



FIXED HYDRAULIC BUFFER STOPS

When there is a space limitation, a fixed hydraulic type buffer stop can be installed to absorb the impacting energies whilst providing minimal installation distances.

Fitted with Oleo gas-hydraulic buffers, fixed buffer stops have the ability to self-reset after impact and are installed at the end of mainline tracks and regularly used within depot applications to stop the train from overrunning.

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

PRODUCT DETAILS

- Buffer stop frame designed to be installed directly onto the rail track or directly into concrete making the device suitable for multiple applications.
- For installation onto rail track, anti-climber shoe assemblies fitted to the front of the buffer stop main frame and clamped around the rail profile to prevent 'uplift' upon impact.
- Different frame sizes available depending on application.
- Design variances for both centre coupling impacts and side buffering impacts.

PRODUCT ADVANTAGES

Oleo gas-hydraulic buffers are optimised specifically for each application, offering maximum efficiency to minimise installation distances. 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.
- Purely mechanical device - no power or manual control required.
- Suitable for a wide range of rail profiles.
- 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.

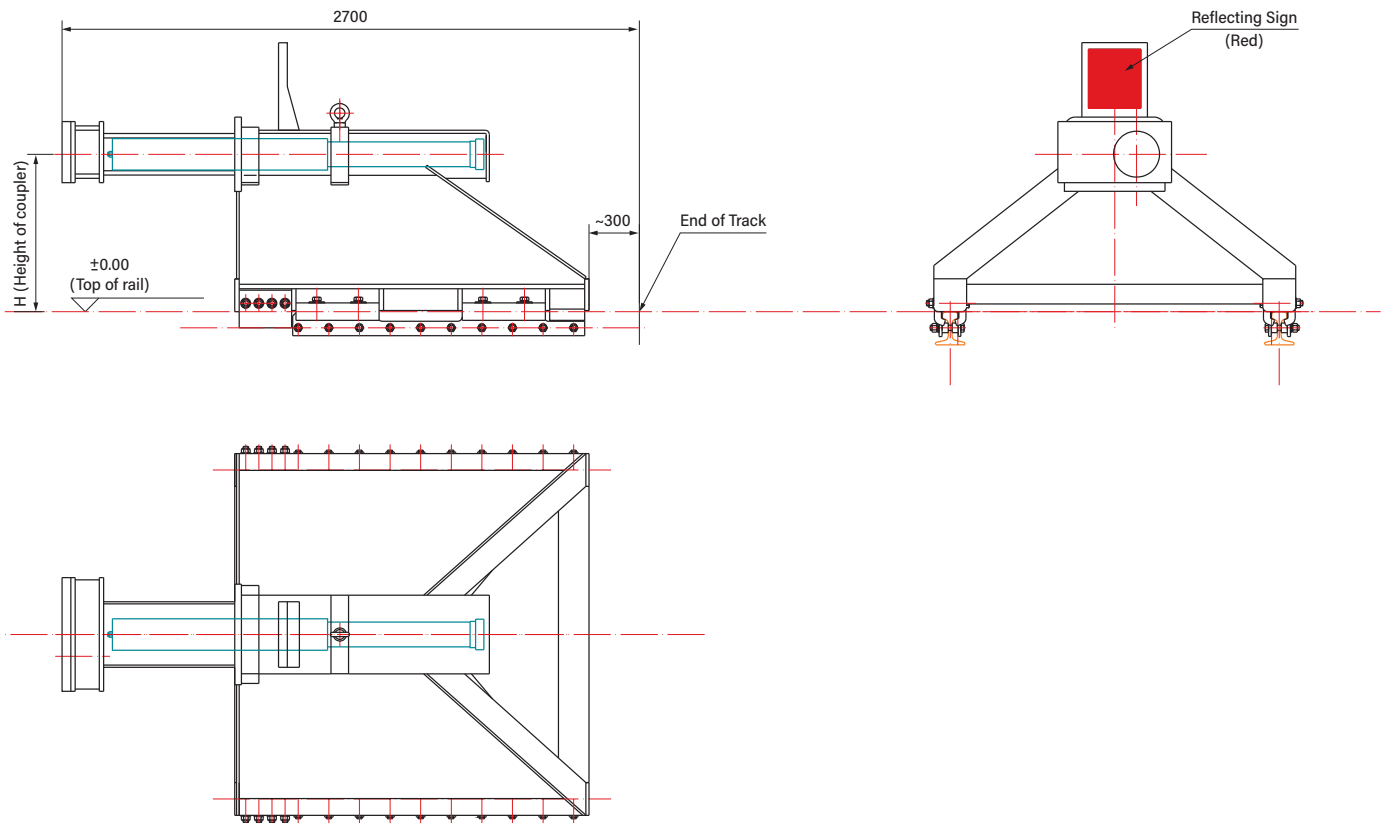


FIXED HYDRAULIC BUFFER STOP DESIGNS

EXAMPLE APPLICATION



Rail



SPECIFICATION

- Contains one Oleo Type 76 hydraulic buffer.
- Impacting point from the top of rail (coupler height) mm (720 - 660 - 824).
- Maximum energy absorbed by buffer: 336kJ.
- End force: 700kN.
- Recoverable stroke: 600mm.



Examples for conditions and installation length:

Configuration	Depot or maintenance workshop	Train mass	Impacting speed	Installation length	Impact capacity	Recoverable stroke
8 Cars	✓	300t	5km/h	2.7m	336kJ	600mm
6 Cars	✓	220t	6km/h	2.7m	336kJ	600mm