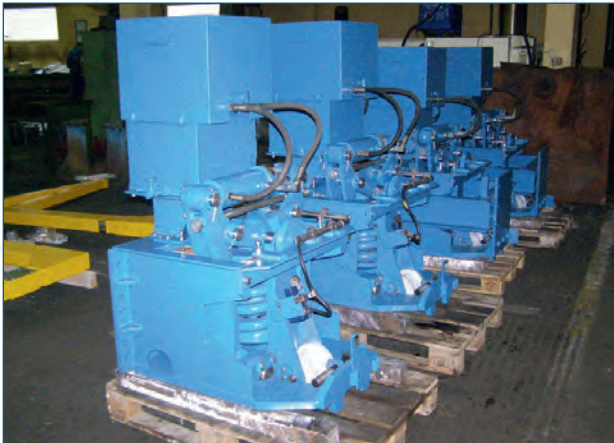


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Rail Pliers · Sheaves · Hook Blocks · Crane Rail Wheels · Rail Clamps · Reparation · Service

Repair Rail Clamp Systems

Due to many years of experiences with rail clamp systems we specialized on repairing rail clamps. We do not only overhaul our own rail clamps, which needs a repair only after long lasting

operation, but Third-party products as well likes rail clamps of 50s and 60s. In the following there is a general survey which helps you to get an overview:



Repair Service

- ➔ Remodelling of exchangeable clamp-shoe
- ➔ Regeneration of clamp-shoe
- ➔ Regeneration of all bushings
- ➔ Regeneration of all axis
- ➔ Regeneration of wheel
- ➔ Repair of steel construction (wear, distortion)
- ➔ New fabrication of destructed parts
- ➔ New painting
- ➔ Repair of hydraulic cylinder and hydraulic aggregate

Remodelling of exchangeble Clamp-Shoes



- 1 Visual inspection on site, before repair
- 2 Visible wear of grooved and hardened clamp-shoe
- 3 Milling of new cassette and fixing of new exchangeable clamp-shoe
- 4 Visible after repair: extra welded reinforcement of clamp lever in region of clamp-shoes

Regeneration of Bearing Pin



- 1 Before repair: it is not possible to move clamp lever down, not even under high hydraulic pressure. Bearing pin is resinified.
- 2 Reboring of bearing pin
- 3 At a wall thickness of ca. 3 – 5 mm pins can be pulled out
- 4 After repair: flexibility is rebuilt by assembly of new bearing pins

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Before Repair



Strong and dangerous wear near clamp-shoe. Rust and war at bearing pin.



High wear at clamp frame in the region of guide pin. Right closing is not possible.



After demounting, all parts are proofed if they are functional for continued use.



Even rail clamps of old designs, which are send to us in this condition can be repaired by us without problems.



wheel bolts



pressure tongue

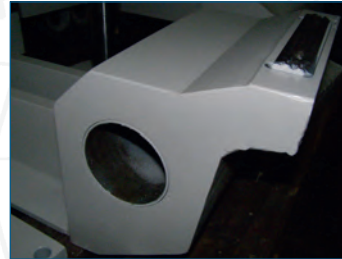


clamp frame



after repair

After Repair



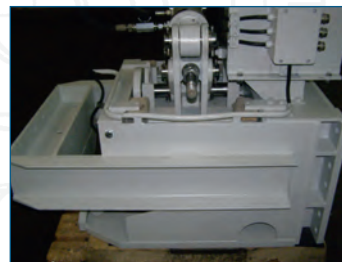
New bearing pin. Remodelling to exchangeable clamp-shoe.



Irregularities at long hole are eliminated with overlay welding and milling.



Parts which cannot be used any more, will be selected and newly manufactured.



All parts are cleaned and, if necessary, sandblasted. After repair all parts are freshly grinded, painted and finally mounted.