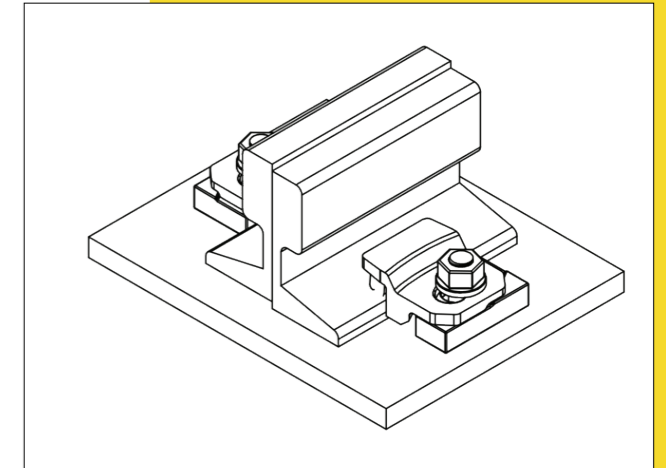


### RM 001 Fastening system

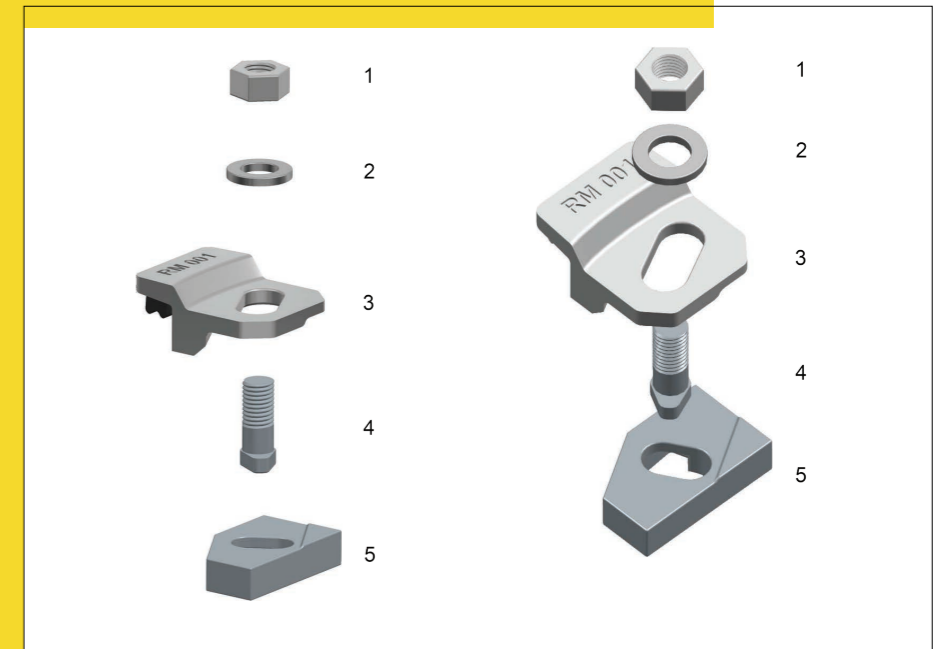
The RM 001 fastening system for guiding rails has been specially designed and analyzed for crane rails. It can also be successfully used for railway tracks. It is very strong, reliable and has compact dimensions. It can be used for the construction of tracks of any type, regardless of the size of wheel sets and the type of drive.

