PERFORMANCE FOR MORE THAN 50 YEARS

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GLOBAL 24/7

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RAIL BRAKE TM

APPLICATIONS
These rail clamps are static storm brakes suitable for small to medium forces: from 25 to 800 kN. These rail clamps are to be considered as parking devices (safety against the movement caused by wind) that work pressing on rail sides. They are spring actuated (the spring generate the closing force) while an hydraulic cylinder fed by a suitable hydraulic unit provides the opening. Each rail clamp is composed substantially of one steel frame, two rail guides and two jaws operated by springs trough suitable levers. The rail 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 top of the rail can be used.

OPERATING RESTRICTIONS
Braking shoes of our rail clamp have been designed to work on common market rails whose hardness is between 200 and 270 HB (= 70 to 90 daN/mm²). The certification of TUV is referred to above given values of rail hardness.

DETAILS

MAIN FEATURES
- Rail brake
- Installation: side bolted
- Vertical float = ± 7,5 mm
- Horizontal float = ± 30 mm
- Tolerance respect to nominal width of the rail = ± 1,5 mm
- Opening time (signal for operation) = 4 seconds
- Closing time = adjustable from 4 to 12 seconds
- Standard painting =240 micron, RAL 5019
- Limit switch that signals clamp open

OPTIONS
- Hand Pump
- Working temperature different from standard (- 20° +40°)
- Double side flanges or upper flange (with hydraulic unit supplied separately from rail clamps)
- Flange for buffer fixing
- Hydraulic unit suitable to operate with more rail clamps
- Electrical board (on plate or box IP55)
- Limit switch which signals rail clamps closed
- Standard painting =240 micron, RAL 5019
- Limit switch which signals rail clamps closed
- Mechanical limit switch instead of inductive
- Security side stowage pins to be inserted into suitable socket on the quay

EMERGENCY MANUAL
OPENING DEVICE
- The rail clamps are supplied with suitable tierods complete with nuts. Acting on two tierods by a common too l-key it is possible to open the rail clamps in case of emergency (lack of electric energy or hydraulic unit broken)
- Double side flanges or upper flange (with hydraulic unit supplied separately from rail clamps)
- Certificates of materials (EN 10204-3.1 or EN 10204-3.2) for all main components
- Language of documentation different from standard
- Manufacturings according Q.C.P. different from our standard (Nuclear plan or special application)

Max misalignment of 1mm
In case of different values we must be informed at order.
Presence and shape of eventual Fish plates (rail joints) must be communicated this could impede the regular functioning of rail clamps

Working temperature different from standard (-20° +40°)
With special teeth for vertical force
Language of documentation different from standard
Certificates of materials (EN 10204-3.1 or EN 10204-3.2) for all main components
The rail clamps are supplied with suitable tierods complete with nuts. Acting on two tierods by a common too l-key it is possible to open the rail clamps in case of emergency (lack of electric energy or hydraulic unit broken)

Working temperature different from standard (-20° +40°)
With special teeth for vertical force
Language of documentation different from standard
Certificates of materials (EN 10204-3.1 or EN 10204-3.2) for all main components
The rail clamps are supplied with suitable tierods complete with nuts. Acting on two tierods by a common too l-key it is possible to open the rail clamps in case of emergency (lack of electric energy or hydraulic unit broken)
# TM TECHNICAL DETAILS

## CODE HOLDING FORCE WEIGHT

<table>
<thead>
<tr>
<th>CODE</th>
<th>HOLDING FORCE</th>
<th>WEIGHT</th>
</tr>
</thead>
<tbody>
<tr>
<td>TM06-100-A</td>
<td>100 kN</td>
<td>135 kg</td>
</tr>
</tbody>
</table>

