



## FIXED BUFFER STOPS

Long length gas-hydraulic buffers can be used to offer a fixed, fully recoverable installation and maximum protection to passengers with reduced deceleration rates.

Oleo hydraulic energy absorption systems are used to dissipate the impacting energy supported on a concrete base foundation.

*Site supervision and training provided by Oleo professional engineers for the installation of buffer stops.*

## PRODUCT DETAILS

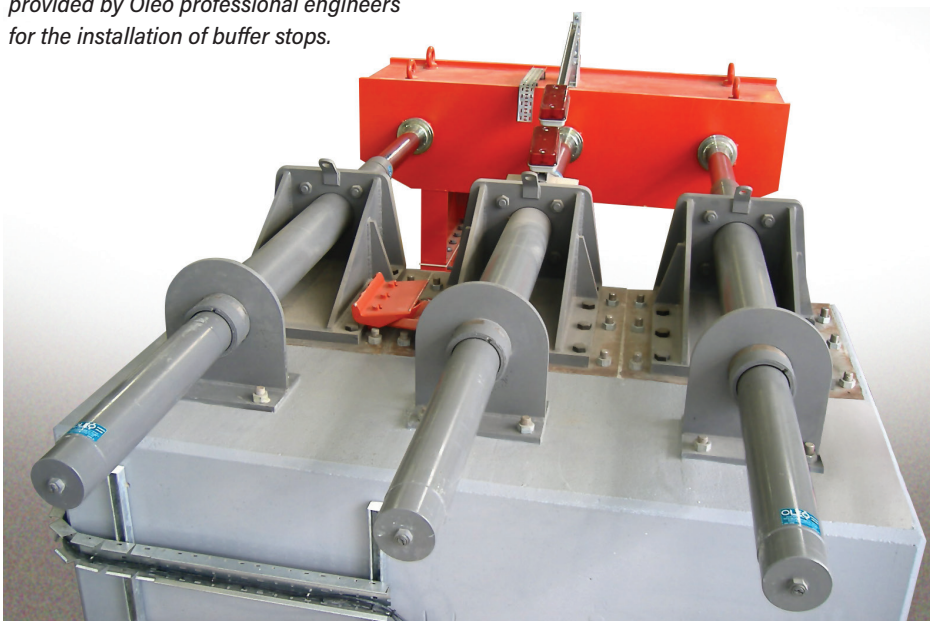
- Appropriate for mainline, depot and test track applications.
- Used in conjunction with a buffering beam or buffering trolley designed to interface correctly with the rolling stock.
- Design variances for both centre coupling impacts and side buffering impacts.
- Gas-hydraulic buffers installed in embedded steel mounts and set in a reinforced concrete base foundation.

## PRODUCT ADVANTAGES

Oleo gas-hydraulic buffers are optimised specifically for each application, offering maximum efficiency to minimise installation distances. The long stroke buffers offer reduced and controlled deceleration rates and all projects are accompanied by validated simulation graphs to give detailed analysis of the buffer and train performance upon impact.

Additional advantages include:

- Ability to self reset after impact, reducing overall lifetime costs compared to sliding devices.
- Concrete base foundation allows the customer to customise the design suitable for their requirements and can reduce the overall cost compared to a full steel structure.
- Purely mechanical device - no power or manual control required.
- Minimal maintenance required.
- Long service life.
- Additional configuration options available including electrical insulation, painting and galvanisation.
- DigitalTrains' sophisticated simulation capability can be used to understand how the train interfaces with rail infrastructures, such as buffer stops.