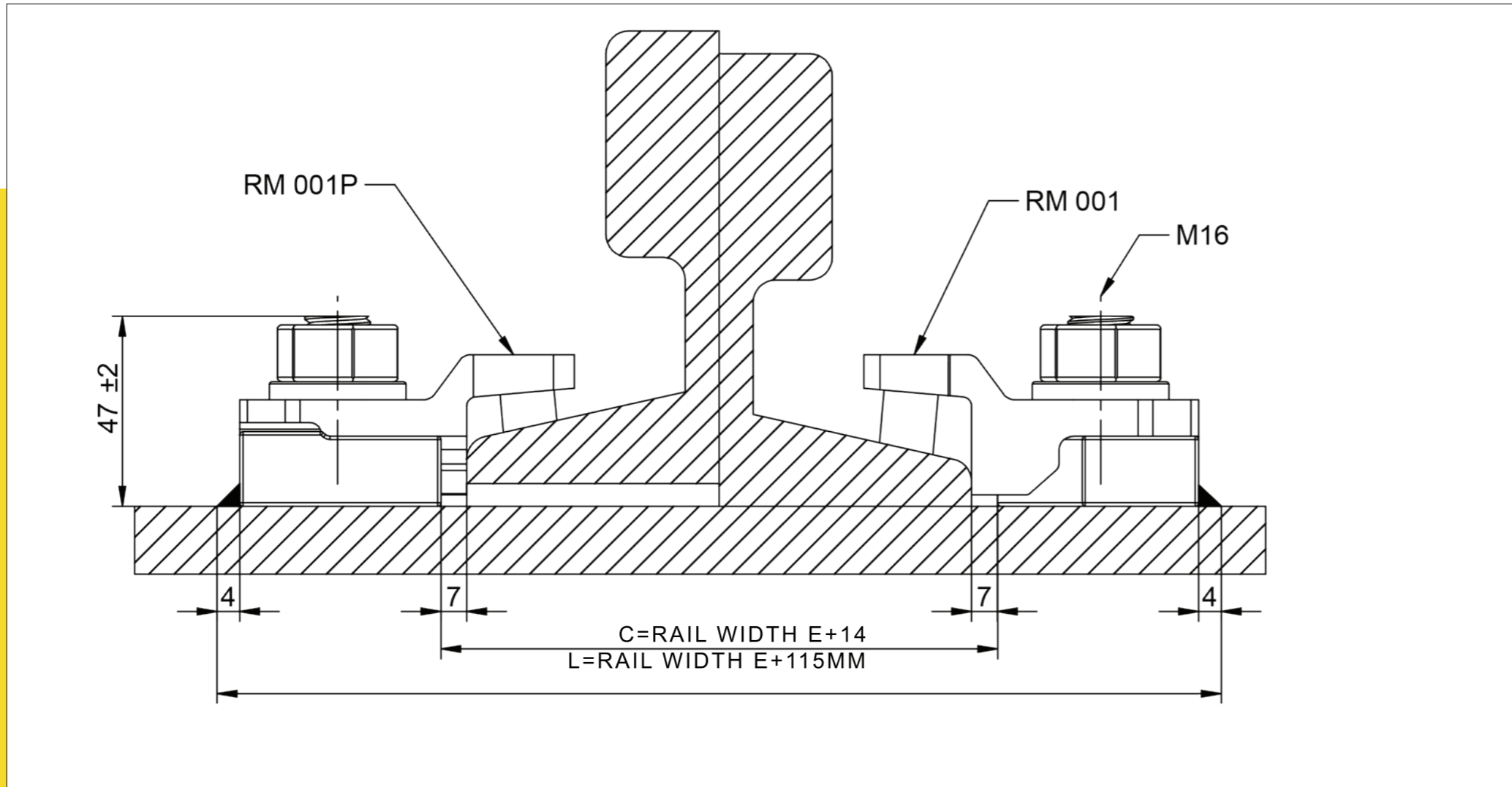
### TECHNICAL DATA:

- Max side load 70 kN
- Lateral adjustment 7 mm
- Bolt M16 cl 8,8
- Tightening torque 175 Nm
- Steel grade St52-3



