

Title (en)

Lever arrangement for transversely movable brake shoe assemblies at railway vehicles

Title (de)

Halteanordnung für querbewegliche Bremsklötzeinheiten an Schienenfahrzeuge

Title (fr)

Arrangement de leviers pour assemblages de sabot de frein mobiles transversalement pour véhicules ferroviaires

Publication

**EP 0624506 B1 19970528 (DE)**

Application

**EP 94102556 A 19940221**

Priority

DE 4316128 A 19930513

Abstract (en)

[origin: EP0624506A1] The mount arrangement for transversely movable brake shoe assemblies (1) is constructed as a parallelogram-like 4-joint lever mechanism which has mount levers (15) which extend horizontally and essentially in the longitudinal direction of the vehicle, coupled on the one hand to the vehicle frame (20) on the vehicle wheel side and on the other hand to the top of a brake shoe unit (1) in each case so as to be capable of rotating about vertical axes (12) of rotation. In order to increase their coupling base and rigidity the mount levers (15) can be of double-checked construction with 2 lever side elements (13, 14). In particular if the brake shoe unit (1) is coupled to the mount levers (15) so as to be capable of pivoting about a horizontal transverse axis (9) which extends transversely with respect to the vehicle, a torque support is to be provided at the lower end of the brake shoe unit (1), it being possible for the said torque support to be constructed as a pendulum lever (6) which leads to a counter bearing (7) or as a tie rod which crosses the vehicle wheel (5) and is coupled to a brake shoe device on the other side. If the tread of the vehicle wheel 5 is of conical construction, the mount levers (15) can be arranged in the normal position inclined by the cone angle or a somewhat larger angle with respect to the longitudinal direction of the vehicle such that they extend approximately at right angles to the tread of the wheel; with this arrangement, at least compensation of the downgrade force acting on the brake shoe (3) as a result of the conical wheel tread is obtained. As a result of the essentially horizontal longitudinal extent of the mount levers (15), the mount arrangement for the brake shoe unit (1) requires only a small overall height and is therefore capable of being accommodated and mounted on the rail vehicle without being impeded by other components.

<IMAGE>

IPC 1-7

**B61H 13/38**; **B61H 1/00**

IPC 8 full level

**B61H 1/00** (2006.01); **B61H 13/38** (2006.01)

CPC (source: EP)

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