

The Rail Brake is a braking system for rail service vehicles.

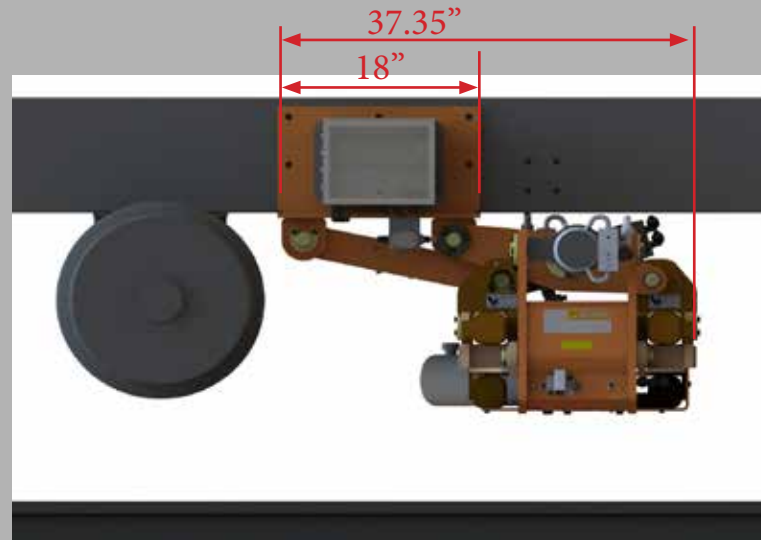
The Rail Brake

- System bolts to existing truck frame
- Self-contained 12VDC package
- Operated from inside the cab or panels on truck body
- Hydraulically articulated stow/deploy function
- Mounted at rear of truck
- Hydraulic cylinder provides clamping forces
- Useable in both forward and reverse rail travel directions
- Clamp to match railhead profile: This provides a wedging effect as well as providing optimal friction coefficients under a variety of conditions (water, grease, ice, etc.)

Rail Brake Gear Function

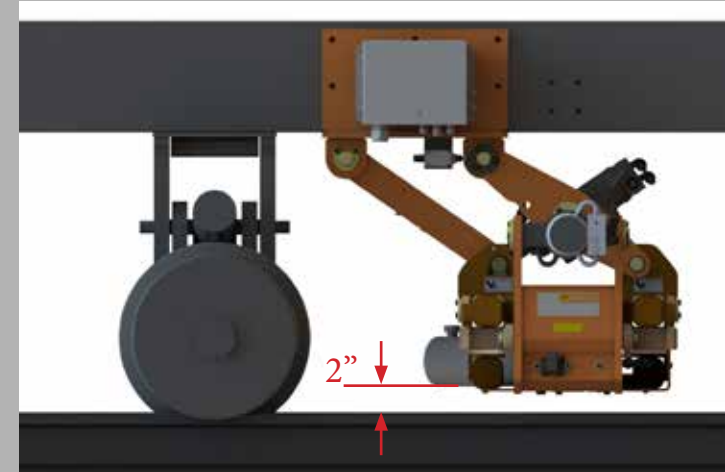
1) Stowed Position

- Attachment to truck frame 18"
- Overall stowed length 37.35"



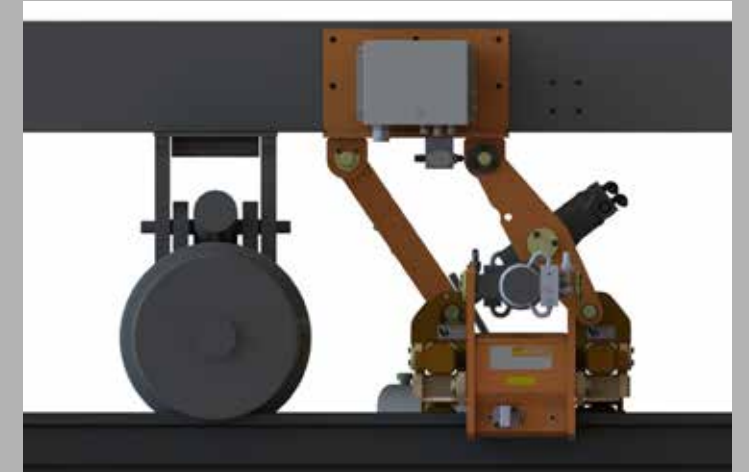
2) Standby Position

- Brake gear lowered by personnel to standby position
- Indicator sensor will be placed on brake gear to ensure correct positioning

