

RAIL CLAMPS SELF-BLOCKING TYPE TR



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

OPTIONS

- Hand Pump
- Working temperature different from standard (-20° , $+40^{\circ}$)
- 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“
- 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 o 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.

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.

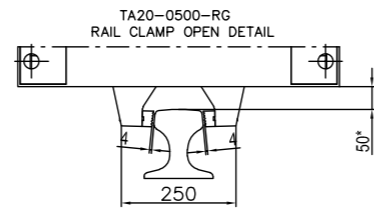
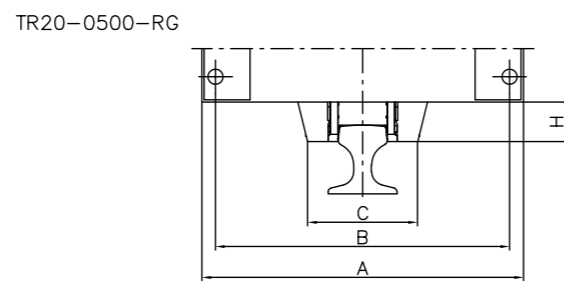
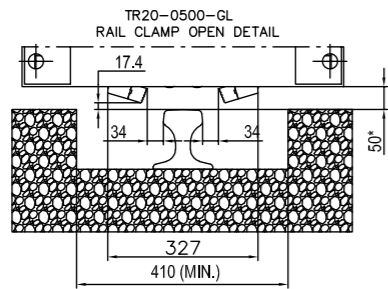
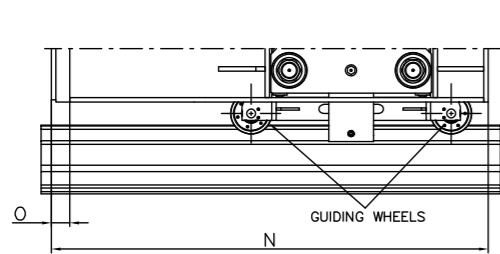
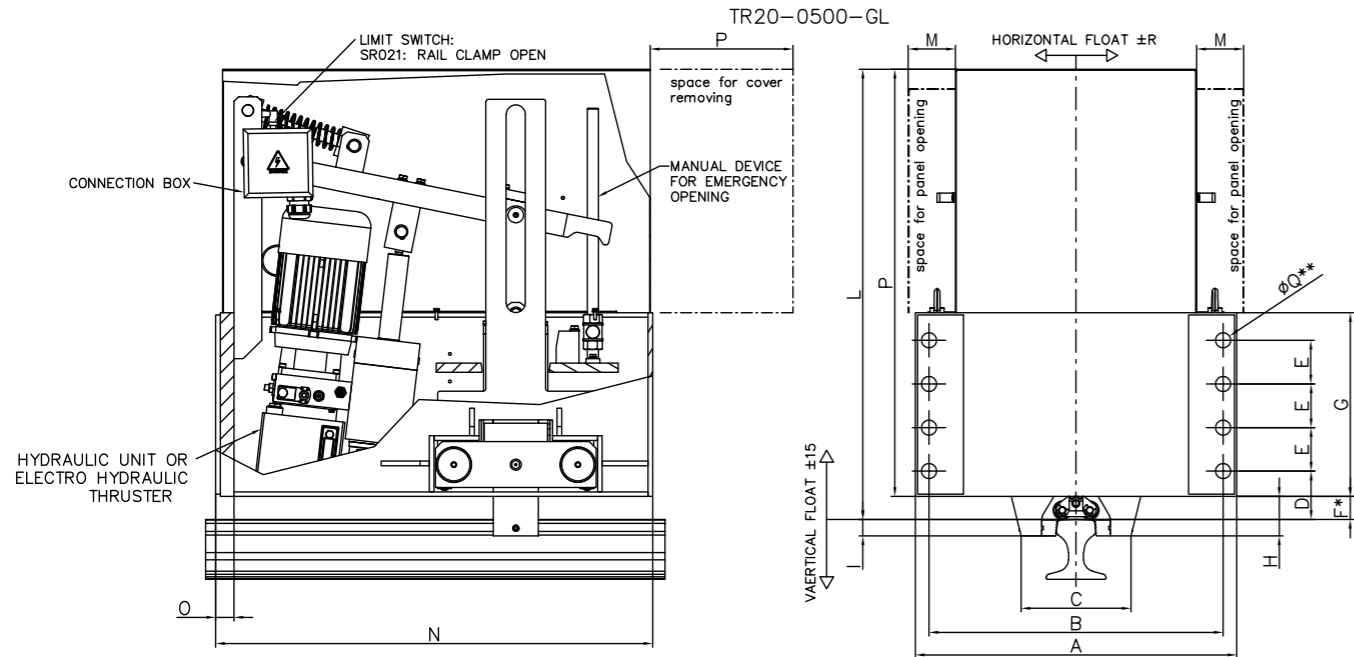
EXECUTIONS:

