

RM 009 fastening system

The RM 009 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

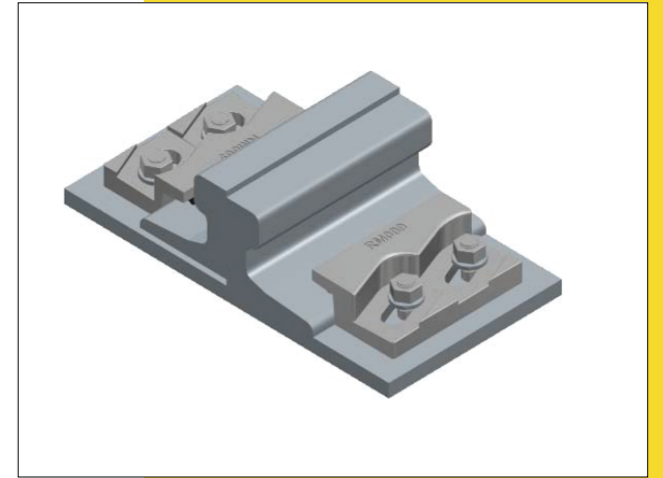
TECHNICAL DATA:

Maximum side load 150 kN

Lateral adjustment 5 mm

Tightening torque 360 Nm

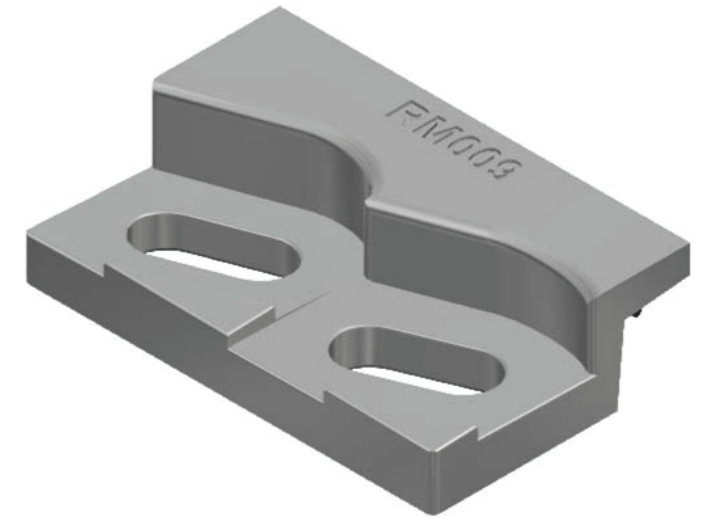
Steel grade St52-3

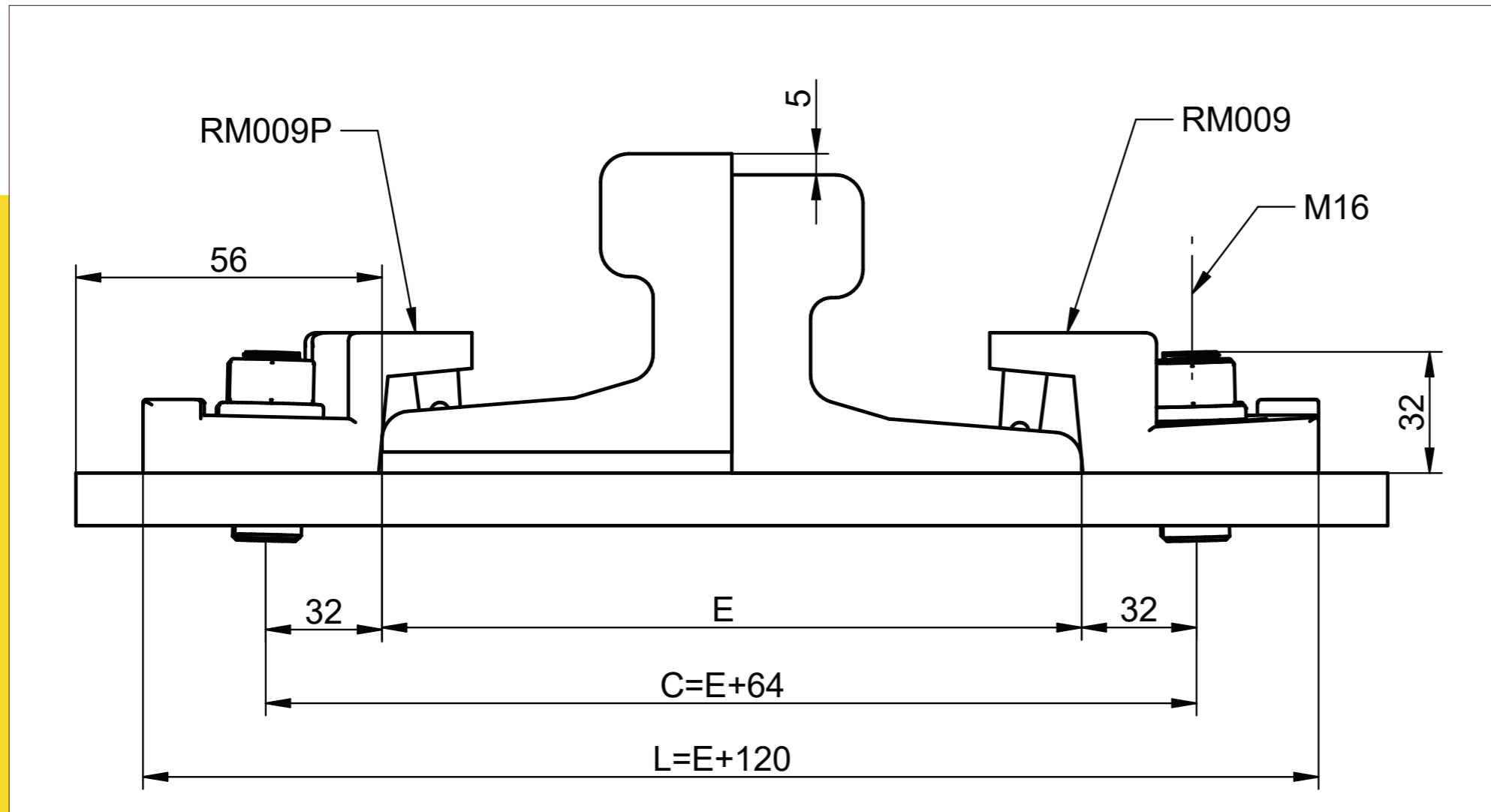


Clamp with elastomeric attachment:

Short - used in conjunction with a rubber elastic pad.