**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.**

## CALIBRATION

<table>
<thead>
<tr>
<th>Type of brake</th>
<th>Pressure relief valve</th>
<th>Pressure switch</th>
</tr>
</thead>
<tbody>
<tr>
<td>TM06-100</td>
<td>21 MPa</td>
<td>18 MPa</td>
</tr>
<tr>
<td>TM11-200</td>
<td>24.5 MPa</td>
<td>23 MPa</td>
</tr>
<tr>
<td>TM21-400</td>
<td>24.5 MPa</td>
<td>23 MPa</td>
</tr>
<tr>
<td>TM31-600</td>
<td>24.5 MPa</td>
<td>23 MPa</td>
</tr>
<tr>
<td>TM41-800</td>
<td>23 MPa</td>
<td>21 MPa</td>
</tr>
</tbody>
</table>

**SCI-TM-01 *OTHER TENSIONS ON REQUEST**

## TYPE SPECIFICATIONS

<table>
<thead>
<tr>
<th>HYDRAULIC UNIT</th>
<th>RAIL CLAMP</th>
<th>SPECIFICATIONS MOTOR</th>
<th>GEAR PUMP</th>
<th>TANK</th>
</tr>
</thead>
<tbody>
<tr>
<td>HYDRAULIC UNIT</td>
<td>M31</td>
<td>0.75 kW / 400V-50Hz</td>
<td>Q = 2.4 l/min</td>
<td>6l</td>
</tr>
<tr>
<td>5Q-TM06-01</td>
<td>TM1-200/TM2-100</td>
<td>TM31-600</td>
<td>0.75 kW / 400V-50Hz</td>
<td>Q = 2.4 l/min</td>
</tr>
<tr>
<td>5Q-TM10-01</td>
<td>TM31-800</td>
<td>TM31-800</td>
<td>1.5 kW / 400V-50Hz</td>
<td>Q = 5 l/min</td>
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</tbody>
</table>
TM TECHNICAL DETAILS

<table>
<thead>
<tr>
<th>CODE</th>
<th>BLOCKING POWER</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
<th>E1</th>
<th>F</th>
<th>G</th>
<th>H</th>
<th>I</th>
<th>Screws</th>
<th>Weight kg</th>
<th>Total weight kg</th>
</tr>
</thead>
<tbody>
<tr>
<td>TM06-100WR-A</td>
<td>100 kN</td>
<td>470</td>
<td>520</td>
<td>290</td>
<td>30</td>
<td>25</td>
<td>22</td>
<td>520</td>
<td>150</td>
<td>25</td>
<td>22</td>
<td>M20</td>
<td>180</td>
<td>315</td>
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<tr>
<td>TM11-200WR-A</td>
<td>200 kN</td>
<td>550</td>
<td>620</td>
<td>290</td>
<td>35</td>
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<td>22</td>
<td>520</td>
<td>190</td>
<td>25</td>
<td>22</td>
<td>M20</td>
<td>190</td>
<td>470</td>
</tr>
<tr>
<td>TM21-400WR-A</td>
<td>400 kN</td>
<td>610</td>
<td>680</td>
<td>360</td>
<td>35</td>
<td>30</td>
<td>26</td>
<td>572</td>
<td>200</td>
<td>30</td>
<td>26</td>
<td>M24</td>
<td>235</td>
<td>655</td>
</tr>
<tr>
<td>TM31-600WR-A</td>
<td>600 kN</td>
<td>810</td>
<td>720</td>
<td>50</td>
<td>44</td>
<td>33</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>M30</td>
<td>855</td>
<td></td>
</tr>
<tr>
<td>TM41-800WR-A</td>
<td>800 kN</td>
<td>840</td>
<td>750</td>
<td>50</td>
<td>50</td>
<td>39</td>
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<td></td>
<td></td>
<td></td>
<td>M36</td>
<td>1240</td>
<td></td>
</tr>
</tbody>
</table>

CODE BLOCKING POWER A B C D E E1 F G H I Screws Weight kg Total weight kg

TM TECHNICAL DETAILS

All dimensions in mm
Alterations reserved without notice.
RAIL CLAMP SELF-BLOCKING TYPE TA

APPLICATIONS
As storm brakes the self-blocking rail clamp even in working position starts really to work, pressing the rail sides, only if the wind force overcomes the gantry brakes capacity. When this happens and the crane tends to move, the rail clamps pressing on the rail sides with a force proportional to the wind force deducted the gantry brakes force.