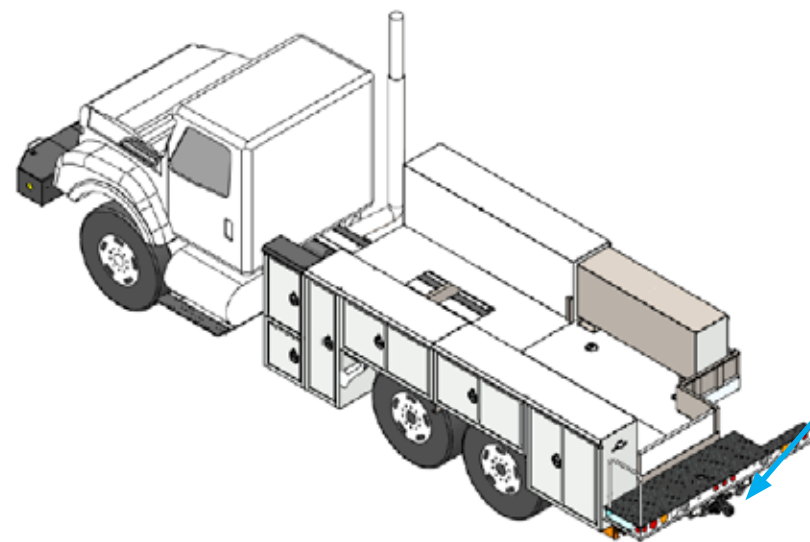


3) Engaged Position

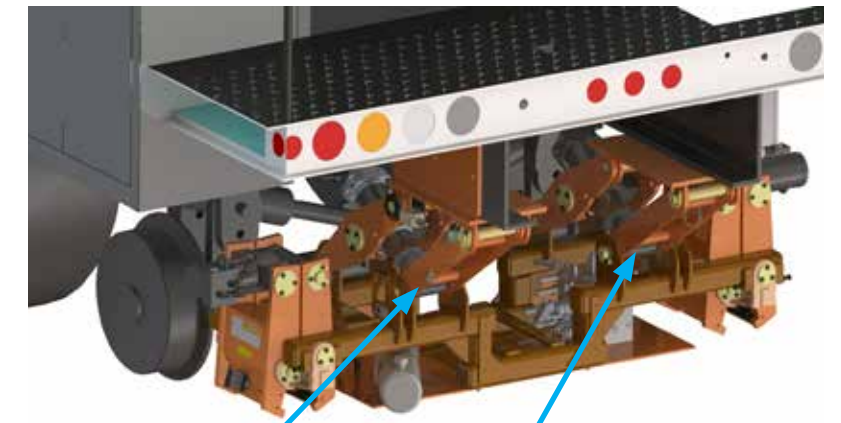
- Emergency button pressed, brake gear lowers and clamps onto the rail
- Friction generated from clamping force brings truck to a stop