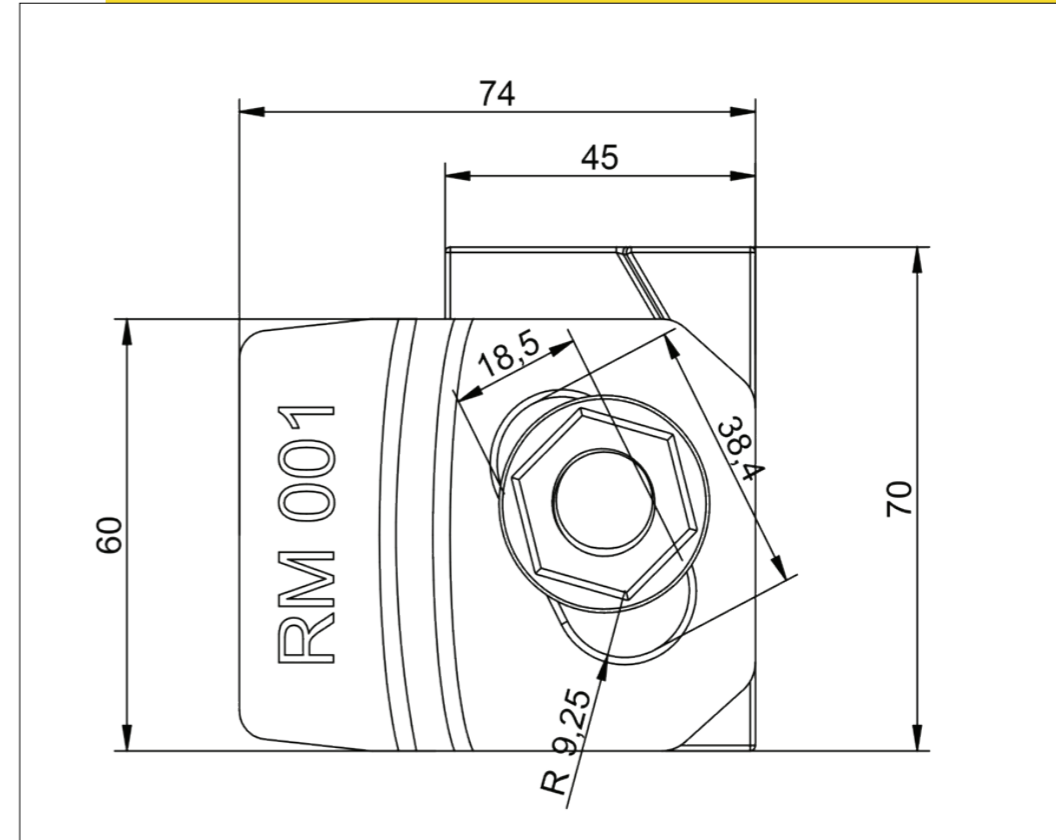
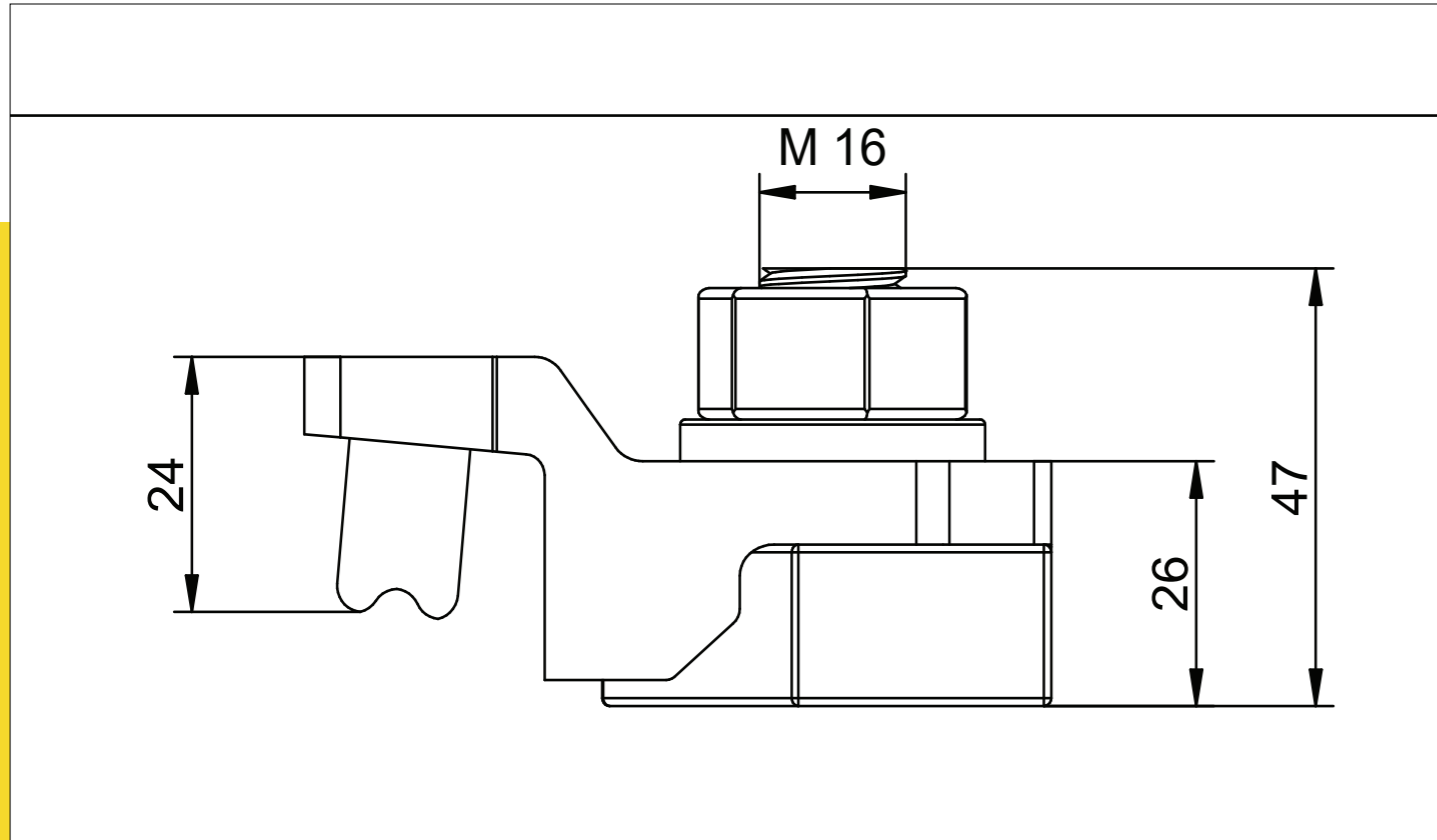
1. Nut M16 DIN 934
2. Washer M16 DIN 7889
3. Upper element of the mount with elastomeric attachment:
  - short – used in conjunction with a flexible rubber pad
  - long – without a rubber pad
4. Lower element to be welded