DETAILS
MAIN FEATURES
- Rail clamp self-blocking type
- Minimize the friction contacts and consequently the rail guides wear
- Wide gap between rail guides and rail
- Installation: Bolted side flange
- Vertical float = ± 12 mm
- Horizontal float = ± 40 mm
- Tolerance respect to nominal width of the rail = ± 1.5 mm (or more upon request)
- Opening time [signal for operation] = 4.5 s
- Closing time = adjustable from 5 to 18 s
- Duty = 24 hours full operation
- Standard painting = 240 micron, RAL 5019
- Emergency Manual opening device
- Minimize the friction contacts and consequently the rail guides wear
- Wide gap between rail guides and rail
- Installation: Bolted side flange
- Vertical float = ± 12 mm
- Horizontal float = ± 40 mm
- Tolerance respect to nominal width of the rail = ± 1.5 mm (or more upon request)
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- Opening time [signal for operation] = 4.5 s
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- Duty = 24 hours full operation
- Standard painting = 240 micron, RAL 5019
- Emergency Manual opening device

OPTIONS
- Hand Pump
- Working temperature different from standard (-20°, +40°)
- Double side flanges or upper flange (with hydraulic unit supplied separately from rail clamps)
- Hydraulic unit suitable to operate with more than one rail clamps
- Electrical board (on plate or box IP55)
- Limit switch which signals „rail clamps closed”
- Horizontal and vertical clearance increased
- Security side stowage pins
- Manufacturing according Q.C.P. different from our standard
- Language of documentation different from standard
- Certificates of materials (EN 10204-2.2, EN 10204-3.1 or EN 10204-3.2) for all main components

OPERATING RESTRICTIONS
Braking shoes of our rail clamp are suitable to work on rails commonly on the market whose hardness is between 200 and 270 HB (70 to 90 daN/mm²). 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.

Max misalignment of 1mm

Presence and shape of eventual Fish plates (rail joints) must be communicated this could impede the regular functioning of rail clamps.
### Type Holding Force (kN)

<table>
<thead>
<tr>
<th>Type</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
<th>F</th>
<th>G</th>
<th>H</th>
<th>I</th>
<th>L</th>
<th>M</th>
<th>M1</th>
</tr>
</thead>
<tbody>
<tr>
<td>TA2O-025O-O3</td>
<td>250</td>
<td>567</td>
<td>540</td>
<td>480</td>
<td>241</td>
<td>10</td>
<td>40</td>
<td>40</td>
<td>30</td>
<td>110</td>
<td>80</td>
<td>100</td>
</tr>
<tr>
<td>TA3O-O40O-O3</td>
<td>400</td>
<td>640</td>
<td>630</td>
<td>550</td>
<td>251</td>
<td>10</td>
<td>40</td>
<td>40</td>
<td>30</td>
<td>110</td>
<td>80</td>
<td>110</td>
</tr>
<tr>
<td>TA4O-O70O-O3</td>
<td>700</td>
<td>700</td>
<td>700</td>
<td>605</td>
<td>273</td>
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<td>40</td>
<td>40</td>
<td>30</td>
<td>120</td>
<td>90</td>
<td>120</td>
</tr>
<tr>
<td>TA5O-1000-O3</td>
<td>1000</td>
<td>858</td>
<td>770</td>
<td>655</td>
<td>293</td>
<td>10</td>
<td>40</td>
<td>40</td>
<td>30</td>
<td>120</td>
<td>90</td>
<td>130</td>
</tr>
<tr>
<td>TA6O-1500-O3</td>
<td>1500</td>
<td>1038</td>
<td>930</td>
<td>800</td>
<td>416</td>
<td>10</td>
<td>40</td>
<td>45</td>
<td>30</td>
<td>145</td>
<td>115</td>
<td>205</td>
</tr>
</tbody>
</table>