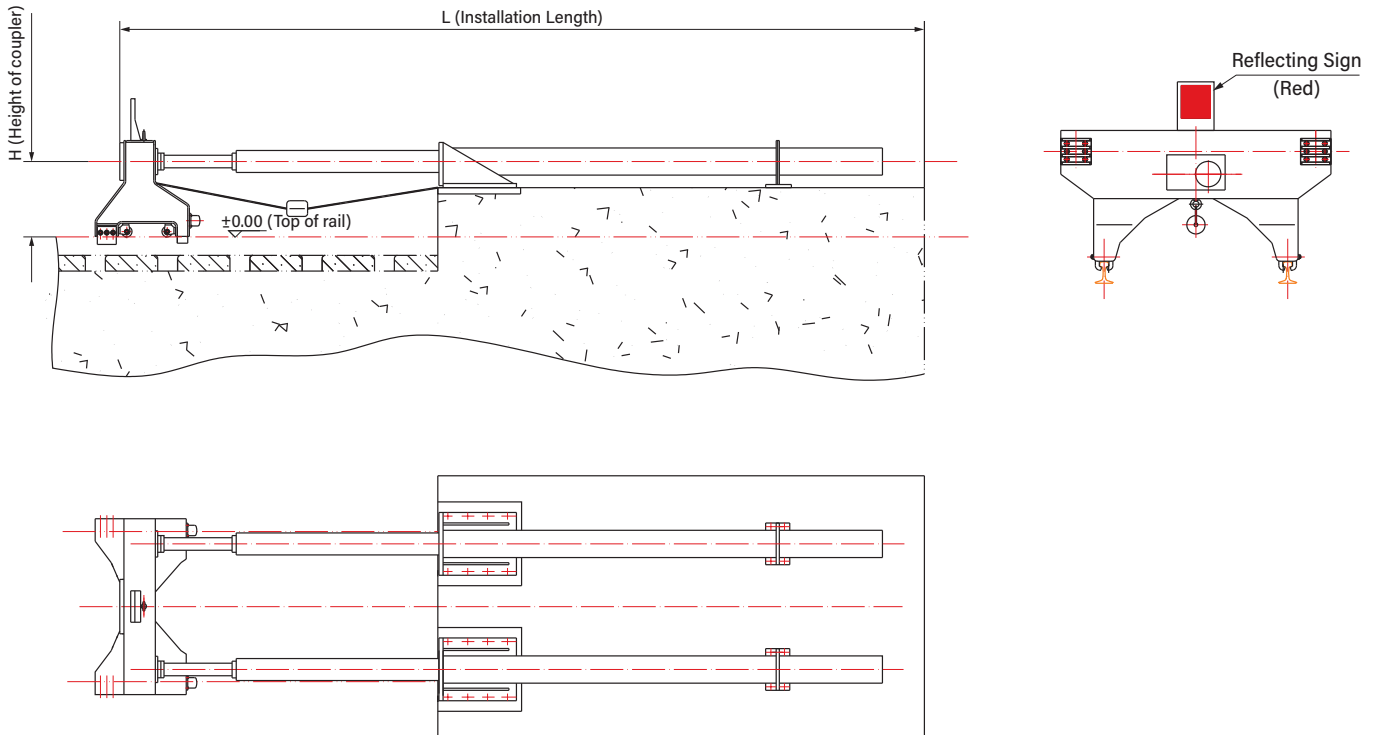


# FIXED BUFFER STOP WITH CONCRETE BASE FOUNDATION DESIGNS



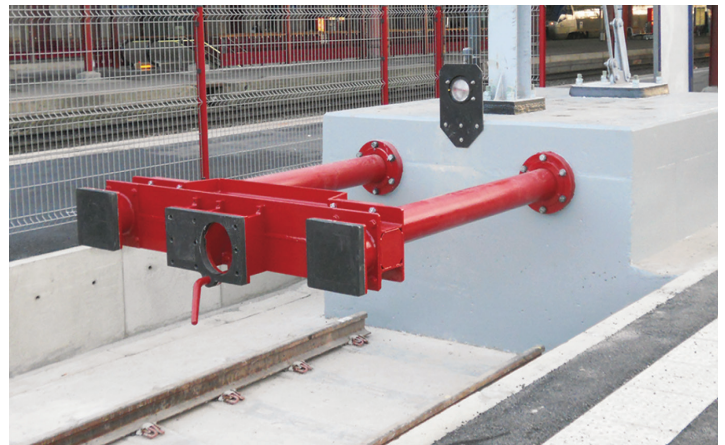
Rail

## EXAMPLE APPLICATION



## SPECIFICATION

- Contains 1 off 'buffing trolley', two long stroke hydraulic buffers and one set of steel embedded part.
- Reinforced concrete base for steel embedded part.
- Impacting point from the top of rail (coupler height) mm (720 - 660 - 824).



Examples for conditions and installation length:

Configuration	Buffer Stop Type	Train mass	Impacting speed	Installation length	Impact capacity	Recoverable stroke
8 Cars	Type 730	510t	12km/h	9.5m	3360kJ	3000mm
8 Cars	Type 724	300t	14km/h	8m	2688kJ	2400mm
6 Cars	Type 724	380t	13km/h	8m	2688kJ	2400mm
6 Cars	Type 724	220t	16km/h	8m	2688kJ	2400mm