

## RM 007 fastening system

The RM 007 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.

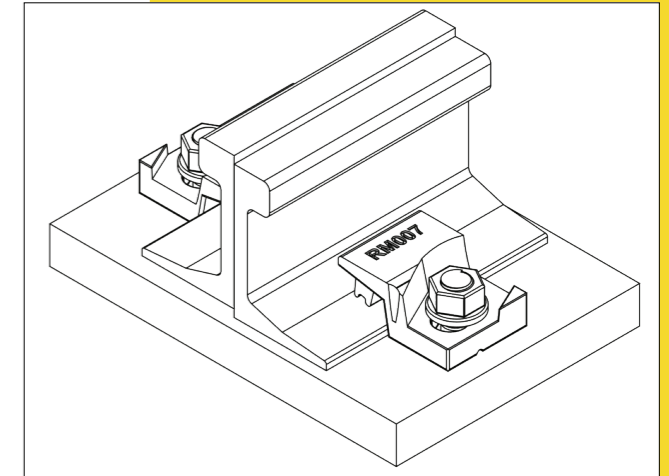
### TECHNICAL DATA:

Maximum side load 60 kN

Lateral adjustment 5 mm

Tightening torque 200 Nm

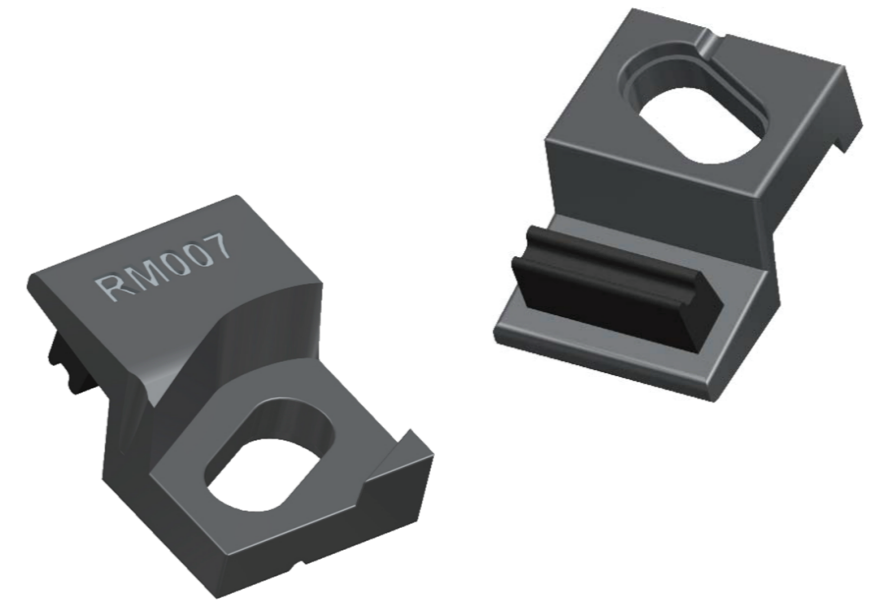
Steel grade St52-3

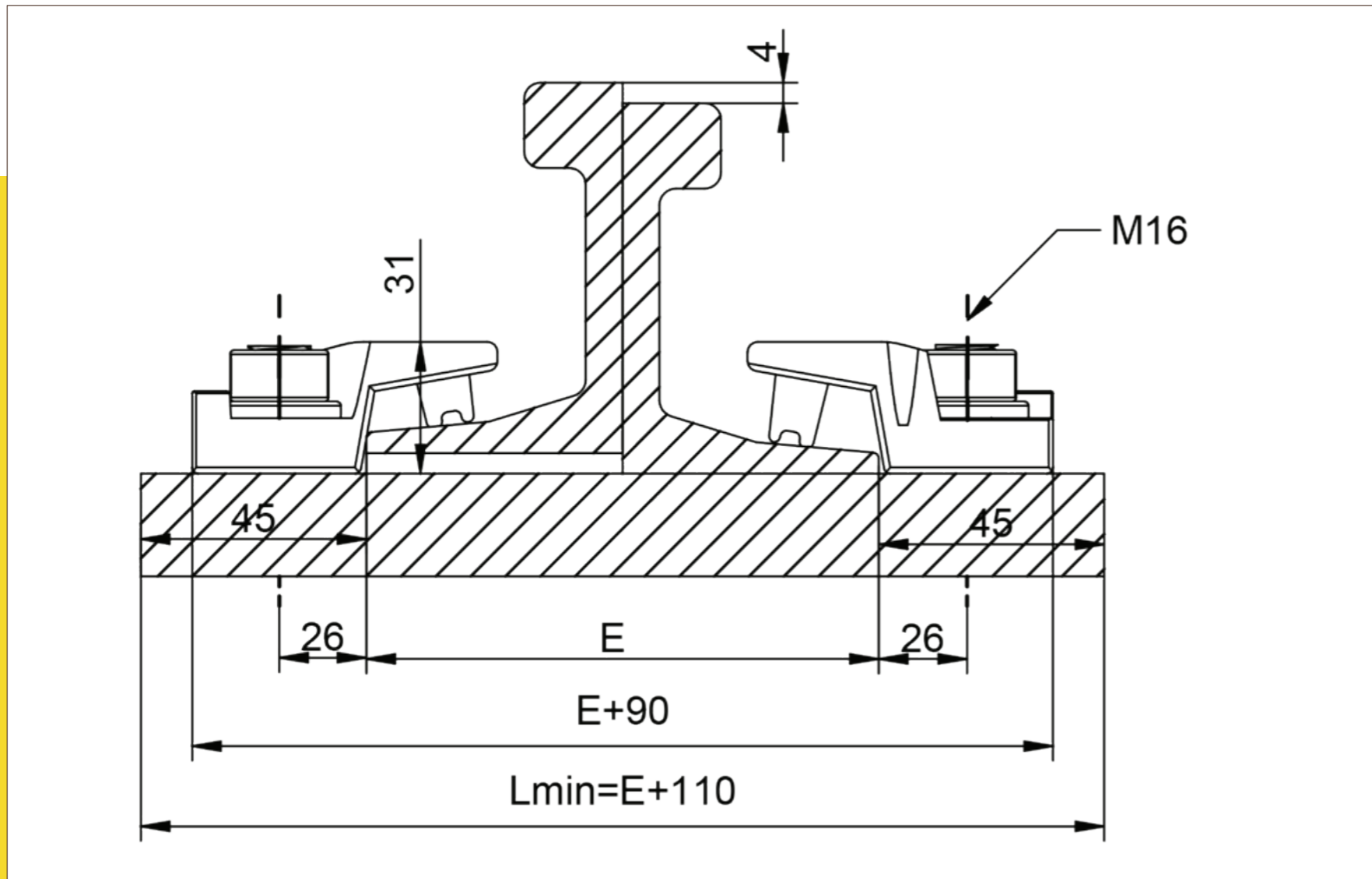


Clamp with elastomeric attachment:

Short - used in conjunction with a rubber elastic pad.