### Type Weight (kg)

<table>
<thead>
<tr>
<th>Type</th>
<th>N</th>
<th>P</th>
<th>Q**</th>
<th>R</th>
<th>S</th>
<th>T</th>
<th>U</th>
<th>V</th>
<th>X</th>
<th>Y</th>
<th>Weight (kg)</th>
</tr>
</thead>
<tbody>
<tr>
<td>TA2O-025O-O3</td>
<td>873</td>
<td>902</td>
<td>680</td>
<td>480</td>
<td>260</td>
<td>330</td>
<td>30</td>
<td>460</td>
<td>1120</td>
<td>1120</td>
<td></td>
</tr>
<tr>
<td>TA3O-O40O-O3</td>
<td>905</td>
<td>960</td>
<td>650</td>
<td>485</td>
<td>260</td>
<td>330</td>
<td>30</td>
<td>560</td>
<td>1300</td>
<td>1300</td>
<td></td>
</tr>
<tr>
<td>TA4O-O70O-O3</td>
<td>1025</td>
<td>1092</td>
<td>750</td>
<td>510</td>
<td>350</td>
<td>430</td>
<td>35</td>
<td>630</td>
<td>1500</td>
<td>1500</td>
<td></td>
</tr>
<tr>
<td>TA5O-1000-O3</td>
<td>1133</td>
<td>1192</td>
<td>850</td>
<td>580</td>
<td>420</td>
<td>510</td>
<td>35</td>
<td>720</td>
<td>1700</td>
<td>1700</td>
<td></td>
</tr>
<tr>
<td>TA6O-1500-O3</td>
<td>1285</td>
<td>1240</td>
<td>950</td>
<td>710</td>
<td>580</td>
<td>620</td>
<td>35</td>
<td>800</td>
<td>1900</td>
<td>1900</td>
<td></td>
</tr>
</tbody>
</table>

### Technical Details

- All dimensions in mm
- Alterations reserved without notice.

** = OTHER FEEDING VOLTAGE ON REQUEST

** = HYDRAULIC UNIT FOR ALL TYPE OF SELF BLOCKING RAIL CLAMPS
RAIL CLAMPS SELF-BLOCKING TYPE TR

APPLICATIONS

As storm brakes the self-blocking rail clamp even in working position starts really to work, pressing the rail sides, only if the wind force overcomes the gantry brakes capacity. When this happens and the crane tends to move, the rail clamps pressing on the rail sides with a force proportional to the wind force deducted the gantry brakes force.

DETAILS

MAIN FEATURES

- Rail clamp self-blocking type
- Minimize the friction contacts and consequently the rail guides wear
- Wide gap between rail guides and rail
- Installation: Bolted side flange
- Vertical float = ± 25 mm
- Horizontal float = ± 30 mm
- Tolerance respect to nominal width of the rail = ± 1.5 mm (or more upon request)
- Opening time (signal for operation) = 4 s
- Closing time = adjustable from 5 to 18 s
- Duty = 24 hours full operation
- Standard painting = 240 micron, RAL 5019
- Emergency Manual opening device
- Vertical float = ± 25 mm
- Horizontal float = ± 30 mm
- Tolerance respect to nominal width of the rail = ± 1.5 mm (or more upon request)
- Opening time (signal for operation) = 4 s
- Closing time = adjustable from 5 to 18 s
- Duty = 24 hours full operation
- Standard painting = 240 micron, RAL 5019
- Emergency Manual opening device

OPTIONS

- Hand Pump
- Working temperature different from standard (-20°, ±40°)
- Double side flanges or upper flange (with hydraulic unit supplied separately from rail clamps)
- Hydraulic unit suitable to operate with more than one rail clamps
- Electrical board (on plate or box IP55)
- Limit switch which signals „rail clamps closed”
- Horizontal and vertical clearance increased
- Security side stowage pins
- Manufacturing according O.C.P. different from our standard
- Language of documentation different from standard
- Certificates of materials (EN 10204-2.2, EN 10204-3.1 or EN 10204-3.2) for all main components

OPERATING RESTRICTIONS

- Braking shoes of our rail clamp are suitable to work on rails commonly on the market whose hardness is between 200 and 270 HB (= 70 to 90 daN/mm²). The certification of TÜV 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.

