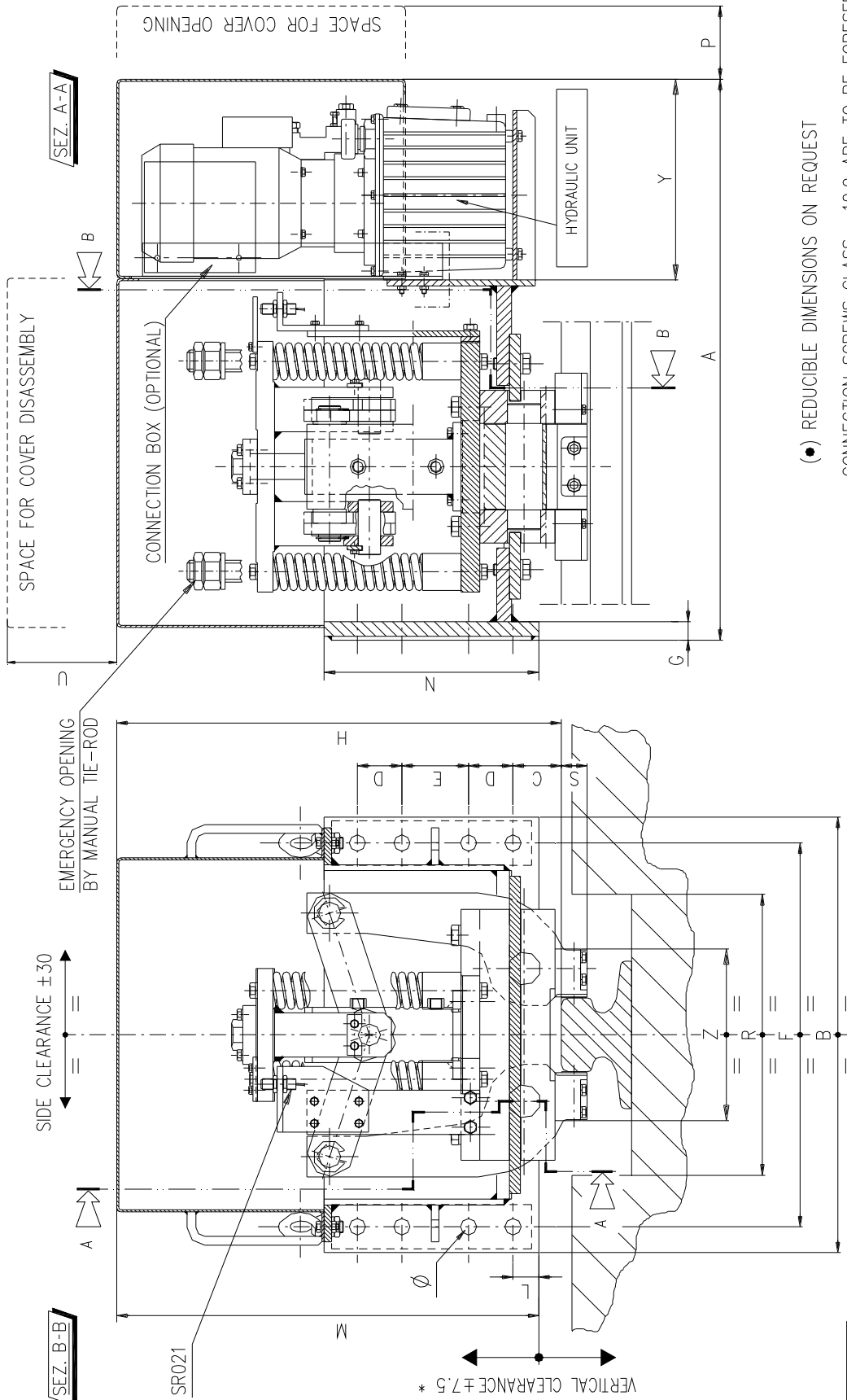
- Working temperature different from standard;
- Double side flanges or upper flange (with hydraulic unit supplied separately from rail clamps);
- Hydraulic unit suitable to operate with more rail clamps;
- Electrical board (on plate or box IP55);
- Limit switch which signals "rail clamps closed";
- Mechanical limit switch instead of inductive;
- Wider horizontal and vertical float;
- Security side stowage pins (to insert into suitable holes on the quay);
- Manufacturing according Q.C.P. different from our standard (Nuclear plan or special application);
- With special teeth for vertical force;
- For dynamic breaking;
- Language of documentation different from standard
- Certificates of materials (EN 10204-2.2, EN 10204-3.1 o EN 10204-3.2) for all main components;
- Suitable for fast crane with hard work cycles.



### Rima S.r.l.

Via Fermi 255 – 21042 Caronno Pertusella (Va) Italy  
 Phone: +39 02 9650694 – Fax +39 02 9657860  
 E-mail: rima@rimagroup.com





(●) REDUCIBLE DIMENSIONS ON REQUEST

CONNECTION SCREWS CLASS : 10.9 ARE TO BE FORESEEN

\*=IT DEPENDS ON THE TYPE OF RAIL

**TM-01**

NEW CODE	OLD CODE	BLOCKING POWER f = 0.50
TM10-100-01	R2271	100 kN
TM20-200-01	R2272	200 kN
TM30-300-01	R2273	300 kN
TM40-500-01	R2274	500 kN

