Title (en)

SYSTEM AND FASTENING POINT FOR THE SCREWLESS FASTENING OF A RAIL FOR A RAIL VEHICLE

Title (de)

SYSTEM UND BEFESTIGUNGSPUNKT ZUM SCHRAUBENLOSEN BEFESTIGEN EINER SCHIENE FÜR EIN SCHIENENFAHRZEUG

Title (fr)

SYSTÈME ET POINT DE FIXATION PERMETTANT LA FIXATION SANS VIS D'UN RAIL POUR UN VÉHICULE FERROVIAIRE

Publication

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Application

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Abstract (en)

[origin: WO2017054998A1] The invention provides a system for screwless rail fastening and a corresponding fastening point on an underlying surface, which are easy to assemble and ensure optimal secure fastening with maximum load capacity and under hard usage conditions. For this purpose, such a system comprises a spring element (4), which is bent from a spring wire, and a support shoulder (2). In succession from one end of the spring element, the spring element (4) comprises a support segment (4a), a curve segment (4b), a hold-down segment (4c), which is oriented opposite to the support segment (4a), a curve segment (4d), which is curved in the direction of the support segment (4a), and a locking segment (4e), which is oriented transversely with respect to the support segment (4a). When the spring element (4) is not mounted, there is a distance (a) between the hold-down segment (4c) and the locking segment (4e) when viewed from the side. At the same time, the support shoulder (2) comprises a fastening segment for holding the support shoulder (2) on the underlying surface (U), a carrier segment (2a) supported by the fastening segment, a support hole (2f) formed on the carrier segment (2a) for pivotably supporting the support segment (4a) about a pivot axis, and a locking head (2b), which is supported by the carrier segment (2a) and on which an abutment (2i) for the locking segment (4e) is formed in such a way that, when the system (1) is fully assembled, the locking segment (4e) is held in a position relative to the support segment (4a) of the spring element (4) in which the spring element (4) is resiliently loaded between the support hole (2f) and the abutment (2i) of the support shoulder (2) and the hold-down segment (4c) acts resiliently against the surface of the rail foot (F) that is associated with the hold-down segment.

IPC 8 full level

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