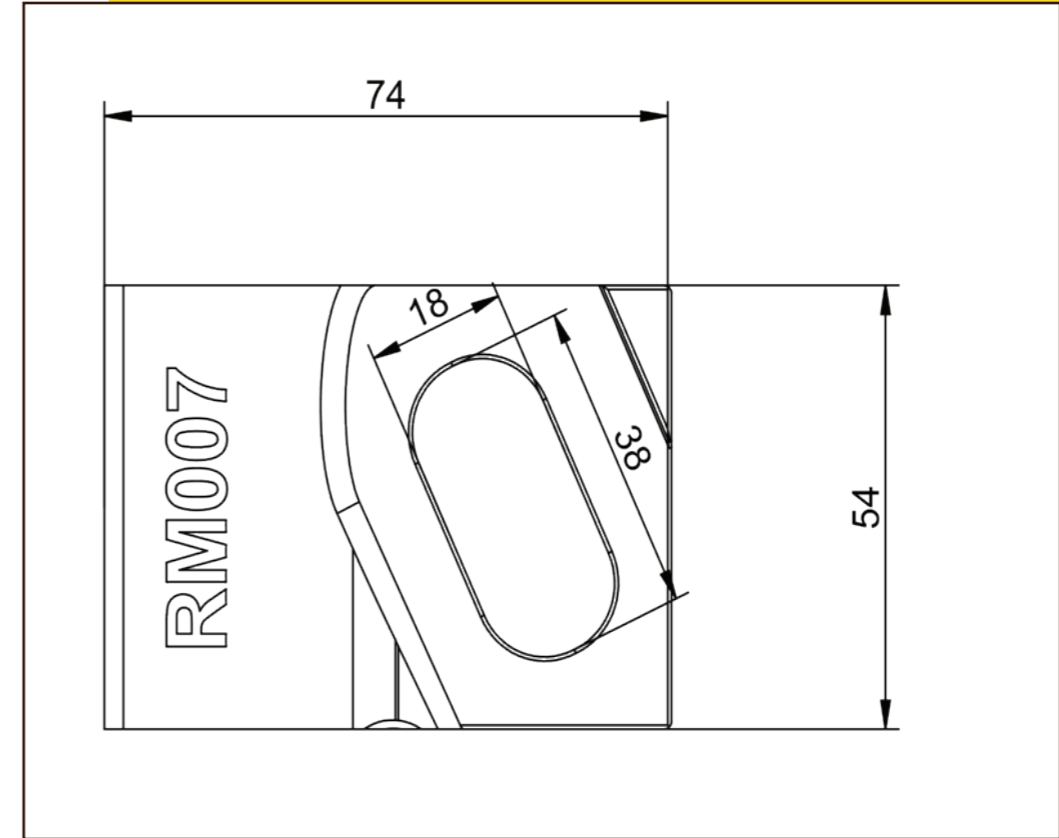
