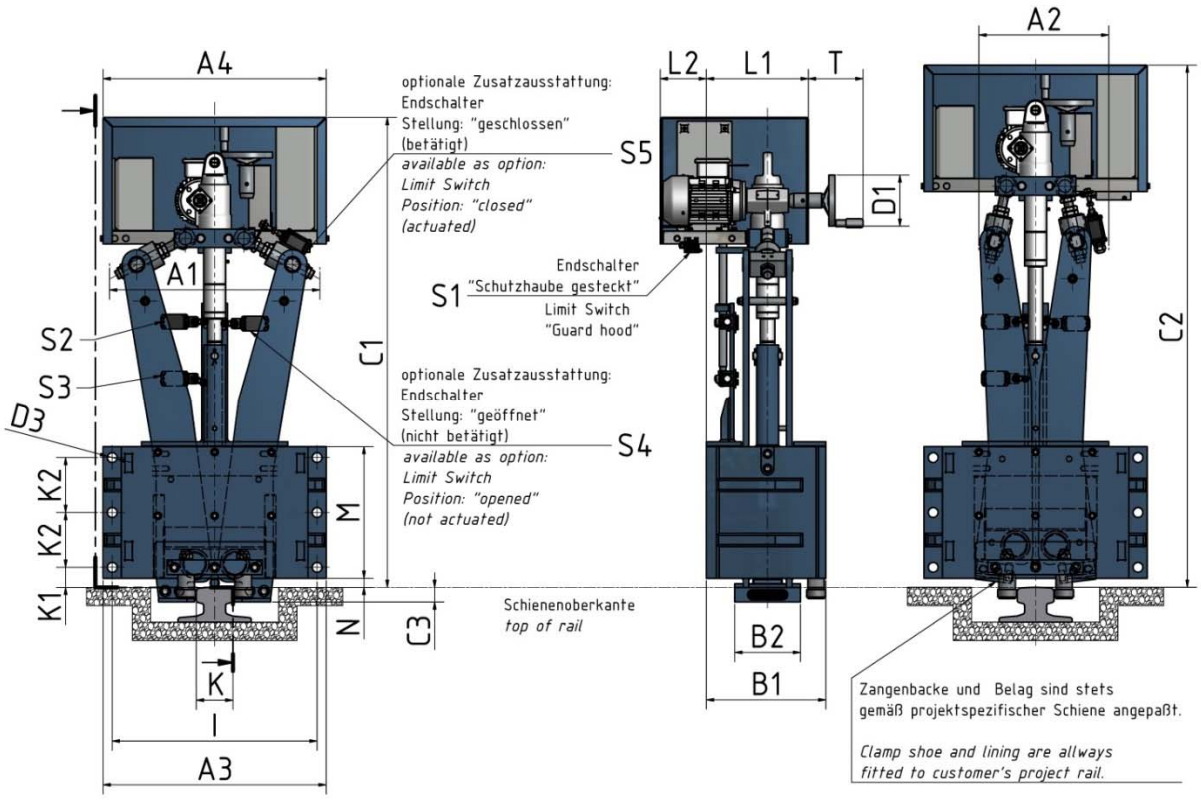
Rail Clamp
ZWVE-SG (with floating housing)



Functional principle:

- Closure and opening by electric motor
- Indicator for pre clamping
- Optional limit switches monitor clamp position “closed” or “opened”
  Clamp holds position during power failure

Design:

- Flange mounting to the front of the rail vehicle by screws
- Assembly of buffers possible
- Optional floating housing for the horizontal movement within the wheel flange clearance to recommend SG-ZWVE/ZWVM

- Clamp shoes are lifted above the top of the rail when the clap is opened, therefor no danger of collision
- Assembly of buffers of all types is possible, fastening devices for the buffers are provided for each individual order
- Bolts of stainless steel and lined bearings increase operational safety and lifetime
- Disk spring package to maintain holding force
- Clamp shoes with linings are adapted to the rail profile
- Horizontal movement ±25 mm

Technical Data

Designation		Holding force kN		Power consumption W	Current consumption A	Regulating time s	Weight kg
Friction coefficient		μ = 0,25	μ = 0,4				
ZWVE-1	32	20	32	250	0,8	11	200
ZWVE-2	63	40	63	370	1,2	11	400
ZWVE-3	100	62	100	370	1,2	11	560