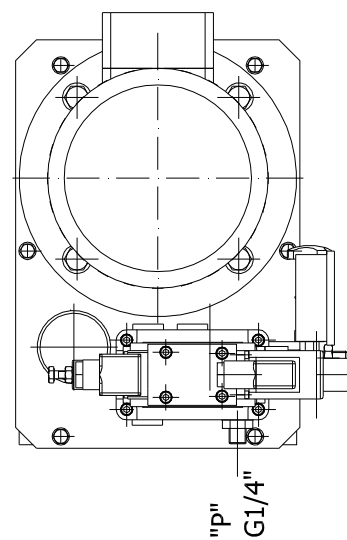
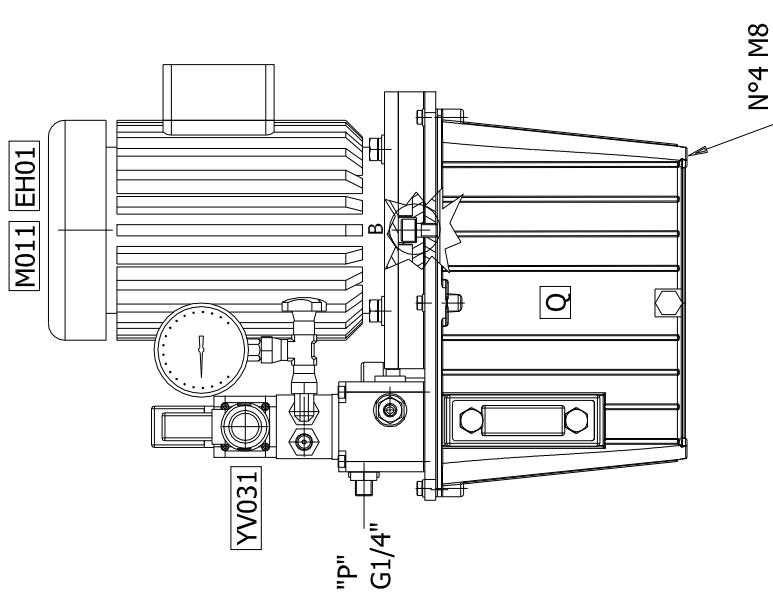
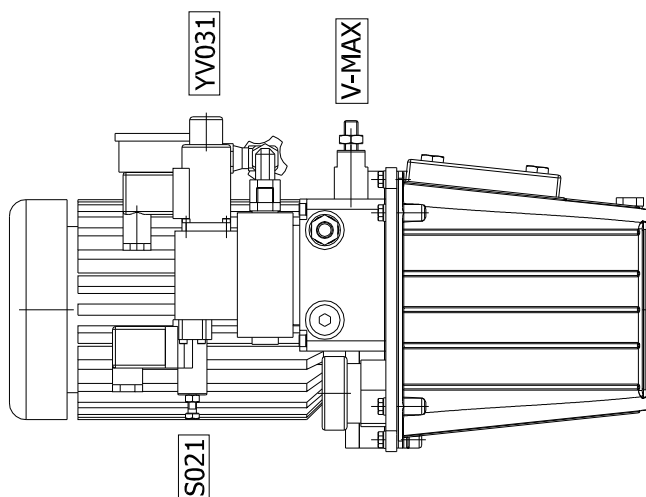
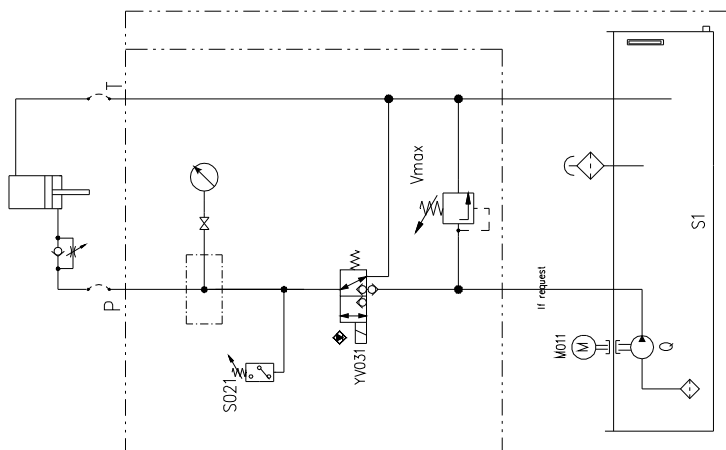
FORCES AND DIMENSIONS INDICATED ARE REFERRED TO MAXIMUM HEAD WIDTH OF RAIL 120 mm. FOR RAIL WITH HEAD WIDTH GREATER THAN 120 mm PLEASE CONTACT OUR TECHNICAL OFFICE

M	N	P	R	S	U	Y	Z	φ	Mφ	WEIGHT kg
610	290	300	280	50	250	270	265	22	M20	290
610	360	380	300	50	270	270	280	26	M24	420
690	440	440	330	50	290	280	295	33	M30	610
730	490	470	350	50	300	285	310	39	M36	1050



**Rima S.r.l.**  
 Via Fermi 255 – 21042 Caronno Pertusella (Va) Italy  
 Phone: +39 02 9650694 – Fax +39 02 9657860  
 E-mail: rima@rimagroup.com





- SPECIFICATIONS ELECTROVALVE
- YV031 \*
- 24V DC - 30W
- PRESSURE RELIEF VALVE
- 20 MPa
- PRESSURE SWITCH
- 18 - 16 MPa
- \*= OTHER TENSIONS ON REQUEST

**SCI-TM-01**

HYDRAULIC UNIT	TYPE	RAIL CLAMP	SPECIFICATIONS MOTOR	GEAR PUMP	TANK
SCI-TM06-01	TM10-100/TM20-200	TM30-300	M011 *	Q	S1
SCI-TM10-01	TM40-500		0.75 kW / 400V-50Hz	Q = 2.4 l/min	6 l
			1.5 kW / 400V-50Hz	Q = 5 l/min	10 l



via Bettola 32  
I-20092 Cinisello Balsamo (MI)  
Tel.: 02-66 05 3.1  
Fax: 02-66 01 28 02

/MG File: Rima-02

Cinisello, 02/05/98

## TEST REPORT

**Customer:** RIMA S.r.l.  
STEMMAN-TECHNIK GmbH

**Object:** Brakes Type R2291 and R2271

**N° of order:** 100987 (TÜV Italy)

**Technical files:** See Annex

**Site of testing activity:** Caronno Pertusella (Varese, Italy)

**Date of test:** 2/5/1998

**Test description:** The test was carried out with knurled sliding for brakes type R 2271, in order to have the same specific pressure of the sliding type R2291.  
The minimum friction coefficient was recorded for each condition of rail's surface state.  
Values are shown in the schedule.  
See annex for more informations.  
In addition the rail clamp was pushed as far as the rail clamp started to slip (only by greasy rail).