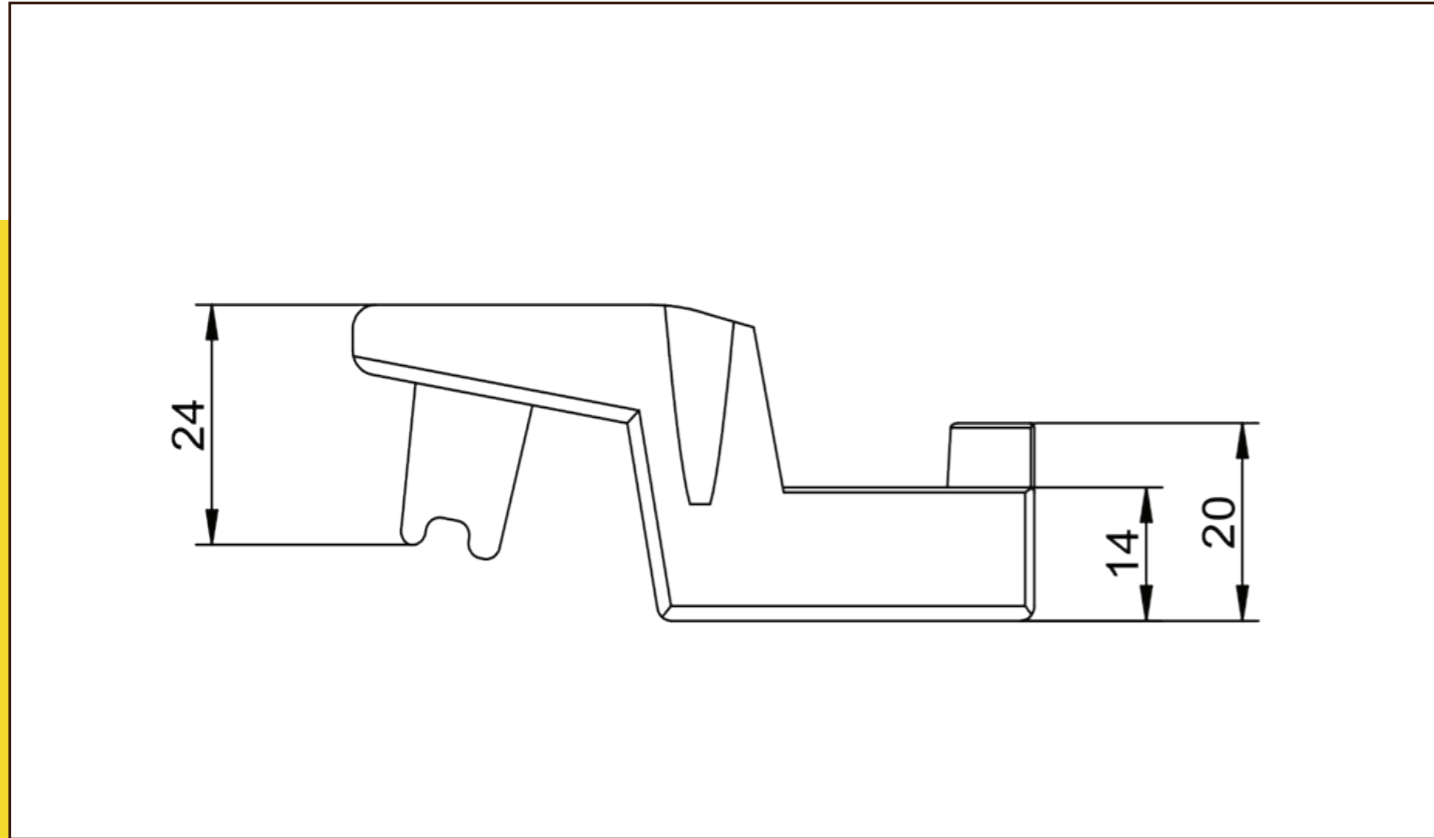
Long - without an elastic pad.