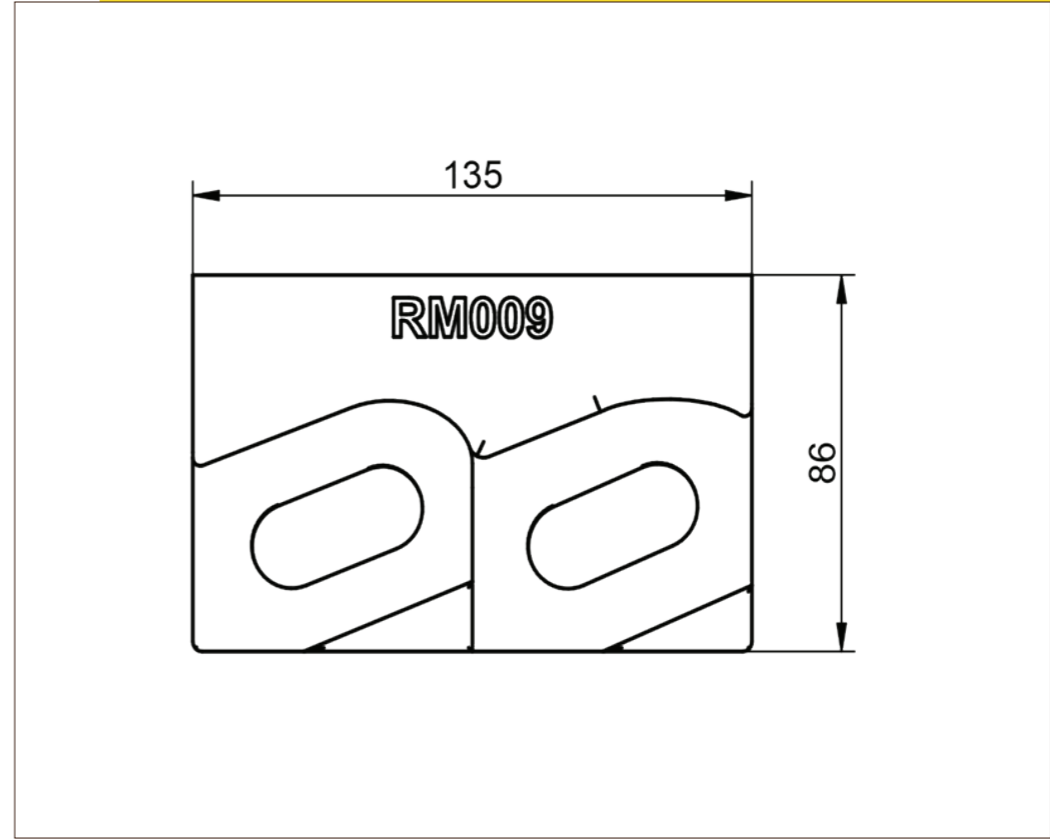