Type of knurled sliding (R2271)	State of side surface of rail	Radial force $F_1$ [kN]	Axial force $F_2$ [kN]	Friction coefficient $\mu = F_2 / 2 * F_1$	Slipping force $F_2$ [kN]
<input type="checkbox"/> 2 x 2 mm	dry	99.6	100	> 0.5	//
<input type="checkbox"/> 2 x 2 mm	wet	99.6	100	> 0.5	//
<input type="checkbox"/> 2 x 2 mm	greasy	99.6	100	> 0.5	119 ( $\mu \approx 0.59$ )
<input type="checkbox"/> 2,3 x 2,3 mm	dry	95.2	103	> 0.5	//
<input type="checkbox"/> 2,3 x 2,3 mm	wet	95.2	103	> 0.5	//
<input type="checkbox"/> 2,3 x 2,3 mm	greasy	95.2	103	> 0.5	113 ( $\mu \approx 0.54$ )

  
Ing. Giorgio Mazzoni

TÜV ITALIA S.R.L.  
Società del Gruppo TÜV SÜDDEUTSCHLAND  
Amministratore Delegato: Roberto Majocchi - Sede legale: Via Bettola 32 - 20092 Cinisello Balsamo (MI)  
Capitale sociale Lit. 850.000.000 interamente versato - Cod. Fisc. 08922920155 - P. IVA 02055510966 - Registro delle imprese di Milano (Trib. Monza) No. 273786 - R.E.A. 1255140

**Rima S.r.l.**  
Via Fermi 255 - 21042 Caronno Pertusella (Va) Italy  
Phone: +39 02 9650694 - Fax +39 02 9657860  
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# SCHEMA ELETTRICO PER 2 CENTRALINE E 2 TENAGLIE A MOLLA