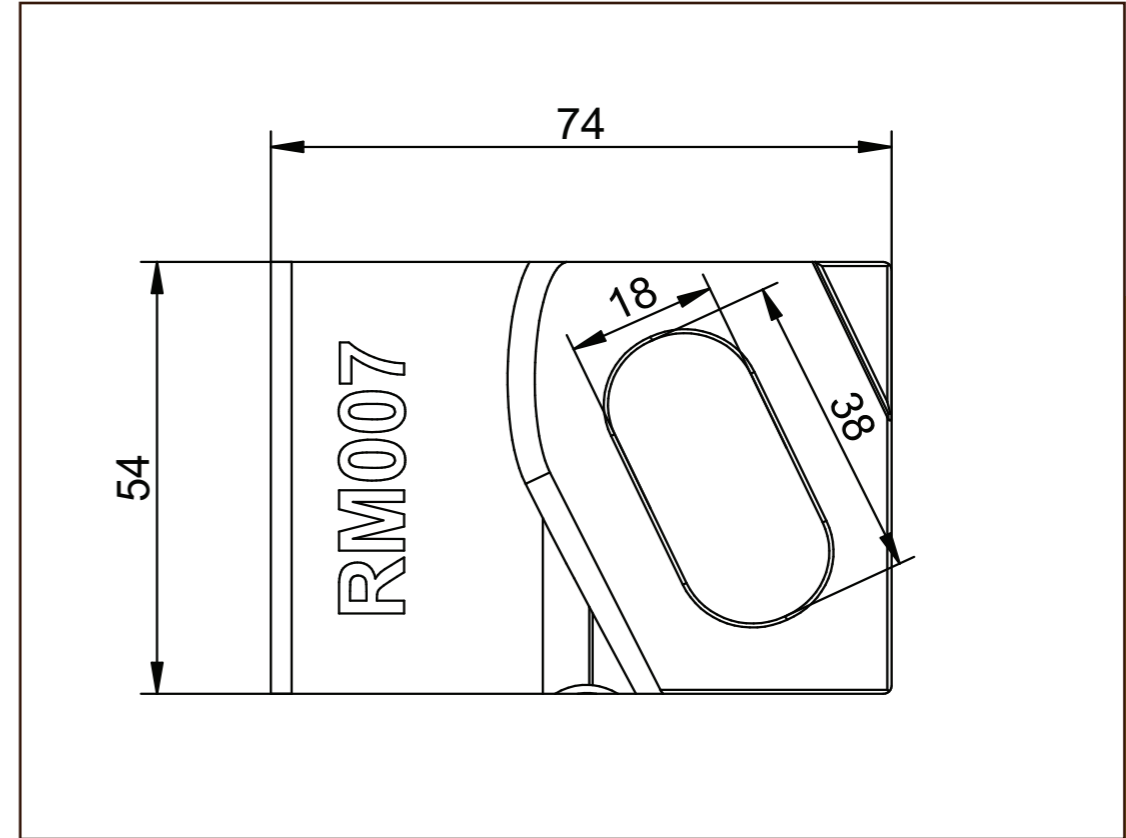
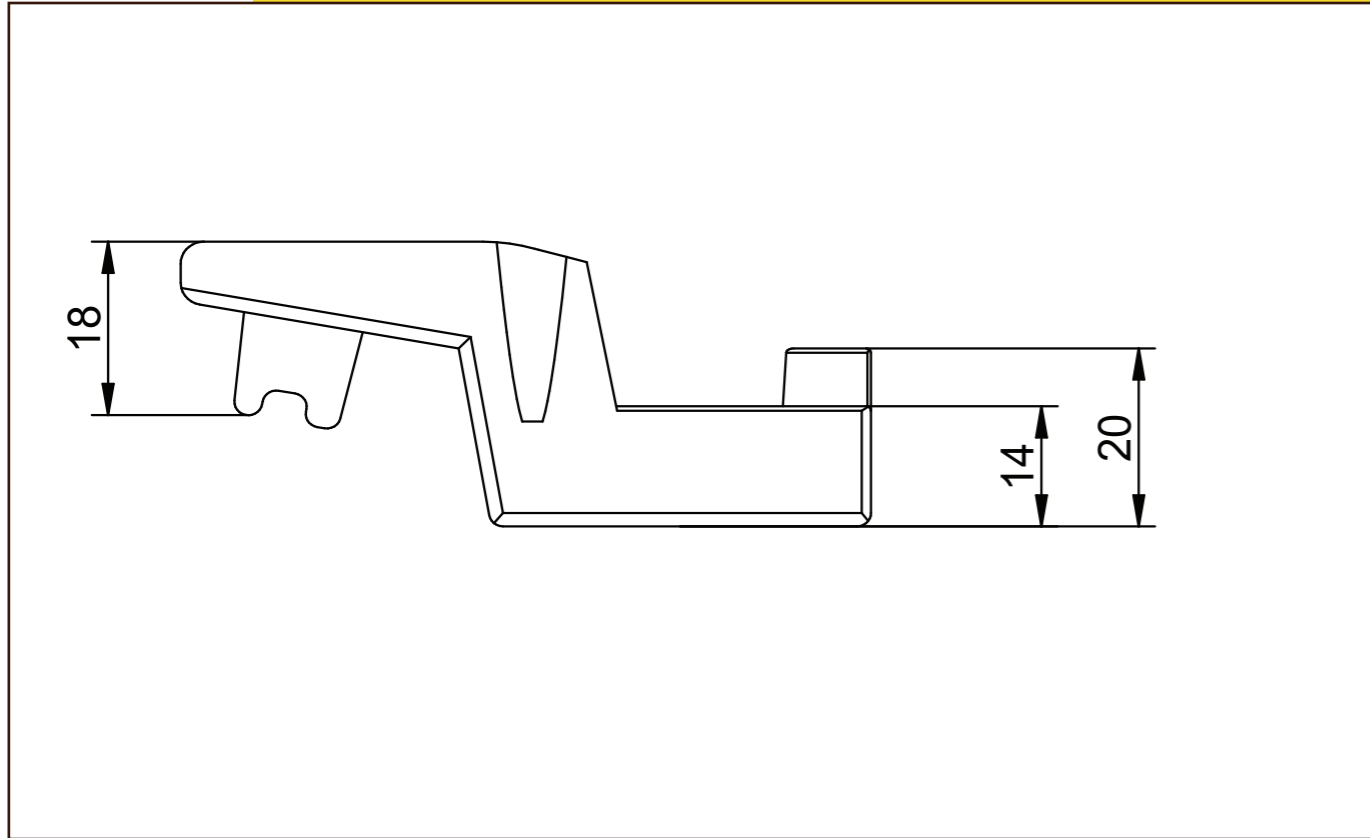
Clip installation