TR20-500 GL:

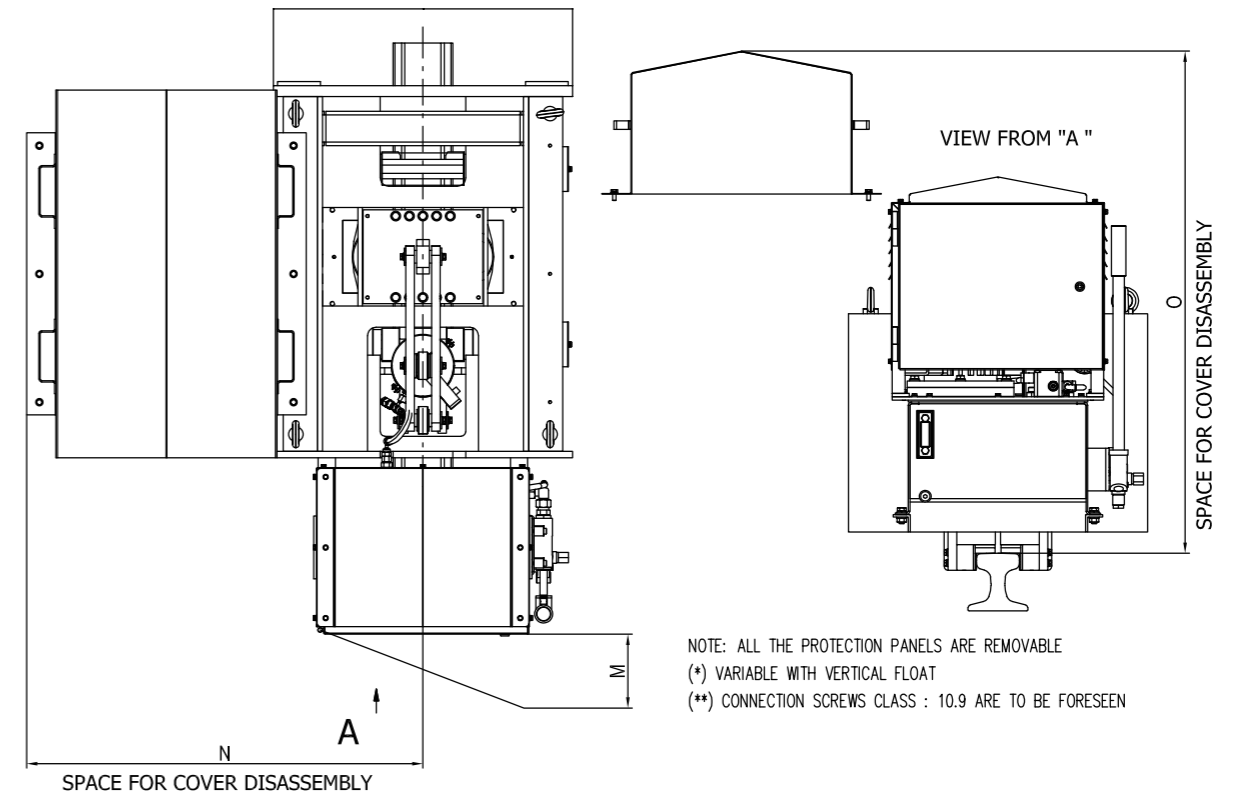
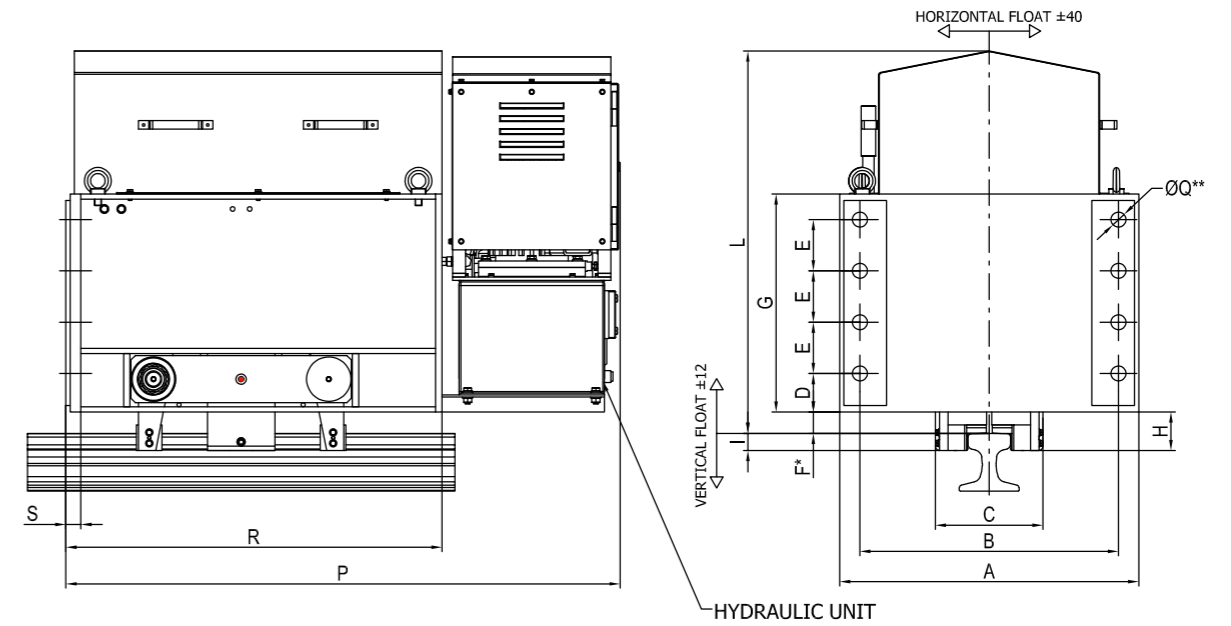
- Absence of rail guides. (No contact between any part of the rail clamp and the rail).
- Advantage: No need to replace rail guides due to wear. (Advantage particularly important for fast continuously moving gantry cranes, like for example ASC)
- Wide horizontal float (± 30 mm) and vertical float (± 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 + 1 - 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.



NOTE: ALL THE PROTECTION PANELS ARE REMOVABLE
 (*) VARIABLE WITH VERTICAL FLOAT
 (**) CONNECTION SCREWS CLASS : 10.9 ARE TO BE FORESEEN



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TYPE	HOLDING FORCE (kN)	A	B	C	D	E	F	G	H	I	L	M	N	O	P	Q**	R	Weight (kg)
TR20-0500-GL	500	700	640	240	105	95	50	400	86	35	980	850	955	40	930	N°8 Ø33 (M30)	±30	550
TA20-0500-RG	500	700	640	240	105	95	50	400	86	35	980	850	955	40	930	N°8 Ø33 (M30)	±40	550

GL - guides less
 RG - with roller guides

TYPE	HOLDING FORCE (kN)	A	B	C	D	E	F	G	H	I	L	M	N	O	P	Q**	R	I	Weight (kg)
TR40-0750	750	700	605	252	105	120	50	510	90	40	895	500	930	1175	1300	N°8 Ø36 (M33)	880	35	750
TR50-1100	1100	770	655	322	105	130	50	550	90	47	915	500	960	1195	1510	N°8 Ø42 (M39)	1090	40	1100