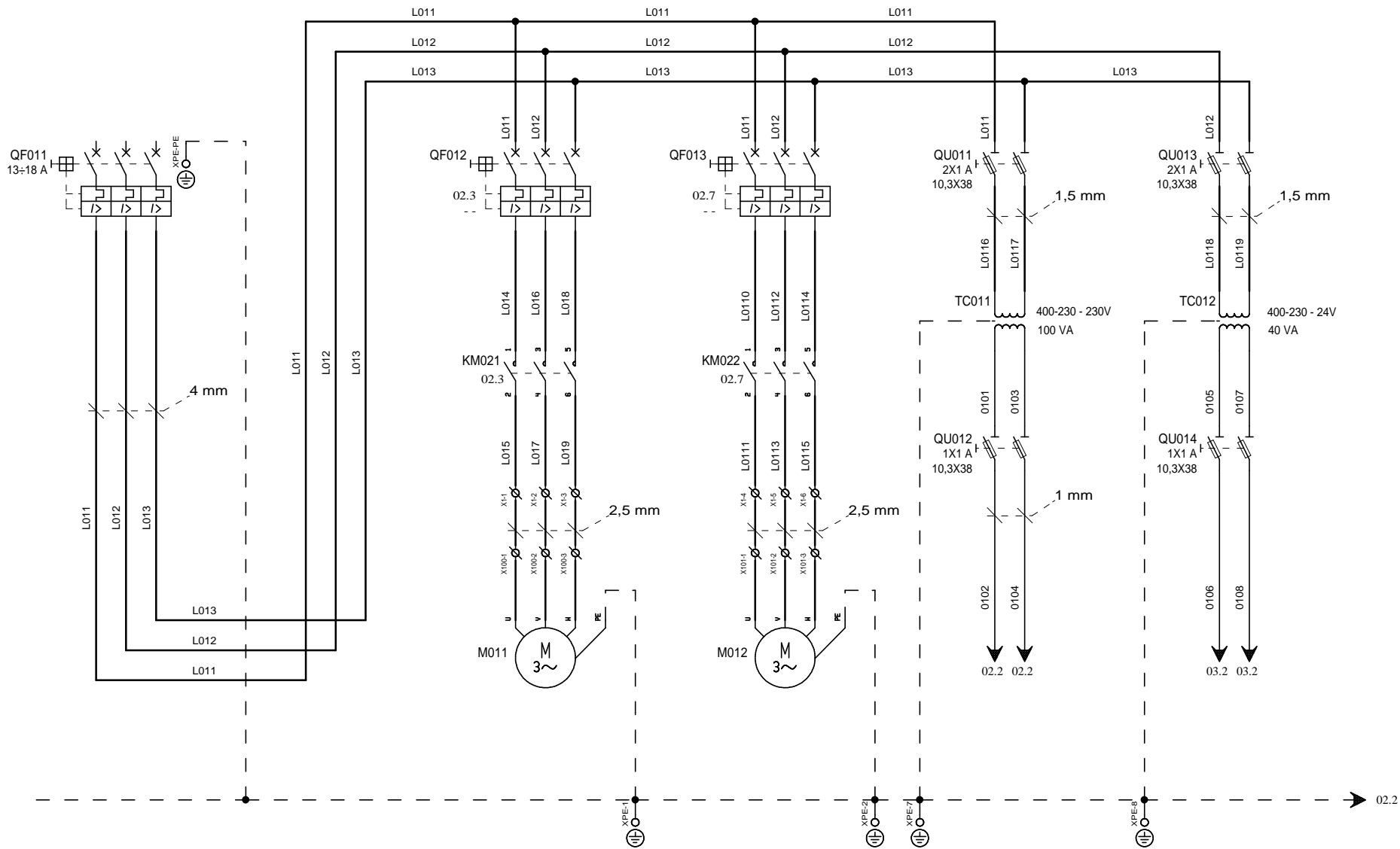
## ELECTRICAL DIAGRAM FOR 2 HYDRAULIC UNITS AND 2 SPRING RAIL CLAMPS

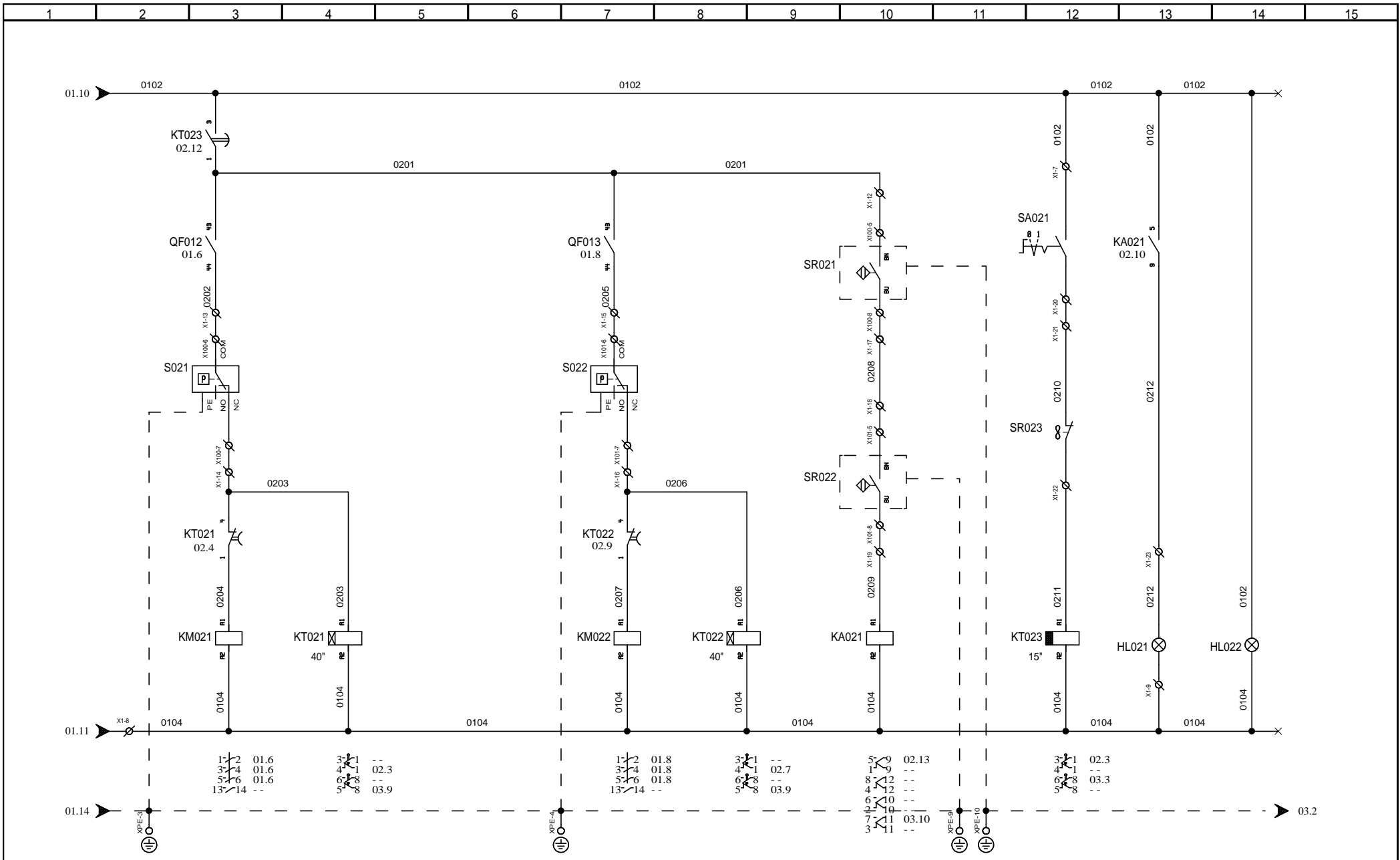
### SCHÉMA ÉLECTRIQUE POUR 2 CENTRALES HYDRAULIQUES ET 2 PINCES RAILS À RESSORTS