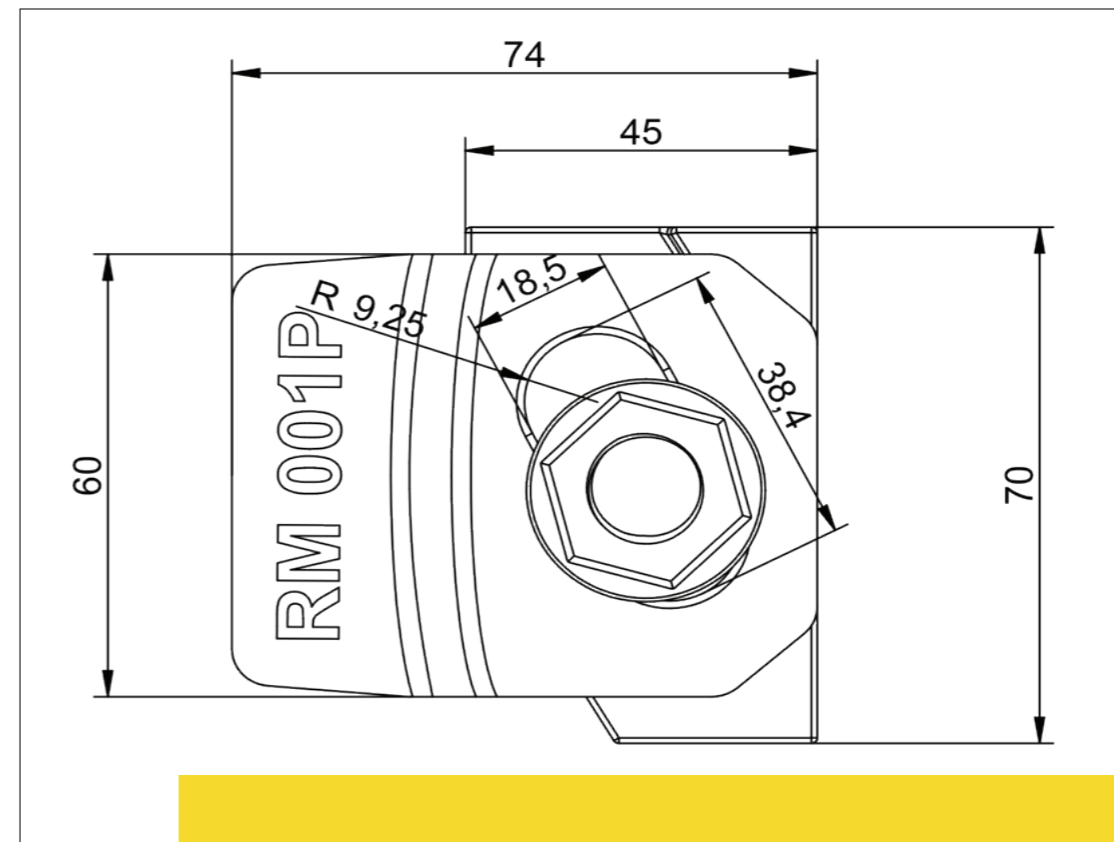