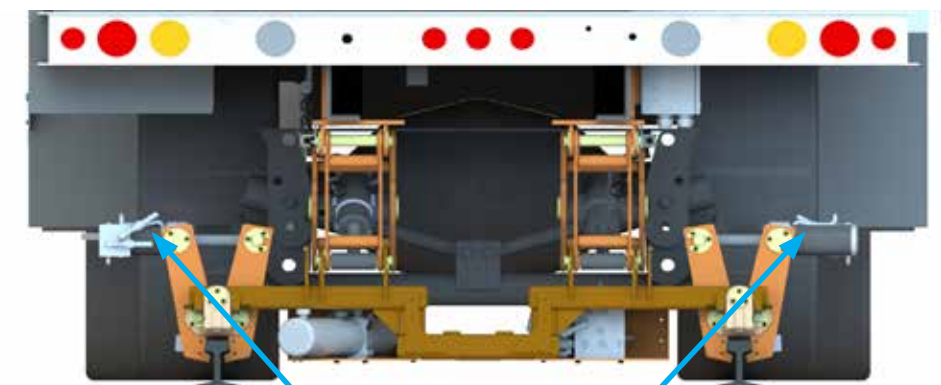
Rail Brake Gear Design



System bolts to existing truck frame



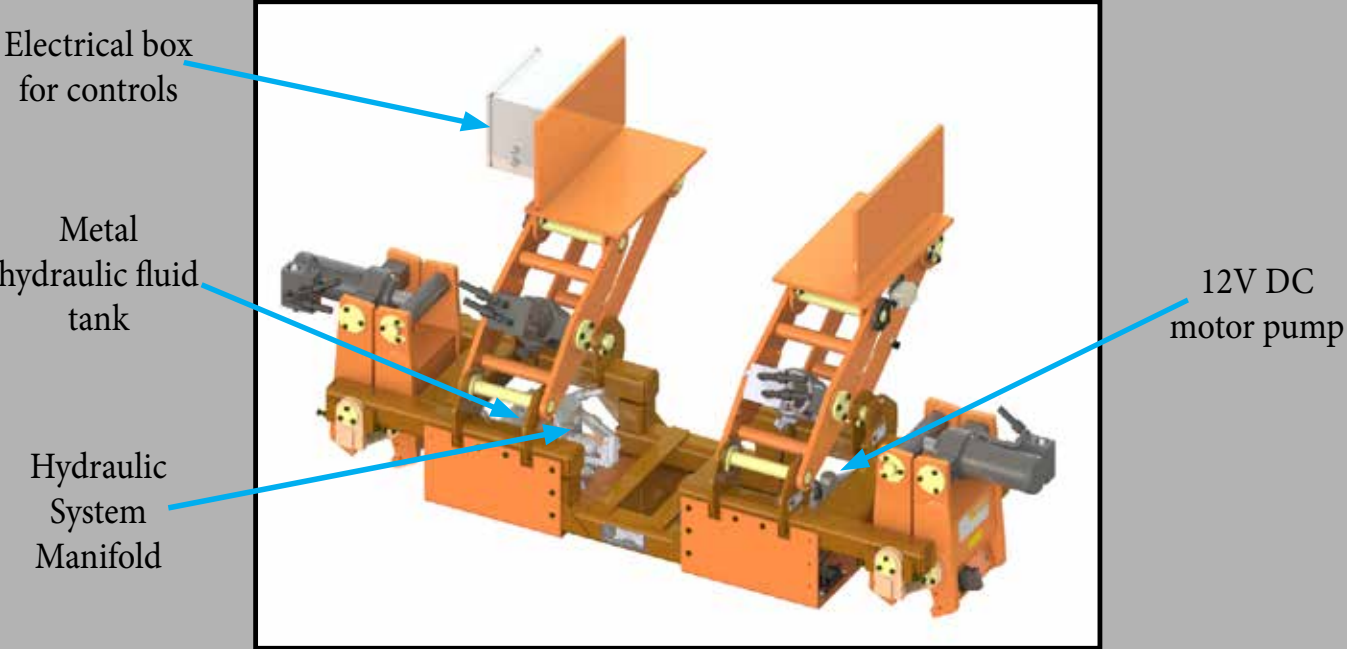
Carrier cylinders are attached to the fixed length linkages and lower the gear down to the rail when extended



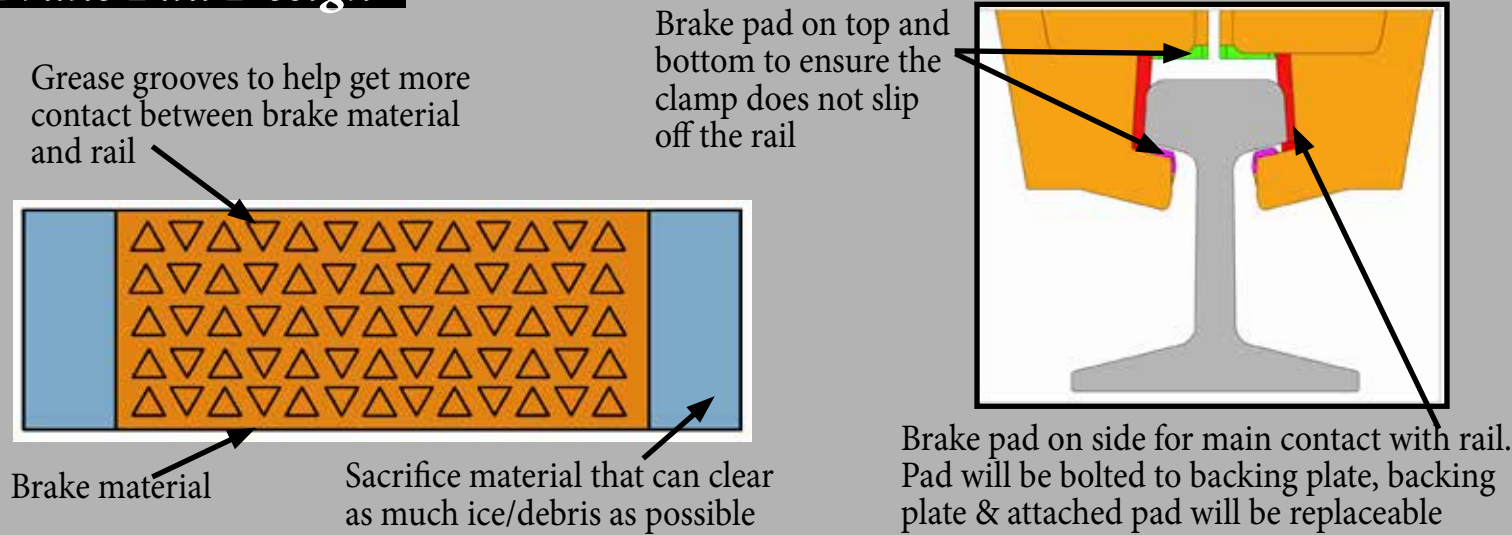
Clamp cylinders extend once the gear is lowered into the correct position causing the break pads to be pressed against the rail