### ELEKTRISCHE SCHALTPLAN FÜR 2 HYDRAULIK AGGREGATE UND 2 FEDERSCHIENENZANGEN

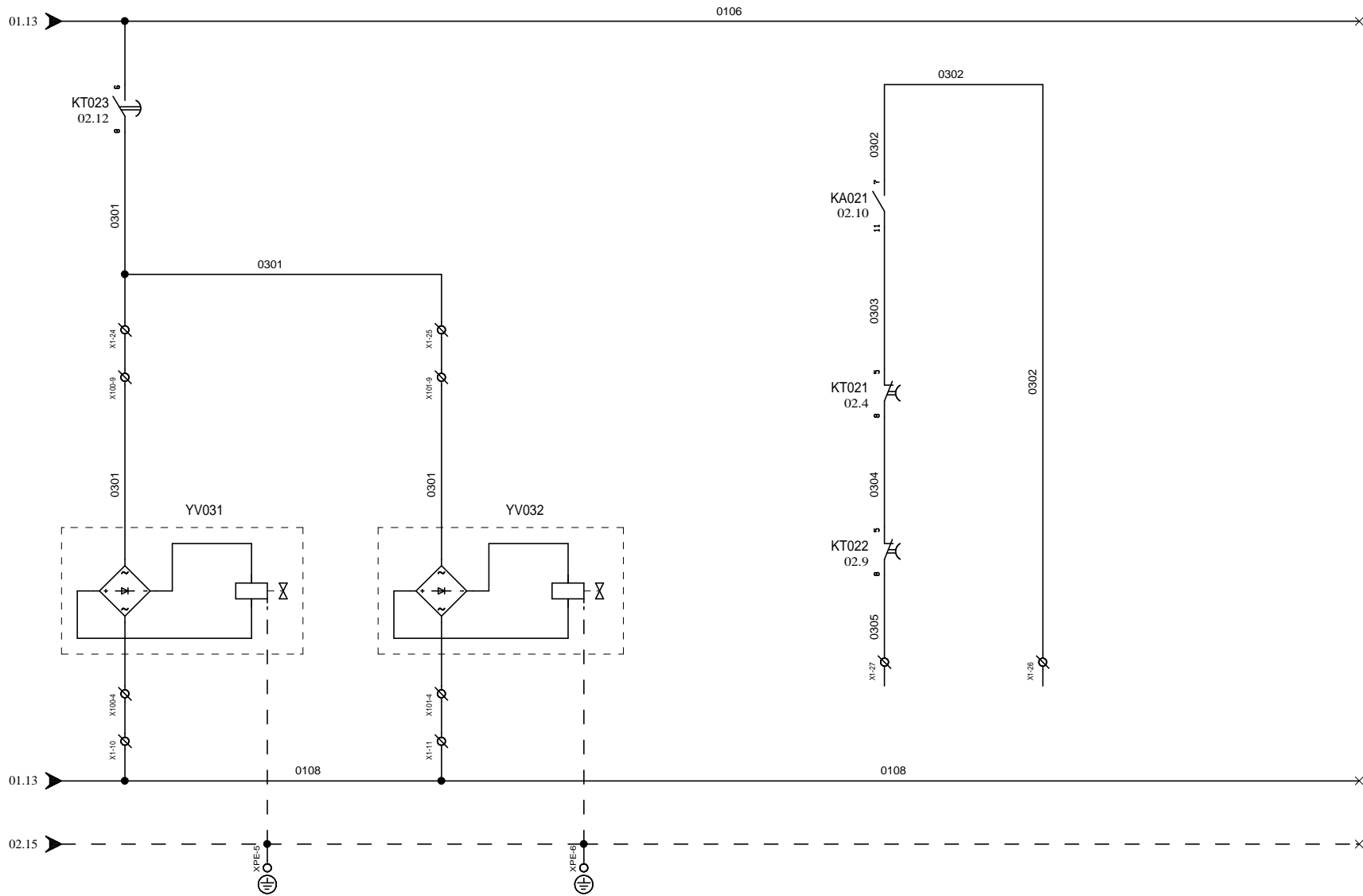
DATA CONSEGNA DELIVERY DATE DONNÉE DE CONSIGNÉ LIEFERDATUM	TENSIONE DI ESERCIZIO / RATING VOLTAGE TENSION DE MARCHÉ / BETRIEBSpannung	GRADO PROTEZIONE / PROTECT. DEGREE DEGRÉ DE PROTECTION / SCHUTZ-GRAD	NORME CEI-EN / CEI-EN STANDARDS RÈGLE CEI-EN / CEI-EN VORSCHRIFT
POTENZA MAX ASSORBITA MAX RATING POWER PUISSANCE MAXI MAX BETRIEBSKRAFT	400 Vac	55	60439-1
CORR. MAX SPUNTO MAX PEAK CURRENT COURANT DE POINTE MAXI MAX SPITZESTROM	20 A	In base al DPR 547/55, Dlgs 626/94, Dlgs 494 Norma CEI EN 50110-1, Norma CEI EN 11-27 - I lavori elettrici all'interno dell'apparecchiatura di comando possono essere eseguiti solo da PES o da PAV con attestato di idoneità (PES = persona esperta, PAV = persona avvertita) Tale idoneità sarà confermata dal preposto ai lavori elettrici. In compl. with DPR 547/55, Dlgs 626/94 CEI EN 50110-1, CEI 11-27 specifications, electrical works inside control equipm. must be performed only by EP or WP with techn. degree (EP = expert person, WP = warned person). This feature will be checked by an electrical maintenance division chief: Conformément à DPR 547/55, Dlgs 626/94, Dlgs 494, Règle CEI EN50110-1 - CEI 11-27, les travaux électriques à l'intérieur de l'appareillage de commande doivent être exécutés seulement de PE ou PAV (PE=personne d'expertise, PAV= personne avvertie) avec le degré technique Ces possibilités seront vérifiées par un chef de division de entretien électrique Gemäß DPR 547/55, Dlgs 626/94, Dlgs 494 Vorschrift CEI EN 50110-1 - CEI 11-27 muß innere ElektrosteuereinrichtungArbeiten von AP oder von GP mit technischem Grad ( AP=Ausgebildeter Person, GP=Gewarter Person ) durchgeführt werden. Diese Eigenschaft muß durch die Elektroarbeiten meister überprüft werden	
C.D.T.% MAX. CONSENTITA MAX ADMITTED VOLTAGE DROP % CHUTE DE TENSION ADMISE % MAXI MAX ZUGEL SPANNUNGSABFALL %	5	24 Vac	
SEZIONE RACCOMANDATA RECOMMENDED WIRING SECTION SECTION RECOMMANDÉE EMPFOHLEN KABELANTEIL	2,5 mm <sup>2</sup>	TENSIONE SEGNALI / SIGNALS VOLTAGE TENSION SIGNALX / SIGNALESpannung	
CORRENTE DI CORTO C.T.O MAX SHORT CIRCUIT CURRENT COURANT DE COURT CIRCUIT MAX KURZSCHLUSSSTROM	17 kA	24 Vac	