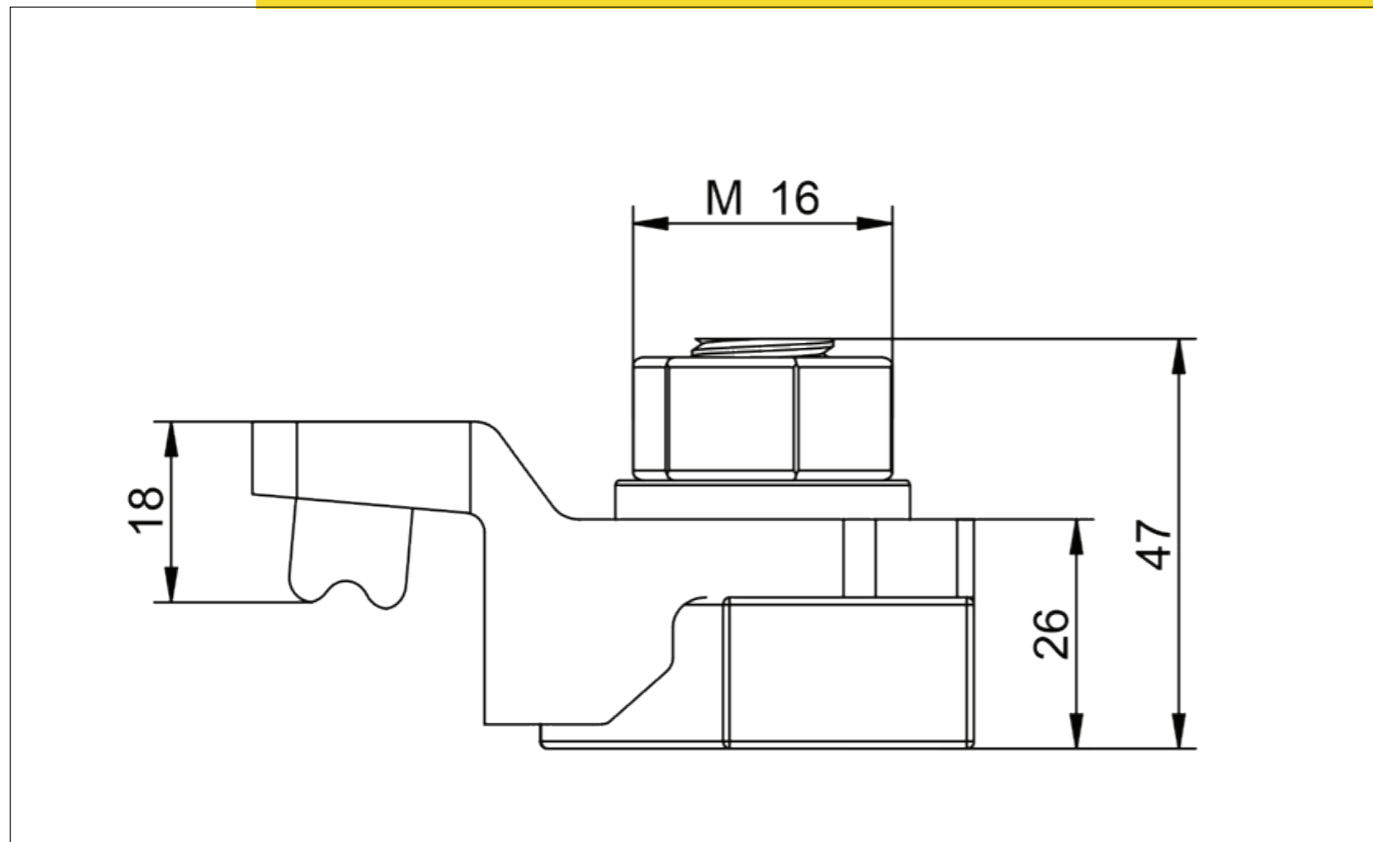
Clip installation

