# STORM BRAKES
## RAIL BRAKES – SELF ADJUSTING
### TECHNICAL DATA SHEET

### Leading Features – Rail Brakes-Self Adjusting series RB-SA

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| **A. SAFETY** | • BRELX rail brakes are spring set; can be released manually by hydraulic pressure.  
• BRELX design allows for unrestricted spring movement.  
• Permitting a large rail deviation while providing uniform capacity over the full range of movement.  
• Brake manufactured from good quality structural steel |
| **B. MAINTENANCE ABILITY** | • Maintenance friendly system  
• Shoe replaceable in field without brake removal from the crane.  
• NO RELEASE SHIMS The rail brake can be emergency released by three methods: Hydraulic hand pump in the HPU, by load removal screws and shoe removal, or by Enerpac cylinder and screws. Load removal screws can also be used for caging. |
| **C. QUALITY & PERFORMANCE** | • Patent pending, simple and very reliable mechanism to first adjust the rail brake to existing rail to brake clearances; then apply the full load.  
• Unique design ensures full capacity regardless of rail deviation up to 38mm while still ensuring long rail brake spring life.  
• All products are quality inspected as per BRELX standard quality policy.  
• All BRELX products are hydraulic proof-tested before shipment.  
• All BRELX products are with CSA, UL approved components and bear CE marking |

### Standard Technical Design Data – Mechanical Parts

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| **A. RB-SA Rail Brake** | • Spring set / hydraulically released rail brakes  
• Available Shoe-to-Rail Clearance: from 2mm to 40mm  
• Available braking capacity: Static SRB-SA @ 150kN & 220K: Dynamic DRB-SA 120kN & 180kN.  
• Pressure: Operating at 15MPa  
• Release time: 2 seconds  
• Set time: Adjustable by flow control valve (Factory setting 8 seconds at delivery) |
| **B. CORROSION PROTECTION** | • Non-structural pins & fasteners are stainless steel  
• All mechanical parts are zinc plated, powder coated or painted  
• Standard frame painting is good for five years warranty  
  **Frame painting specification:**  
  • Sand blasting, Zinc rich primer 50-75 μm  
  • 2'nd coat, Epoxy min.100-125 μm  
  • 3'rd coat, Urethane min. 50-75 μm  
  • Total coat, (min. 200-275 μm)  
  • Standard finish color: Pure Orange (RAL 2004) |
| **C. PROXIMITY SWITCH** | • IFM inductive proximity switch |
| **D. STATIC BRAKE SHOE** | • Heat treated & serrated tool steel brake shoes  
• As new sharp serrations provides the effect of friction factor 0.8 – 0.95 under static load. Rated capacity calculated with coeff of friction of μ=0.5.  
• Replaceable in field without requiring disassembly of any mechanical parts |
| **E. DYNAMIC BRAKE SHOE** | • Bonded friction material. Rated capacity calculated with coeff of friction of μ=0.4.  
• Replaceable in field without requiring disassembly of any mechanical parts |