 <p>1 - 21042 - Caronno P.lia (VA) - Italy Via E. Fermi, 255 Tel. +39-2-9650694 Fax. +39-2-9657860 Web: <a href="http://www.rimagroup.com">http://www.rimagroup.com</a></p>	DESCRIZIONE / DESCRIPTION DESCRIPTION / BESCHREIBUNG  COPERTINA FRONT PAGE PAGE DE GARDE VORDERSEITE	COMMESSA / JOB TRAVAIL / BESTELLUNG	DISEGNATORE / DRAWN BY DESSINATEUR / ZEICHNER  E.C.	MODIFICHE / UPGRADE MISE A JOUR / PRÜFUNG	DISEGNO N° / DRAWING N° DESSIN N° / ZEICHNUNG N°  SCE-TM-01	TOT. FOGLI N° TOT. SHEETS N° TOT. FEUILLES N° GES. BLÄTTERN N°  6
			DATA / DATE / DATE / DATUM  21-06-2007			PAGINA PAGE FEUILLE BLATT  00
						SEGUE NEXT SUIVANT NÄCHSTE  01

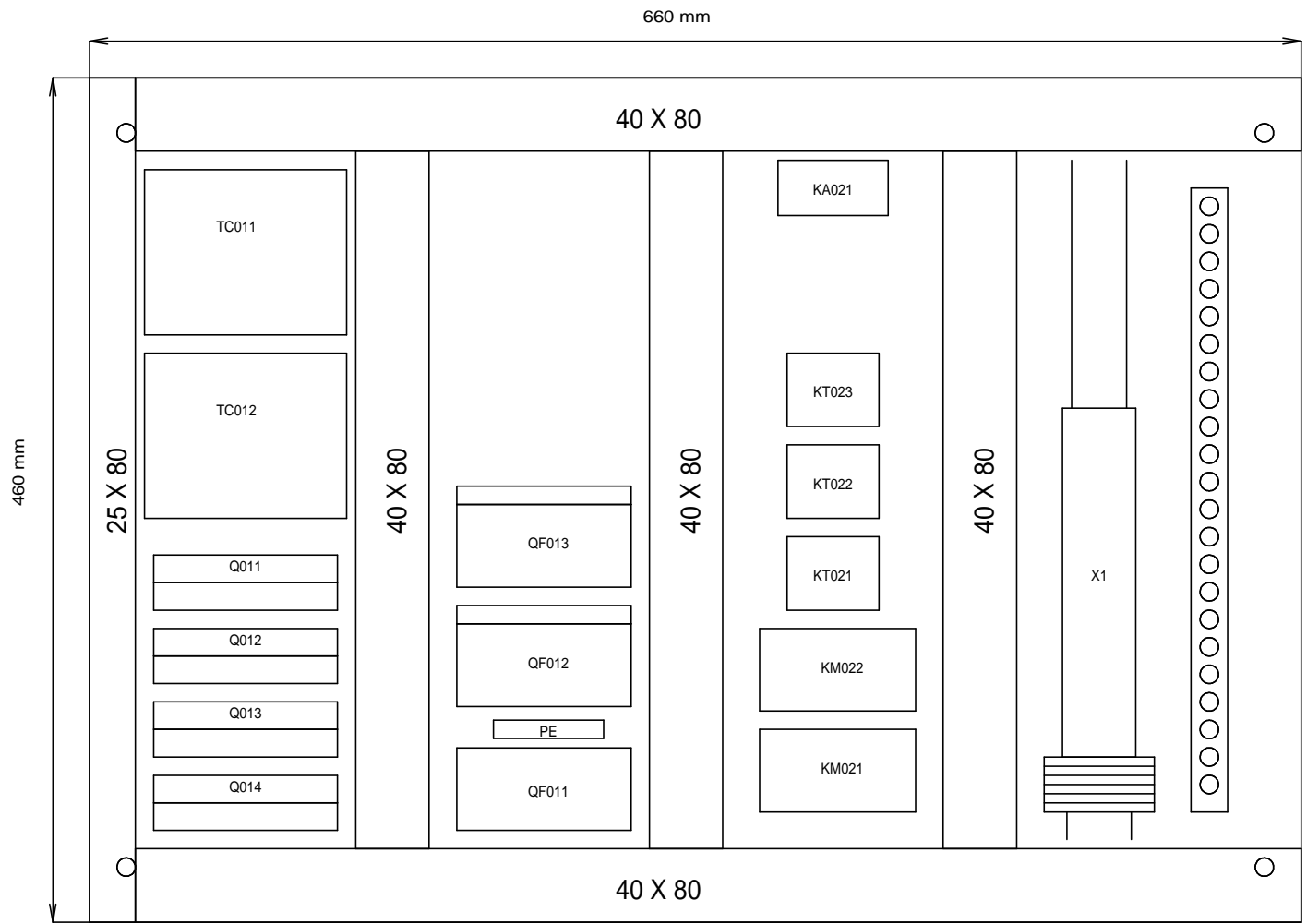





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	CIRCUITI AUSILIARI AUXILIARY CIRCUITS CIRCUITS AUXILIAIRES HILFSSTROMKREISE			E.C.  DATA / DATE / DATE / DATUM 21-06-2007		SCE-TM-01