RM001 / RM001P



RM001 – clip with long attachment

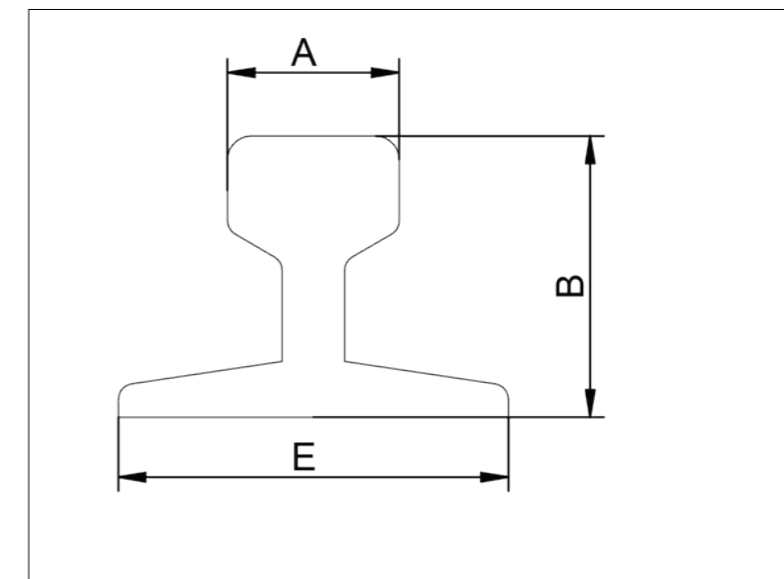
Tolerance  $\pm 2$  mm



RM001P – clip with short elastomer attachment  
– used in conjunction with a flexible rubber pad

WELDABLE RAIL CLIP RM001 / RM001P

|                 |      |       |                        |             | Catalogue number       |                     |
|-----------------|------|-------|------------------------|-------------|------------------------|---------------------|
| Rail type       | A mm | B mm  | Rail flange width mm E | Weight kg/m | Without the rubber pad | With the rubber pad |
| A 45            | 45   | 55    | 125                    | 22,10       | 001                    | 001P                |
| A 55            | 55   | 65    | 150                    | 31,80       | 001                    | 001P                |
| A 65            | 65   | 75    | 175                    | 43,10       | 001                    | 001P                |
| CR 104          | 63,5 | 127   | 127                    | 51,59       | 001                    | 001P                |
| CR 105          | 65,1 | 131,8 | 131,8                  | 52,09       | 001                    | 001P                |
| CR 135          | 76,2 | 146   | 131,8                  | 66,97       | 001                    | 001P                |
| S 24            | 53   | 115   | 90                     | 24,43       | 001                    | 001P                |
| 25 KG/M         | 50   | 115   | 90                     | 25,00       | 001                    | 001P                |
| S 26 (ANFOR 26) | 50   | 110   | 110                    | 26,70       | 001                    | 001P                |
| 27 E1 (27 UNI)  | 50   | 120   | 95                     | 27,06       | 001                    | 001P                |
| ANFOR 30        | 56   | 125,5 | 106                    | 29,98       | 001                    | 001P                |
| 30 E1 (S 30)    | 60,3 | 108   | 108                    | 30,13       | 001                    | 001P                |
| 33 E1 (S 33)    | 58   | 134   | 105                    | 33,47       | 001                    | 001P                |
| 36 E1 (36 UNI)  | 60   | 130   | 100                    | 36,26       | 001                    | 001P                |
| 40 E1 (S41-R14) | 67   | 138   | 125                    | 40,95       | 001                    | 001P                |
| 46 E4           | 65   | 145   | 135                    | 46,90       | 001                    | 001P                |
| 49 E1           | 67   | 149   | 125                    | 49,39       | 001                    | 001P                |
| 54 E1           | 70   | 159   | 140                    | 54,77       | 001                    | 001P                |
| 60 E1           | 72   | 172   | 150                    | 60,21       | 001                    | 001P                |