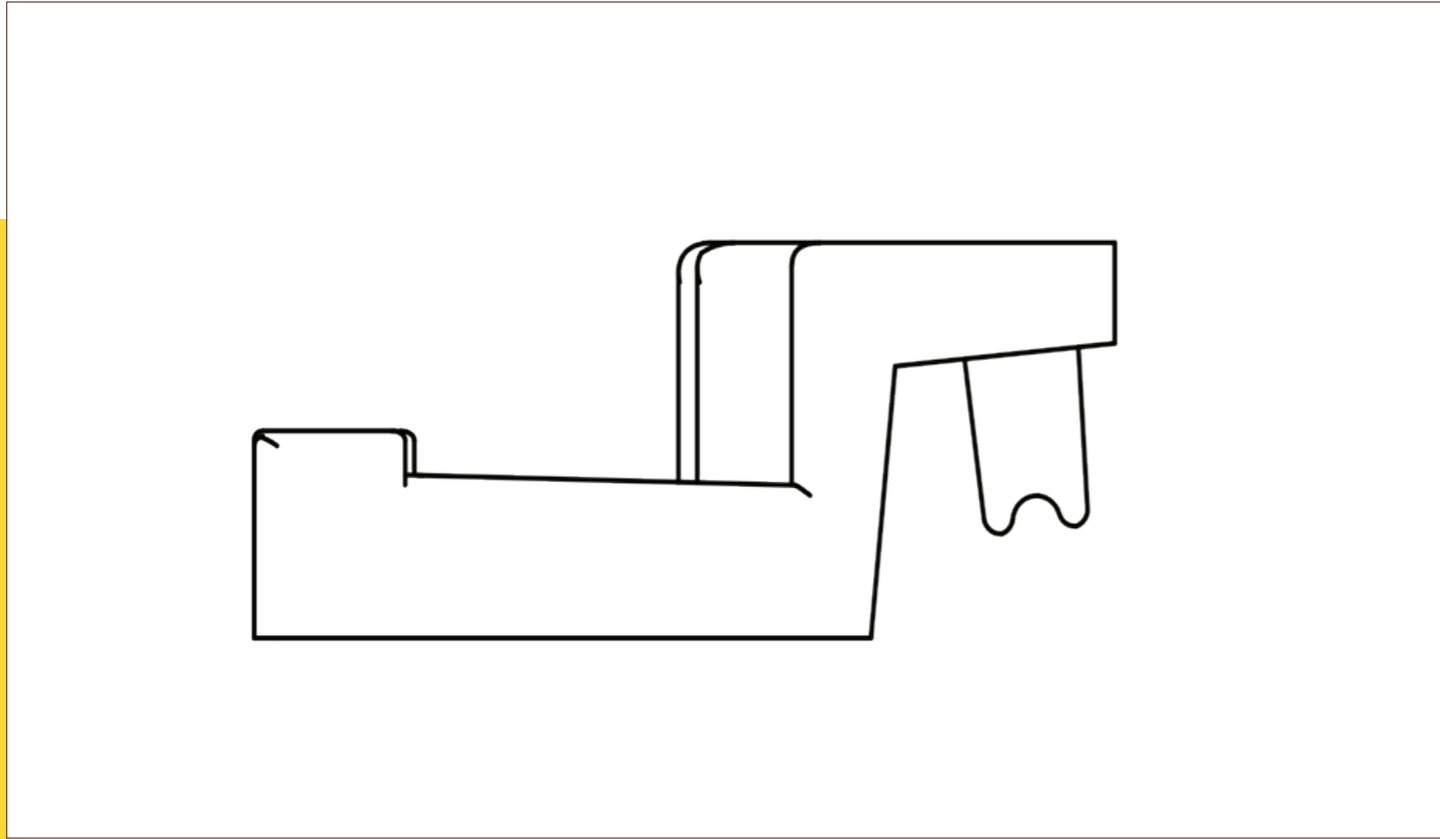
Long - without an elastic pad.