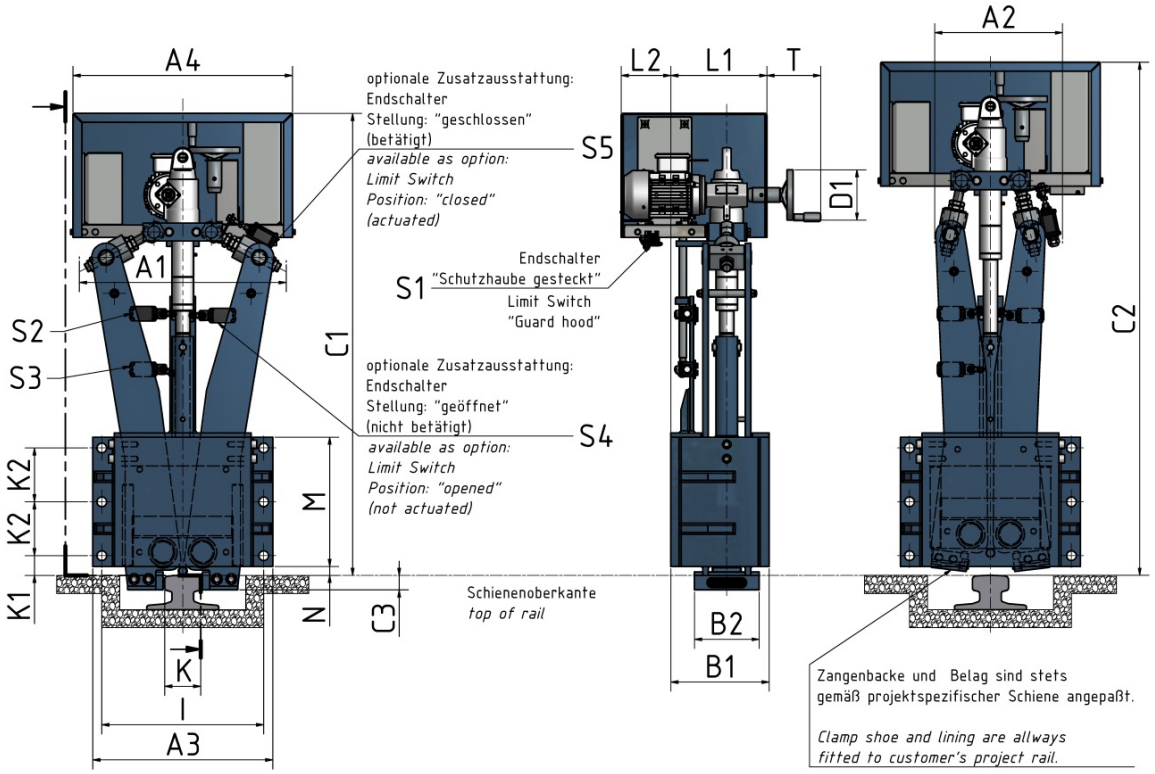
Dimensions

Gr.		$A1_{max}$ mm	$A2_{max}$ mm	A3 mm	A4 mm	B1 mm	B2 mm	$C1_{max}$ mm	$C2_{max}$ mm	C3[1] mm	D1 mm	D3 mm	I mm	K_{max}[2] mm	K1 mm	K2 mm	L1 mm	L2 mm	M mm	N mm	T mm
1	32	**485**	325	500	580	280	144	985	**1115**	40	**125**	27	450	**65**	66	150	240	125	360	36	180
2	63	**575**	355	610	610	330	180	1290	**1430**	40	**140**	27	560	**100**	55	150	280	125	360	25	200
3	100	**550**	310	560	610	365	180	1525	**1670**	40	**140**	M24	510	**120**	115	170	305	105	480	25	200

1) The data for C3 are benchmark information. C3 depends on rail profile – therefore please ask for specific project data.
2) The maximum width fo rail head K_{max} is defined for standard design. Larger width of rail heads could be confirmed on request.

KORO RIW Sp. z o.o. • ul. Knosaly 115, 41-922 Radzionkow • office@cranes-components.com

Rail Clamp
ZWVE (without floating housing)



Functional principle:

- Closure and opening by electric motor
- Indicator for pre clamping
- Optional limit switches monitor clamp position “closed” or “opened”
  Clamp holds position during power failure

Design:

- Flange mounting to the front of the rail vehicle by screws
- Assembly of buffers possible
- Optional floating housing for the horizontal movement within the wheel flange clearance to recommend SG-ZWVE/ZWVM

- Clamp shoes are lifted above the top of the rail when the clap is opened, therefor no danger of collision
- Assembly of buffers of all types is possible, fastening devices for the buffers are provided for each individual order
- Bolts of stainless steel and lined bearings increase operational safety and lifetime
- Disk spring package to maintain holding force
- Clamp shoes with linings are adapted to the rail profile
- Horizontal movement ±7 mm

Technical Data

Designation		Holding force kN		Power consumption W	Current consumption A	Regulating time s	Weight kg
Friction coefficient		μ = 0,25	μ = 0,4				
ZWVE-1	32	20	32	250	0,8	11	120
ZWVE-2	63	40	63	370	1,2	16	235
ZWVE-3	100	62	100	370	1,2	16	340

Dimensions

Gr.		$A1_{max}$ mm	$A2_{max}$ mm	A3 mm	A4 mm	B1 mm	B2 mm	$C1_{max}$ mm	$C2_{max}$ mm	C3[1] mm	D1 mm	D3 mm	l mm	K_{max}[2] mm	K1 mm	K2 mm	L1 mm	L2 mm	M mm	N mm	T mm
1	32	**485**	325	380	580	245	144	985	**1115**	40	**125**	18	340	**65**	86	120	240	125	315	36	180
2	63	**575**	355	500	610	275	180	1290	**1430**	40	**140**	27	450	**100**	55	150	270	140	360	25	200
3	100	**550**	310	560	610	280	180	1525	**1670**	40	**140**	27	510	**120**	115	170	270	135	480	25	200

1) The data for C3 are benchmark information. C3 depends on rail profile – therefore please ask for specific project data.
2) The maximum width of rail head K_{max} is defined for standard design. Larger width of rail heads could be confirmed on request.

KORO RIW Sp. z o.o. • ul. Knosaly 115, 41-922 Radzionkow • office@cranes-components.com