RM007 / RM007P



RM007 – clip with long attachment,  
Used without the flexible pad

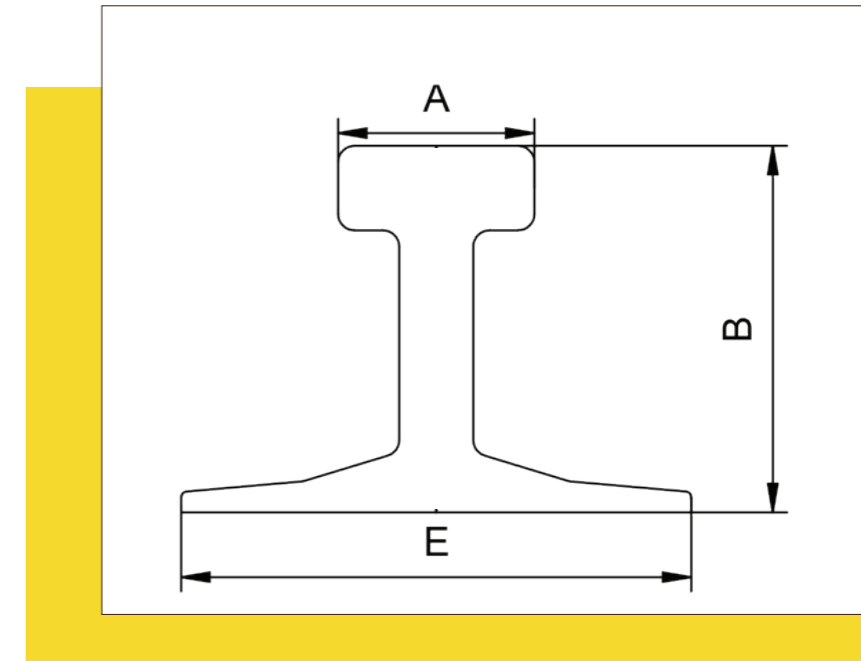
Tolerance  $\pm 2$  mm



RM007P – clip with short elastomer attachment  
– used in conjunction with a flexible rubber pad

BOLTABLE RAIL CLIP RM007 / RM007P

					Catalogue number	
Rail type	A mm	B mm	Rail floungue width mm E	Weight kg/m	Without the elastic pad	With the elastic pad
A 45	45	55	125	22.10	007	007P
A 55	55	65	150	31.80	007	007P
A 65	65	75	175	43.10	007	007P
A 75	75	85	200	56.20	007	007P
A 100	100	95	200	74.30	007	007P
S 20	44	100	82	19.80	007	007P
S 24	53	15	90	24.43	007	007P
25 KG/M	50	115	90	25.00	007	007P
S 26	50	110	100	26.27	007	007P
27 E1	50	120	95	27.06	007	007P
ANFOR 30	56	125.5	106	29.98	007	007P
30 E1	60.3	106	108	30.13	007	007P
33 E1	58	134	105	33.47	007	007P
36 E1	60	130	100	36.26	007	007P
40 E1	67	138	125	40.95	007	007P
46 E4	65	145	135	46.90	007	007P
49 E1	67	149	125	49.39	007	007P
50 ES	67	148	135	49.90	007	007P
54 E1	70	159	140	54.77	007	007P
60 E1	72	172	150	60.21	007	007P



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 rail fastening with a rubber damping pad or without; the use of a rubber elastic pad additionally reduces noise and dampens track vibrations
- the system consists of two cooperating elements that enable easy longitudinal adjustments of the rail;
- the two clamp parts are connected by a screw and a crown nut.
- an elastomeric overlay on the top clamp increases the tolerance of the rail supporting structure, reduces stress, and allows for better rail fastening;
- welding the bottom part of the clamp facilitates installation to a steel beam or anchoring plates (without the need for drilling)
- the fastening system has been successfully used worldwide in the most demanding conditions.

The rubber pad is made of synthetic elastomer.

The middle layer has an additional reinforcement made of steel sheet.

Allows to its grooved surface, the Pad provides excellent and uniform adhesion to the rail surface.

It is completely resistant to water, oil, ozone, grease, UV.

It is used in the construction of tracks for cranes and other devices 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 to +110 °C
- Vibration dampening – 45-50%
- Noise reduction (dbA) – 12%
- Deflection – 5% (20% after ageing)

## General instruction:

The selection of the rail fastening system used by railways to fasten narrow gauge rails (in the Decauville standard) is an important decision regarding both track installation and individual rails.

An improper choice can lead to costly consequences and serious problems, including:

- slowing down or stopping the production process,
- excessive and/or uneven rail wear,
- damage to mechanical components,
- damage to the supporting base,
- damage to the fastening system.

# RM007 / RM007P