Clamps can be used with different types of rails than those in the table. Full offer of every type of rail is available on request  
 Products and technical info can be changed without notice

## Base parameters:

- Flexible mounting of rails with or without rubber cushioning; the use of a flexible rubber pad additionally reduces noise and dampens railway vibrations. System consists of two cooperating elements enabling easy longitudinal adjustment;
- Two parts of the clamp are connected by a bolt and a flange nut.
- Elastomeric overlay on the top clamp increases the tolerance of the rail support structure, reduces stress, and allows for better rail fastening.;
- Welding the bottom part of the clamp facilitates installation onto a steel beam or anchor plates (without the need for drilling).
- The fastening system has been successfully used worldwide in the most demanding conditions.

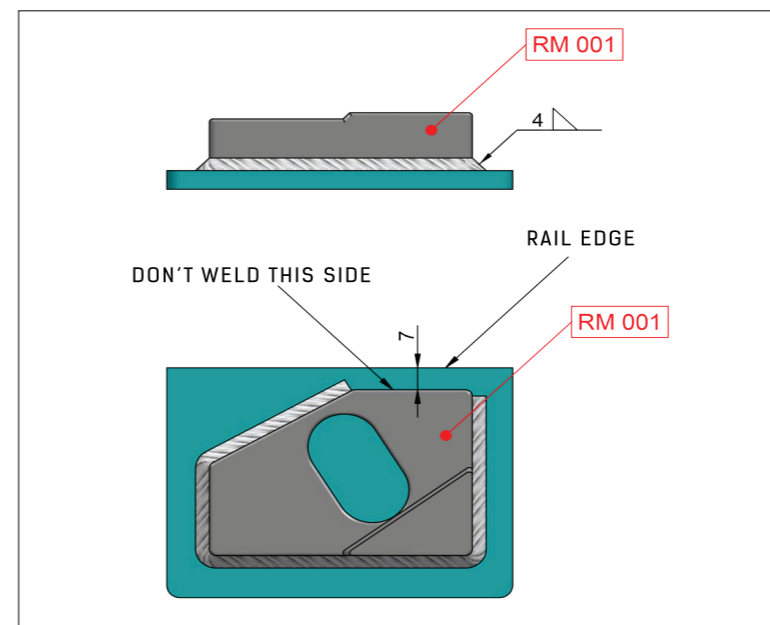
Rubber pad is made with a synthetic elastomer. The middle layer has additional steel sheet reinforcement. Allows to its grooved surface, the Pad underlay provides excellent, even adhesion to the rail surface. It is completely resistant to water, oil, ozone, grease, and UV. It is used in the construction of tracks for cranes and other equipment moving on rails. It has a high degree of shape recovery and protects crane mechanisms, thus extending their service life.

## Technical data of the pad:

Shore hardness – 75±5  
Maximum load – 12,7 N/mm<sup>2</sup>  
Strain – 255% (200% after ageing)  
Work temperature – -30 do +110 °C  
Vibration dampening – 45-50%  
Noise reduction (dbA) – 12%  
Deflection – 5% (20% after ageing)

## Installation manual

Base of the clamp is made with weldable steel. Connection can be made using MMA welding with low hydrogen electrodes such as AWS E7018 or E7028 or using MIG welding. The fillet weld should have 4mm around the base, with the exception of the side closest and parallel to the rail.



# RM001 / RM001P