Self-Contained Unit

The brake gear will be self-contained unit that only requires a 12V DC power source from the truck. Therefore, matching the hydraulic system of each different truck will not be an issue.



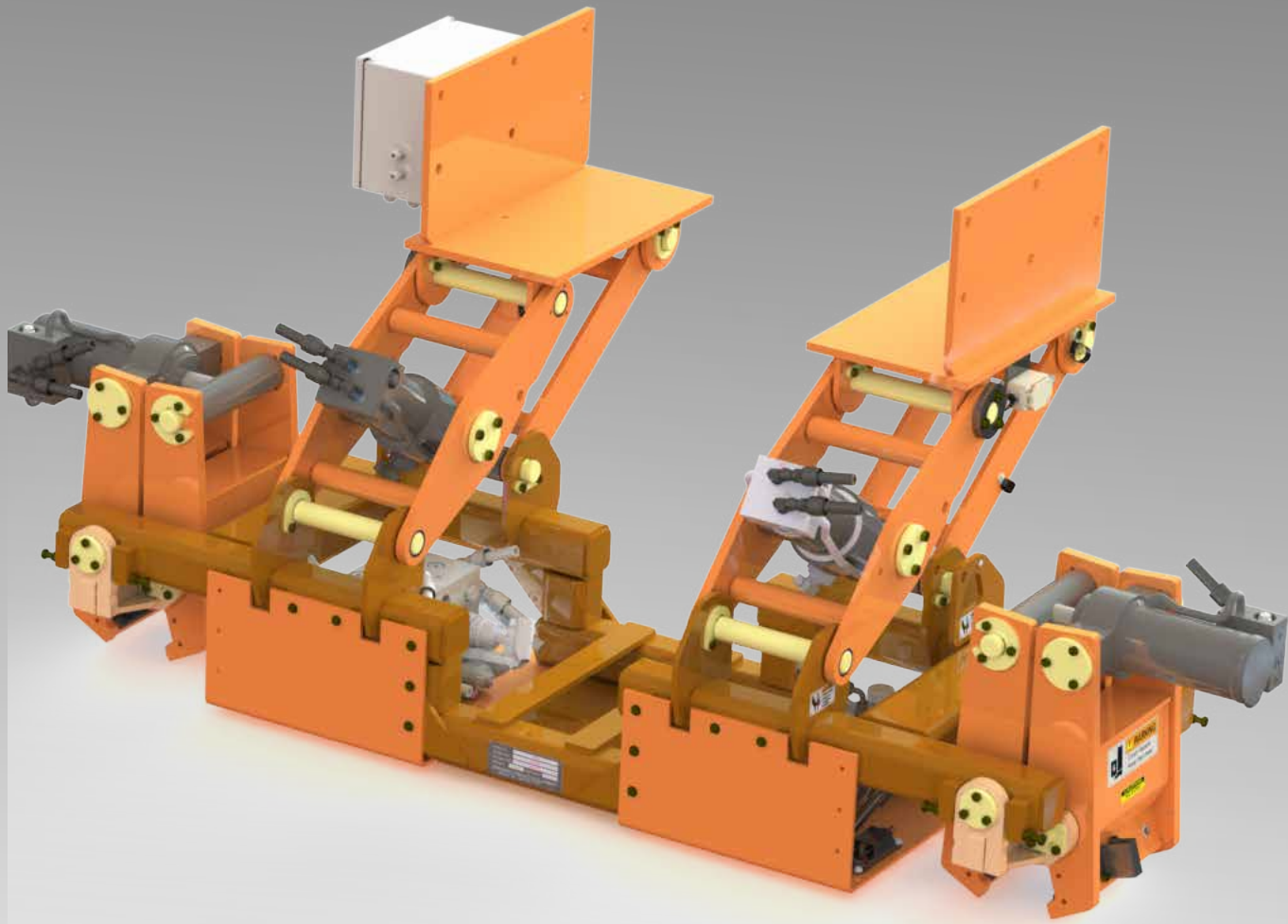
Brake Pad Design



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U.S. Patent Pending



LineWise

Rail Brake