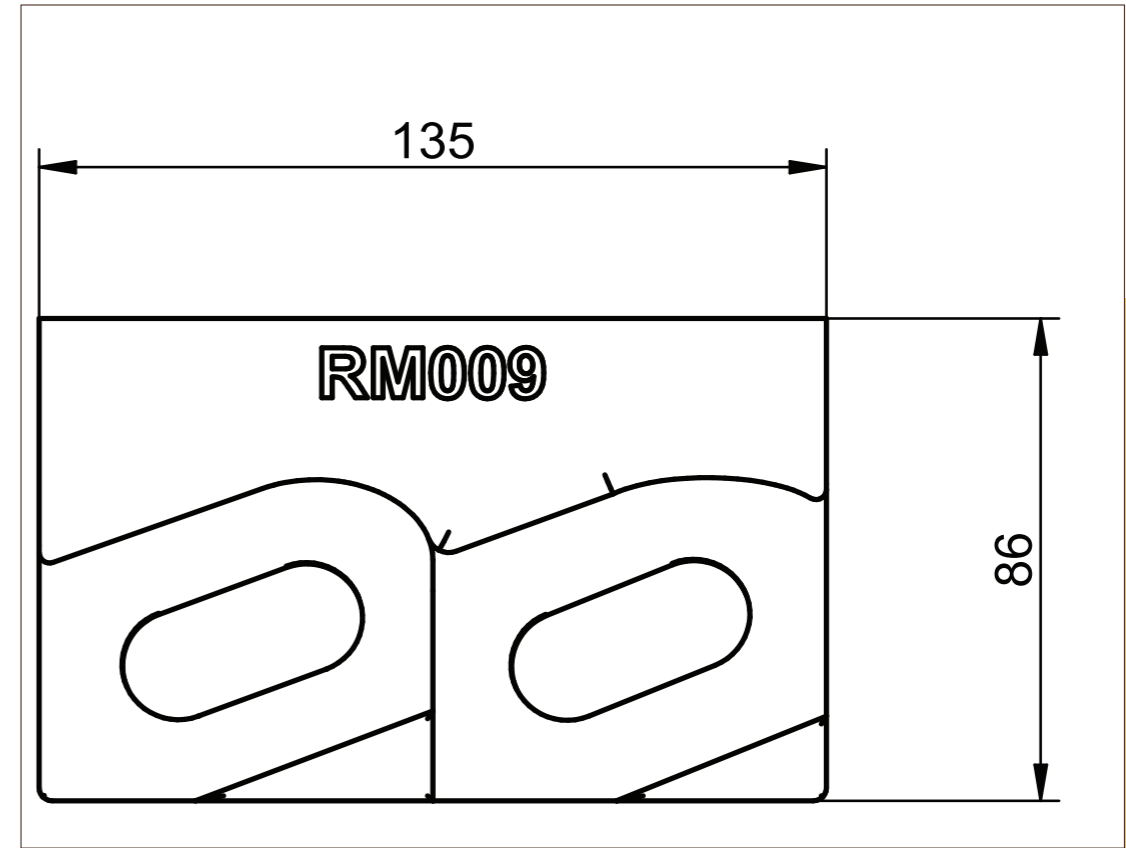