EXECUTIONS:

TR20-500 GL:
- Absence of rail guides. (No contact between any part of the rail clamp and the rail).
- Advantage: No need to replace rail guides due to wear. (Advantage particularly important for fast continuously moving gantry cranes, like for example ASC)
- Wide horizontal float (± 30 mm) and vertical float (± 25 mm) without need of part in contact with the rail (like sliding guides or rollers).

TR20-500T RG:
- Wide tolerance on the rail head (+ 1 mm - 10 mm)
- Advantage: 11 mm of tolerance allows these clamps guaranteeing their performances also on sites where rails are old or anyhow in wear / miss-shape condition; this happens quite frequently for reasons of wear or overload on rails.
- There are also special TR (requested from Japanese market) where the friction coefficient is 0,25 and the rail head tolerance is ± 10 mm. There is the possibility to open the brakes, in case of earthquake, even in the absence of power voltage.
- For both type: Option with Opening by thruster. Advantage: Absence of hydraulic unit, hoses, cylinder.
RAIL BRAKE TP

APPLICATIONS
Rail brakes, suitable for medium forces from 130 to 500 kN (securing cranes against the wind force) work pressing down on the top of rail by disk springs. Brakes are hydraulically released. Usual parking utilisation requires a few closing/opening cycles per day. They are usually installed in the middle of crane gantry travel (One or two per crane corner).

OPERATING RESTRICTIONS
Brake shoes of our rail brakes have been designed to work on common market rails whose hardness is between 200 and 270 HB (= 700 to 900 N/mm²). The certification of TÜV are referred to above given values of rail hardness.

DETAILS

<table>
<thead>
<tr>
<th>MAIN FEATURES</th>
<th>OPTIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rail brake</td>
<td>Hand Pump</td>
</tr>
<tr>
<td>Installation: upper flange</td>
<td>Working temperature different from standard (-20°+40°)</td>
</tr>
<tr>
<td>Horizontal float = ± 25 mm (depending on rail type)</td>
<td>Manufacturing according Q.C.P. different from our standard</td>
</tr>
<tr>
<td>Opening time (signal for operation) see drawings</td>
<td>Suitability to double rail</td>
</tr>
<tr>
<td>Vertical float see drawings</td>
<td>Electrical board (on plate or box IP55)</td>
</tr>
<tr>
<td>Closing time = adjustable from 4 to 16 s</td>
<td>Pressure switch to signal &quot;brakes open&quot; (instead of limit switch)</td>
</tr>
<tr>
<td>Hydraulic unit supplied separately</td>
<td></td>
</tr>
<tr>
<td>Standard painting = 240 micron, RAL 5019</td>
<td></td>
</tr>
<tr>
<td>Inductive limit switch for signals &quot;brakes open&quot;</td>
<td></td>
</tr>
<tr>
<td>Suitability to operate on rail with flat or curved top surface (to be advised at order)</td>
<td></td>
</tr>
<tr>
<td>Removal emergency device</td>
<td></td>
</tr>
<tr>
<td>Emergency Manual opening device</td>
<td></td>
</tr>
</tbody>
</table>
APPLICATIONS

These brakes are devoted to parking utilization, securing the crane, in stowed condition, against the wind force; therefore, in their normal utilization they have to be closed when the crane is completely stopped. In emergency condition they can be operated also as dynamic brakes to stop the crane.

The brake shoes, push on the two sides of a wheel, actuated by springs and released by hydraulic power.