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	<p>DATA / DATE / DATE / DATUM</p> <p>21-06-2007</p>	<p>PAGINA PAGE FEUILLE BLATT</p> <p><b>03</b></p>	<p>SEGUE NEXT SUIVANT NÄCHSTE</p> <p><b>04</b></p>			



 I - 21042 - Caronno P.lia (VA) - Italy Via E. Fermi, 255 Tel. +39-2-9650694 Fax. +39-2-9657860 Web: http://www.rimagroup.com	DESCRIZIONE / DESCRIPTION DESCRIPTION / BESCHREIBUNG	COMMESSA / JOB TRAVAIL / BESTELLUNG	DISEGNATORE / DRAWN BY DESSINATEUR / ZEICHNER	MODIFICHE / UPGRADE MISE A JOUR / PRÜFUNG	DISEGNO N° / DRAWING N° DESSIN N° / ZEICHNUNG N°	TOT.FOGLI N° TOT.SHEETS N° TOT.FEUILLES N° GES.BLÄTTERN N°	
	DISPOSIZIONE PIASTRA COMPONENTI ELECTRIC PANEL LAYOUT IMPLANTATION PLATINE ARMOIRE SCHALTSCHRANK INNENEINRICHTUNG			E.C. DATA / DATE / DATE / DATUM 21-06-2007		SCE-TM-01	6
						PAGINA PAGE FEUILLE BLATT	04
					SEGUE NEXT SUIVANT NÄCHSTE	05	

