

110MM MIN. 250KJ CRASH OR NON-CRASH BUFFER FOR PASSENGER VEHICLES



REFERENCES

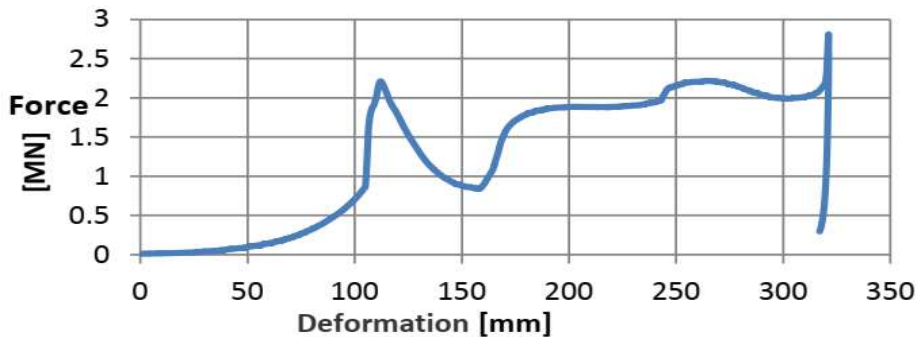
EN 15551 ; EN15227
1302/2014/EC (TSI)

APPLICATIONS

Passenger wagons ($\leq 200\text{km/h}$)
Locomotives

Product

- elastic deformation at impact forces $< 1.1\text{ MN}$
- elastic + plastic deformation at impact forces $> 1.1\text{ MN}$
- average deformation force level per buffer 1.3 – 1.8 MN (adjustable to end user required energy absorbing capacity per buffer or vehicle end)
- **can also be delivered without crash module.** (F(d) diagram - Energy absorption: $> 18\text{ kJ}$ | Damping: $> 50\%$ | Pre-tension force: $> 10\text{ kN}$ | Max. end force: $< 700\text{ kN}$)



EC Type Examination Certificate (TSI) No : 2840_1_CB_2023_RST_ITEN_6302-0001_V01 - NoBo : CERTIFER , Italia. Renewal 2023.



MAIN CHARACTERISTICS

Travel

Elastic Travel: 110 mm
Plastic Travel: min. 200 mm

Stored Energy

- elastic deformation: min. 10 kJ
- elastic+plastic deformation: min. 250kJ

Mass: 107.5kg

BUFFER HEAD

Material

- type I: S355
- type II: S355 + wearing plate

Dimensions

-according to end user needs

SHOCK ABSORBER

Thermoplastic elastomer



TECHNICAL ENQUIRIES

INNOVA Systems & Technologies
Str. Poetului nr. 1C, Hala 22B
310356 Arad, Romania

www.INNOVA-SysTech.com

CERTIFICATIONS

2013/321/EC/Commission Decision-Technical specification for interoperability relating to the subsystem rolling stock-freight wagons of the trans-European conventional rail System as amended by [1236/2013/EC] and [924/2015/EC] in combination with those harmonized standards, voluntary standards (or parts thereof), other European or national rules authorized by TSI's and alternative solutions as identified audit report.

COMMISSION REGULATION (EU) No 1302/2014 of 18 November 2014 concerning a technical specification for interoperability relating to the 'rolling stock — locomotives and passenger rolling stock' subsystem of the rail system in the European Union,