DETAILS

<table>
<thead>
<tr>
<th>MAIN FEATURES</th>
<th>OPTIONS</th>
<th>DESIGN BRAKING FORCE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wheel brake</td>
<td>Hand Pump</td>
<td>FR01 = 30 kN</td>
</tr>
<tr>
<td>Maximum axial movement of the wheel: ± 1.5 mm</td>
<td></td>
<td>FR11 = 60 kN</td>
</tr>
<tr>
<td>Opening time: Upon client request, usually 2 - 4 s (from the opening command to signal of brakes opened)</td>
<td></td>
<td>FR21 = 80 kN</td>
</tr>
<tr>
<td>Closing time = adjustable from 1 s to 12 s (approx.)</td>
<td></td>
<td>FR41 = 120 - 150 kN</td>
</tr>
<tr>
<td>Standard painting = 240 micron, RAL 5019</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Limit switch that signals clamp open</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Emergency Manual opening device</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Working temperature different from standard (-20° +40°)

Hydraulic unit suitable to operate with more brakes

Language of documentation different from standard

Certificates of materials (EN 10204-2.2, EN 10204-3.1 or EN 10204-3.2) for all main components

Working temperature different from standard (-20° +40°)

Maximum axial movement of the wheel: ± 1.5 mm

Opening time: Upon client request, usually 2 - 4 seconds (from the opening command to signal of brakes opened)

Closing time = adjustable from 1 s to 12 s (approx.)

Standard painting = 240 micron, RAL 5019

Limit switch that signals clamp open

Emergency Manual opening device
## FR TECHNICAL DETAILS

### FORCE (kN)

<table>
<thead>
<tr>
<th>Type</th>
<th>X-2</th>
<th>X</th>
<th>X+2</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>E1</th>
<th>F</th>
<th>G</th>
<th>H</th>
<th>I</th>
<th>L</th>
<th>M</th>
<th>N</th>
<th>WEIGHT (kg)</th>
</tr>
</thead>
<tbody>
<tr>
<td>FR01-030</td>
<td>33.9</td>
<td>39.1</td>
<td>44.1</td>
<td>556</td>
<td>306</td>
<td>200</td>
<td>85</td>
<td>/</td>
<td>4</td>
<td>M16</td>
<td>140</td>
<td>95</td>
<td>SS6</td>
<td>44</td>
<td>300</td>
<td>55</td>
</tr>
<tr>
<td>FR11-060</td>
<td>61.0</td>
<td>92.3</td>
<td>122.0</td>
<td>556</td>
<td>309</td>
<td>200</td>
<td>25</td>
<td>/</td>
<td>4</td>
<td>M20</td>
<td>155</td>
<td>115</td>
<td>SS6</td>
<td>63</td>
<td>300</td>
<td>95</td>
</tr>
<tr>
<td>FR21-080</td>
<td>80.0</td>
<td>115.8</td>
<td>151.0</td>
<td>616</td>
<td>372</td>
<td>210</td>
<td>35</td>
<td>/</td>
<td>4</td>
<td>M24</td>
<td>170</td>
<td>140</td>
<td>SS6</td>
<td>63</td>
<td>330</td>
<td>153</td>
</tr>
<tr>
<td>FR41-120/150</td>
<td>125.0</td>
<td>143.2</td>
<td>160.7</td>
<td>585</td>
<td>499</td>
<td>210</td>
<td>52</td>
<td>65</td>
<td>8</td>
<td>M20</td>
<td>180</td>
<td>180</td>
<td>SS6</td>
<td>85</td>
<td>355</td>
<td>190</td>
</tr>
</tbody>
</table>

### MORE OTHER EVENTUALS BRAKES

- Electric Motor - M01* From 0.75kW to 3 kW - 400V - 50Hz
- Electrovalve - YV031 * 24V - DC
- Gear Pump From 1.6 to 9 l/min
- Oil Tank

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All dimensions in mm
Alterations reserved without notice.