

FEATURES AND BENEFITS

Rail Brakes – Classic RB-C

BREL X Classic series of Rail Brakes use conventional design of a push-down brake, utilizing the weight of the crane. Hydraulically released, it hangs above the rail at predesigned clearance. Stack of disc springs provides a force that applies the shoe on a rail thus creating a friction force along the rail. Brake mounting clearance (bottom of the shoe to the top of the rail) and rail deviation affect achievable braking force.

Rail height fluctuations are typically caused over time by settling and fatigue failures of the rail support foundations. This has caused big problems for traditional Rail Brakes. It has either triggered the impact to the rail brake (high rail), causing damage to the rail brake, crane and rail; or it has resulted in such large gaps between the rail brake and the rail (low rail) that the brake no longer produces adequate force or capacity.

BREL X redesigned traditional Rail Brake to achieve rated braking force (capacity) at 20mm (0.79”) shoe-to-rail clearance for DRB-J model.

Our SRB / DRB-C Classic Rail Brakes are designed to achieve rated braking capacity at 16mm (0.63”) installed clearance.

It provides consistently greater breaking at increased clearance. Unique design and spring selection allows unrestricted spring movement for greater rail height fluctuation still ensuring long spring life.

DRB-J series come with a hydraulic system for jacking a corner of a crane in matter of minutes in order to replace the wheels. Special design allows for a nominal lifting height of 45mm (1-3/4”).

Some of the features of the new RB rail brake family include following:

- Brake units have longer stroke for rail variations
- Longer lasting springs for reduced maintenance
- Flow control valve installed on brake for controlled setting time
- Proximity switch for release indication signal (pressure switch is optional).
- Brake shoes easily removed and replaced.
- Fabricated from high quality structural steel.
- Standard frame painting is good for five years warranty, total coat min. 200-275 µm

Supplied with quality designed **BREL** X power units, DRB-J provides additional options:

- No long hoses / 4 brakes and 4 power units
- Built-in GPS for positioning
- Auto-set for Over 100% speed
- Auto-set if fast approach to end stops
- Auto-set if gantry in-active for 5-20 minutes
- Auto-set for wind high speed (Tie to anemometer)
- Operator has set/release buttons in cab; 4 Green/Red lights in cab indicates ready to run
- Can integrate into existing PLC or supply turnkey
- Turnkey includes PLC control system and GPS receiver