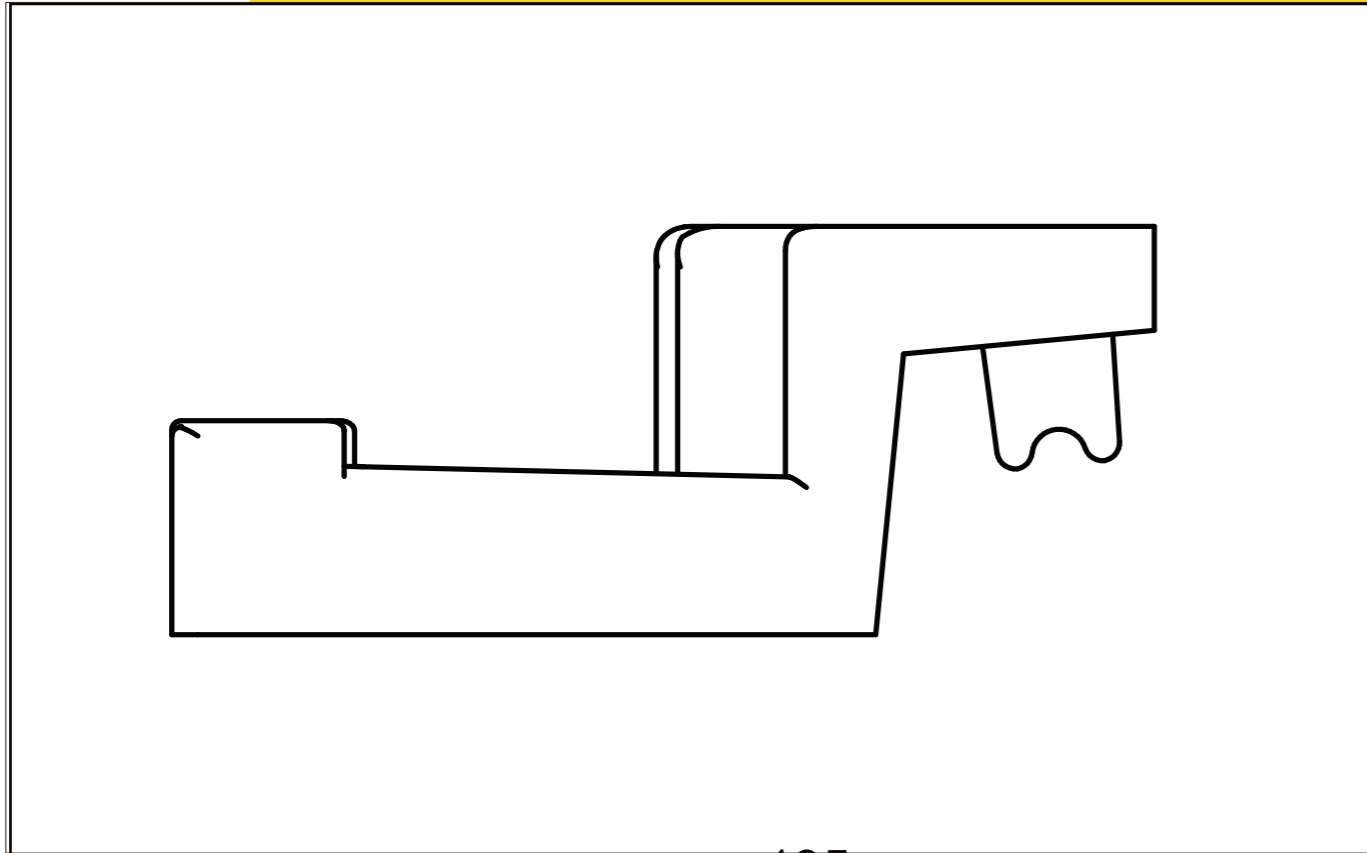
Clip installation

