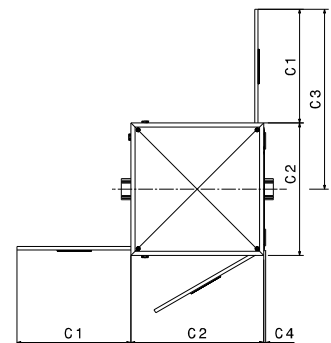


### Technical Data

- Airgap per side : 4,5 mm – 5 mm
- Max. wear rail/ jaw per side : 5 mm
- Ambient temperature : - 20 °C to + 50 °C
- Closing time setting : 5 s to 30 s
- Opening time : 10 s to 15 s
- Operating cycles : 10 to 20 times per day
- Motor voltage : 230/ 400 V, 50/ 60 Hz, S3 – 30 %
- Valve voltage : 24 V



- \*<sup>1</sup> At max. rail size acc. information B4. Deviations from the standard upon request.
- \*<sup>2</sup> Crane rail acc. DIN, other types of crane rails upon request
- \*<sup>3</sup> Quantity and strength grade of the screws.

|              |                  |                                     |
|--------------|------------------|-------------------------------------|
| ○ RB 200-50  | : 6x M20 – 10.9  | $M_a = 580 \text{ Nm}, \mu = 0,14$  |
| ○ RB 400-50  | : 8x M24 – 10.9  | $M_a = 1000 \text{ Nm}, \mu = 0,14$ |
| ○ RB 600-50  | : 8x M30 – 10.9  | $M_a = 2000 \text{ Nm}, \mu = 0,14$ |
| ○ RB 800-50  | : 10x M30 – 10.9 | $M_a = 2000 \text{ Nm}, \mu = 0,14$ |
| ○ RB 1000-50 | : 12x M30 – 10.9 | $M_a = 2000 \text{ Nm}, \mu = 0,14$ |

### Holding force and dimensions

| Typ:       | Holding force |      | Weight<br>[kg] | B1<br>[mm] | B2<br>[mm] | B3 <sup>+1</sup><br>min.<br>[mm] | B4 <sup>+2</sup><br>[mm] | C1<br>[mm] | C2<br>[mm] | C3<br>[mm] | C4<br>[mm] | d <sup>+3</sup><br>[mm] | H1<br>[mm] | H2<br>[mm] | H3<br>[mm] | H4<br>[mm] | L1<br>[mm] | L2<br>[mm] | L3<br>[mm] | L4<br>[mm] |  |
|------------|---------------|------|----------------|------------|------------|----------------------------------|--------------------------|------------|------------|------------|------------|-------------------------|------------|------------|------------|------------|------------|------------|------------|------------|--|
|            | [kN]          | [kN] |                |            |            |                                  |                          |            |            |            |            |                         |            |            |            |            |            |            |            |            |  |
| μ [-]      | 0,25          | 0,5  |                |            |            |                                  |                          |            |            |            |            |                         |            |            |            |            |            |            |            |            |  |
| RB 200-50  | 100           | 200  | 520            | 820        | 540        | 270                              | A65<br>A75<br>A100       | 649        | 785        | 1042       | 7          | 22                      | 925        | 842        | 40         | 320        | 808        | 100        | 110        | 30         |  |
| RB 400-50  | 200           | 400  | 760            | 865        | 580        | 300                              | A75<br>A100              | 694        | 830        | 1109       | 17         | 26                      | 997        | 949        | 40         | 350        | 863        | 80         | 105        | 30         |  |
| RB 600-50  | 300           | 600  | 1190           | 955        | 650        | 380                              | A100<br>A120<br>A150     | 784        | 920        | 1244       | 15         | 33                      | 1157       | 1116       | 40         | 400        | 951        | 90         | 115        | 35         |  |
| RB 800-50  | 400           | 800  | 1550           | 995        | 700        | 380                              | A120<br>A150             | 824        | 960        | 1304       | 15         | 33                      | 1210       | 1167       | 40         | 450        | 990        | 80         | 120        | 40         |  |
| RB 1000-50 | 500           | 1000 | 1850           | 1035       | 780        | 400                              | A120<br>A150             | 864        | 1030       | 1394       | 0          | 33                      | 1248       | 1210       | 40         | 530        | 1046       | 80         | 120        | 40         |  |

### Description and technical data

- The rail clamps are released electro-hydraulically and close with spring force.
- When the rail clamp is closed, the compression springs press on the pressure straps (knee lever system) in the middle, between the two clamp levers, thereby generating the clamping force.
- Via this system, the ratio of the lever system is increased as the jaw/ rail wears, thereby more or less compensating for the decreasing spring force. Within the permissible wear range of the jaws/ rail, the clamping force is nearly constant.
- The rail clamp is guided on the rail by the flange wheels; this ensures the mechanics of the rail clamp is afforded horizontal freedom of movement (float) of  $\pm 30$  mm and a vertical freedom of movement (float) of  $\pm 20$  mm in the rail clamp housing. In the direction parallel to the rails, the clamp is guided with minimal play (5 mm per direction of travel) in the rail clamp housing.
- Lockable protection cover made of stainless steel and three inspections doors.
- The release of the rail clamp occurs via integrated hydraulic power pack (HPU) with hydraulic cylinder. In emergency stop operation, the rail clamp can be released via hand pump connected to the HPU.
- The functional status of the rail clamp is monitored with the signals of the limit switches: „Brake open“, „Brake closed“, and „wear end“.