

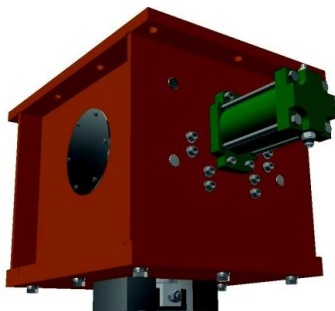
## RB-SA RAIL BRAKES – SELF ADJUSTING



**RB Rail Brakes compensates an extra large  $\pm 19\text{mm}$  rail vertical fluctuation by automatically adjusting before braking.**

RB-SA Rail Brakes are designed with a two-stage braking process; first stage compensates shoe to rail head travel and the second stage provides full spring force on the top of a rail. They are spring set and hydraulically OR Electrically released. Once released, the brake hangs above the rail at a pre-designed clearance.

Actual braking capacity depends on the applied force and applicable coefficient of friction (different for static and dynamic braking).



### Applications:

- Ship to shore cranes
- Automated stacking cranes
- Wide Span Cranes
- Rail Mounted Gantry Cranes
- Log Handling Cranes
- Ship Loaders

### Benefits

- Completely spring-set rail brake
- Allows up to 38mm rail deviation while providing uniform rated capacity over the full range of movement
- Consistent spring stroke for longer spring life.
- Serrated / Smooth shoes fully protected from hitting the top of the rail for less wear and tear
- All components, including the hydraulic release cylinder are fully enclosed in a sealed housing, out of the elements
- Flow control valve installed on the brake for controlled setting time
- Proximity switch for release indication signal
- Brake shoes easily removed and replaced
- Made with high quality structural steel
- Compact design fits most existing locations, even those with drop pins. Low height allows retrofitting with adapter flanges.



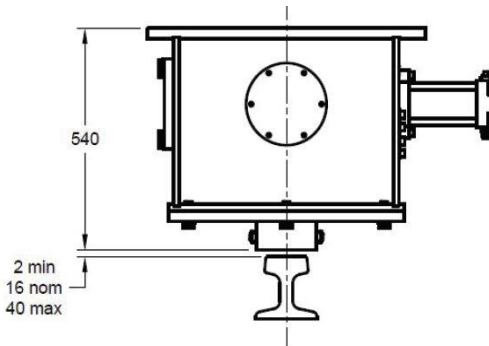
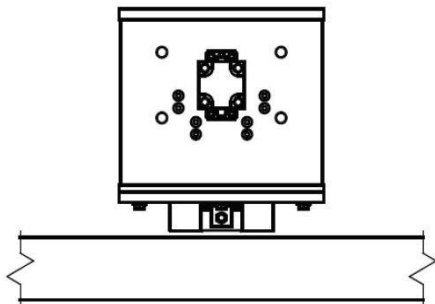
**SRB-SA Static Rail Brake-Self Adjusting Spring Set, Hydraulic Release shown**  
**DRB-SA Dynamic Rail Brake-Self Adjusting Spring Set, Hydraulic Release with smooth shoes available**  
**xRB-E-SA Rail Brake-Self Adjusting Spring Set, ELECTRIC Release Rail Brakes available**

**STANDARD FEATURES**

- Fabricated from high quality structural steel.
- Brake shoes easily removed and replaced
- Paint system for C4 environment and 5 years warranty

**SUPPLIED WITH BRELX HPU HYDRAULIC POWER UNIT**

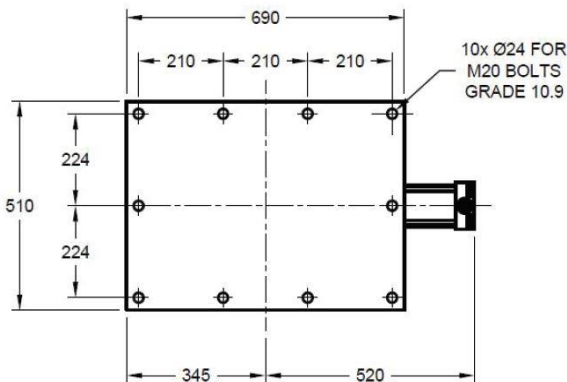
- Prewired junction box
- Hand pump for manual release
- Solenoid valve with manual override
- Solenoid coil with LED indicator



**SELF ADJUSTING MECHANISM (PATENT PENDING)**

RB-SA-220 – Braking force at various stroke extensions

Shoe Extension "A" (mm)		Applied force (kN)	Braking force (kN, $\mu=0.5$ )
"RELEASED"	0	470	235
	2	450	225
"SET"	8	445	222
	16	440	220
	28	420	210
	40	410	205



**AVAILABLE SIZES:**

Static Rail Brake: SRB-SA: 150kN & 220kN.  
 Dynamic Rail Brake: DRB-SA: 120kN & 180kN

**NOMINAL SPECIFICATIONS SRB-220-SA**

- NOMINAL BRAKING FORCE 220 kN @ SHOE EXTENSION "F" AND COEFFICIENT OF FRICTION  $\mu=0.5$
- BRAKE MUST BE INSTALLED ABOVE THE RAIL AT A HEIGHT OF 540 mm + "A" (APPLICABLE PISTON ROD EXTENSION) +/- 2mm
- STATIC SERIES "S" OF RAIL BRAKES MUST BE USED FOR STATIC BRAKING (CRANE AT STOP POSITION)

Static models braking capacities calculated with coefficient of friction factor 0.5  
 All dimensions (mm) and capacities (kN) subject to change without notification.