RM009 / RM009P



RM009 – clip with long attachment,
Used without the flexible pad

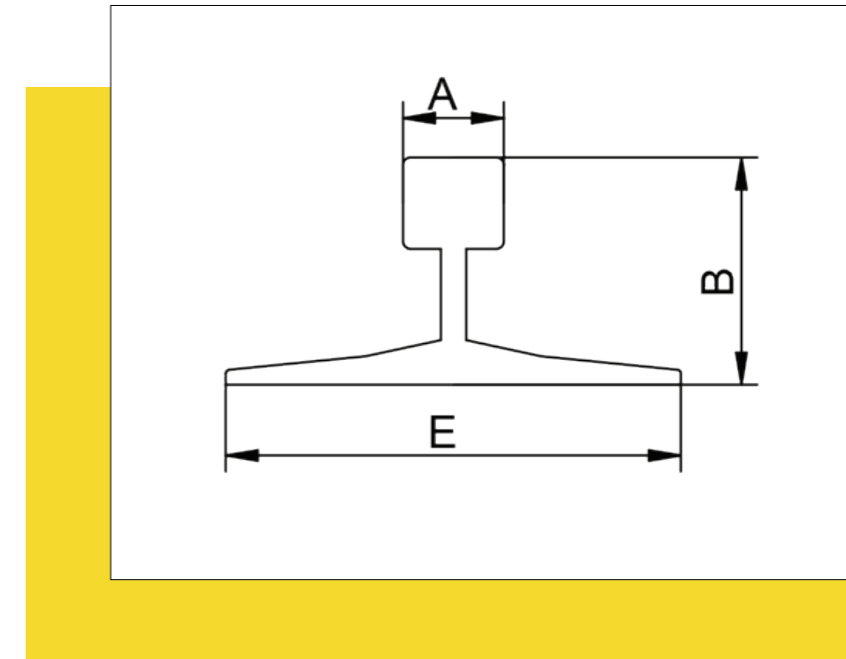
Tolerance ± 2 mm



RM009P – clip with short elastomer attachment
– used in conjunction with a flexible rubber pad

BOLTABLE RAIL CLIP RM009 / RM009P

					Catalogue number	
Rail type	A mm	B mm	Rail flounge width mm E	Weight kg/m	Without the elastic pad	With the elastic pad
A 65	65	75	43,10	175	009	009P
A 75	75	85	56,20	200	009	009P
A 100	100	95	74,30	200	009	009P
A 120	120	105	100,00	220	009	009P
CR 104	63,5	127	51,59	127	009	009P
CR 105	65,1	131,8	52,09	131,8	009	009P
CR 135	76,2	146	66,97	131,8	009	009P
CR 171	101,6	152,4	84,83	152,4	009	009P
S 24	53	115	24,43	90	009	009P
25 KG/M	50	115	25,00	90	009	009P
S 26	50	120	26,27	100	009	009P
27 E1	50	120	27,06	95	009	009P
ANFOR 30	56	125,5	29,98	106	009	009P
30 E1	60,3	108	30,13	108	009	009P
33 E1	58	134	33,47	105	009	009P
36 E1	60	130	36,26	100	009	009P
40 E1	67	138	40,95	125	009	009P
46 E4	65	145	46,90	135	009	009P
49 E1	67	149	49,39	125	009	009P
50 ES	67	148	49,90	135	009	009P
54 E1	70	159	54,77	140	009	009P



Clamps can be used with different types of rails than those in the table. Full offer of every type of rail available upon 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;
- the fastening system has been successfully used worldwide in the most demanding conditions.

The rubber pad is made with 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/mm²
- 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.

RM009 / RM009P