QF011	INTERRUTTORE GENERALE	MAIN SWITCH	DISJONCTEUR PRINCIPAL	HAUPTSCHALTER
QF012	PROTEZIONE MOTORE POMPA CENTRALINA 1	HYDRAULIC UNIT 1 MOTOR PROTECTIVE SWITCH	DISJONCTEUR MOTEUR ÉQUIPEMENT HYDRAULIQUE 1	HYDRAULISCHE GERÄT 1 MOTORSCHUTZSCHALTER
QF013	PROTEZIONE MOTORE POMPA CENTRALINA 2	HYDRAULIC UNIT 2 MOTOR PROTECTIVE SWITCH	DISJONCTEUR MOTEUR ÉQUIPEMENT HYDRAULIQUE 2	HYDRAULISCHE GERÄT 2 MOTORSCHUTZSCHALTER
QU011	FUSIBILE PROTEZIONE TRASFORMATORE CIRCUITI AUSILIARI	AUXILIARY CIRCUITS TRANSFORMER PROTECTION FUSE	COUPE-CIRCUIT PROTECTION TRANSFO CIRCUITS AUXILIAIRES	HILFSSTROMKREISERFAO SCHUTZ SICHERUNGSLASTTRENNER
QU013	FUSIBILE PROTEZIONE TRASFORMATORE ELETTROVALVOLE	ELECTROVALVES TRANSFORMER PROTECTION FUSE	COUPE-CIRCUIT PROTECTION DU TRANSFO ELECTROVANNES	ELEKTROVENT. STROMKREISERFAO SCHUTZ SICHERUNGSLASTTR.
TC011	TRASFORM. ALIMENTAZIONE CIRCUITI AUSILIARI	AUXILIARY CIRCUITS SUPPLY TRANSFORMER	TRANSFORMATEUR ALIMENTATION CIRCUITS AUXILIAIRES	HILFSKREISE STROMVERSORGUNG TRFAO
TC012	TRASFORM. ALIMENTAZIONE ELETTROVALVOLE	ELECTROVALVES SUPPLY TRANSFORMER	TRANSFORMATEUR ALIMENTATION ELECTROVANNES	ELEKTROVENTILE STROMVERSORGUNG TRFAO
QU012	FUSIBILE PROTEZIONE LINEA AUSILIARI	AUXILIARY CIRCUITS LINE PROTECTION FUSE	COUPE-CIRCUIT PROTECTION LIGNE AUXILIAIRES	HILFSKREISELEITUNG SCHUTZ SICHERUNGSLASTTRENNER
QU014	FUSIBILE PROTEZIONE LINEA ELETTROVALVOLE	ELECTROVALVES LINE PROTECTION FUSE	COUPE-CIRCUIT PROTECTION LIGNE ELECTROVANNES	ELEKTROVENTILE LEITUNG SCHUTZ SICHERUNGSLASTTRENNER
M011	MOTORE POMPA CENTRALINA 1	HYDRAULIC UNIT 1 PUMP MOTOR	MOTEUR POMPE ÉQUIPEMENT HYDRAULIQUE 1	HYDRAULISCHE GERÄT 1 PUMPE MOTOR
M012	MOTORE POMPA CENTRALINA 2	HYDRAULIC UNIT 2 PUMP MOTOR	MOTEUR POMPE ÉQUIPEMENT HYDRAULIQUE 2	HYDRAULISCHE GERÄT 2 PUMPE MOTOR
KM021	CONTATTORE MOTORE POMPA CENTRALINA 1	HYDRAULIC UNIT 1 PUMP MOTOR CONTACTOR	CONTACTEUR MOTEUR POMPE ÉQUIPEMENT HYDRAULIQUE 1	HYDRAULISCHE GERÄT 1 PUMPE MOTOR SCHUTZ
KM022	CONTATTORE MOTORE POMPA CENTRALINA 2	HYDRAULIC UNIT 2 PUMP MOTOR CONTACTOR	CONTACTEUR MOTEUR POMPE ÉQUIPEMENT HYDRAULIQUE 2	HYDRAULISCHE GERÄT 2 PUMPE MOTOR SCHUTZ
KT021	TEMPORIZZ. SICUREZZA DISINSERZIONE MOTORE CENTRALINA 1	HYDRAULIC UNIT 1 PUMP MOTOR DISABLING SAFETY TIMER	TEMPORISATEUR SECURITÉ ARRÊT ÉQUIPEMENT HYDRAULIQUE 1	HYDRAULISCHE GERÄT 1 ANSCHLAG SCHUTZ ZEITRELAIS
KT022	TEMPORIZZ. SICUREZZA DISINSERZIONE MOTORE CENTRALINA 2	HYDRAULIC UNIT 2 PUMP MOTOR DISABLING SAFETY TIMER	TEMPORISATEUR SECURITÉ ARRÊT ÉQUIPEMENT HYDRAULIQUE 2	HYDRAULISCHE GERÄT 2 ANSCHLAG SCHUTZ ZEITRELAIS
KA021	RELÉ CONSENSO TRASLAZIONE PER TENAGLIE APERTE	OPEN CLAMPS TRANSLATION ENABLING RELAY	RELAIS CONSENTEMENT TRANSLATION AVEC PINCES OUVERTES	RELAIS ÜBERTRAGUNG ERMÖGLICHKEIT MIT ÖFFNEN ZANGEN
S021	PRESSOSTATO MANTENIMENTO TENAGLIE APERTE 1	OPEN CLAMPS HOLDING PRESSURE SWITCH 1	CAPTEUR DE PRESSION DE MAINTIEN PINCES OUVERTES 1	ZANGENÖFFNUNGDAUER 1 DRUCKSCHALTER
S022	PRESSOSTATO MANTENIMENTO TENAGLIE APERTE 2	OPEN CLAMPS HOLDING PRESSURE SWITCH 2	CAPTEUR DE PRESSION DE MAINTIEN PINCES OUVERTES 2	ZANGENÖFFNUNGDAUER 2 DRUCKSCHALTER
KT023	TEMPORIZZATORE SICUREZZA CICLO	CYCLE SAFETY TIMER	TEMPORISATEUR POUR SECURITÉ CYCLE	KREISLAUFSCHUTZ ZEITRELAIS
SR021	FC INDUTTIVO TENAGLIE APERTE CONSENSO TRASLAZIONE 1	OPEN CLAMPS TRANSLATION ENABLING INDUCTIVE SWITCH 1	FDC INDUCTIF PINCES OUVERTES ET CONSENT. TRANSLATION 1	ÜBERTRAG. ERMÖGLICH.- ÖFFNEN ZANGEN 1 NÄHERUNGSINITIAT.
SR022	FC INDUTTIVO TENAGLIE APERTE CONSENSO TRASLAZIONE 2	OPEN CLAMPS TRANSLATION ENABLING INDUCTIVE SWITCH 2	FDC INDUCTIF PINCES OUVERTES ET CONSENT. TRANSLATION 2	ÜBERTRAG. ERMÖGLICH.- ÖFFNEN ZANGEN 2 NÄHERUNGSINITIAT.
SA021 *	COMANDO INIZIO CICLO	START CYCLE CONTROL	CONTROLE MARCHE DU CYCLE	KREISLAUF ANFANG
SR023 *	ANEMOMETRO	AIR-SPEED METER	ANÉMOMÈTRE	LUFTGESCHWINDIGKEITMESSER
HL021 *	SEGNALAZIONE CONSENSO TRASLAZIONE	TRANSLATION ENABLING SIGNAL	SIGNALISATION CONSENTEMENT TRANSLATION	ÜBERTRAGUNG ERMÖGLICHKEIT SIGNALISIERUNG
HL022 *	SEGNALAZIONE PRESENZA TENSIONE	POWER ON SIGNAL	SIGNALISATION DE TENSION EN LIGNE	SPANNUNG EIN SIGNALISIERUNG
YV031	ELETTROVALVOLA CENTRALINA 1	HYDRAULIC UNIT 1 ELECTROVALVE	ELECTROVANNE ÉQUIPEMENT HYDRAULIQUE 1	HYDRAULISCHE GERÄT 1 ELEKTROVENTIL
YV032	ELETTROVALVOLA CENTRALINA 2	HYDRAULIC UNIT 2 ELECTROVALVE	ELECTROVANNE ÉQUIPEMENT HYDRAULIQUE 2	HYDRAULISCHE GERÄT 2 ELEKTROVENTIL
*	ESCLUSO DALLA FORNITURA DEL QUADRO DI COMANDO	NOT SUPPLIED WITH THE CONTROL EQUIPMENT	PAS EN LA FOURNITURE DU ÉQUIPEMENT DE CONTROLE	NICHT GELIEFERT MIT DAS SCHALTGERÄT

 <p>1 - 21042 - Caronno P.lia (VA) - Italy Via E. Fermi, 255 Tel. +39-2-9650694 Fax. +39-2-9657860 Web: http://www.rimagroup.com</p>	DESCRIZIONE / DESCRIPTION DESCRIPTION / BESCHREIBUNG  <b>COMPONENTI E LORO FUNZIONI</b> <b>COMPONENTS AND FUNCTIONS</b> <b>COMPOSANTS ET FONCTIONNES</b> <b>BAUELEMENTE UND BETRIEBSFUNKTION</b>	COMMESSA / JOB TRAVAIL / BESTELLUNG	DISEGNATORE / DRAWN BY DESSINATEUR / ZEICHNER  <b>E.C.</b>	MODIFICHE / UPGRADE MISE A JOUR / PRÜFUNG	DISEGNO N° / DRAWING N° DESSIN N° / ZEICHNUNG N°  <b>SCE-TM-01</b>	TOT.FOGLI N° TOT.SHEETS N° TOT.FEUILLES N° GES.BLÄTTERN N°	<b>6</b>
						PAGINA PAGE FEUILLE BLATT	<b>05</b>
						SEGUE NEXT SUIVANT NÄCHSTE	