CAMLOK

MODERN MANUFACTURING TECHNIQUES

CAMLOK lifting equipment is manufactured using modern production equipment and cost effective flexible manufacturing systems and techniques.

Computer aided engineering enables designs and drawings to be produced quickly and cheaply and then downloaded direct to modern computer controlled equipment. Production is controlled by a materials resource planning (MRP) system in conjunction with a very simple cost effective 'kanban' materials/component cost system that synchronises the outputs of the various stages of the manufacturing system.

External suppliers of components and materials must be accredited to a recognised quality assurance authority.

By adopting and implementing the above manufacturing techniques and investing in 'state of the art' production equipment 'CAMLOK' is able to offer high quality, low cost products at very short delivery times.

OTHER CATALOGUES IN THIS SERIES

PRODUCT CATALOGUE	Ref. No.
Clamps – Vertical – Horizontal – Section	A01
Grabs	A02
Beam Clamps (Screwloks)	A03
Drum Handling A04	
C Hooks	A05
Crane Forks	A06
Lifting Beams	A07
Mobile Gantries – Shearlegs	A08
Jib Cranes	A09
Fork Lift Truck Attachments	A10

TECHNICAL CATALOGUES	Ref. No.
Product Technical Manual	D01

INDUSTRY CATALOGUE	Ref. No.
Construction Building Industry	B01
Rail Handling	B02
Terminal/Dockside	B03

FACTORED EQUIPMENT	Ref. No.
Hand chain hoist/trolleys/ lever lift	C01
Crane weighers/load cells	C02
Grade 80 chain systems	C03
Electric chain hoists	C04
Load moving systems/skates	C05

Every CAMLOK Clamp/Grab is proof load tested to 2x WLL. Test certificates, operating instructions and certificate of conformity are supplied with each clamp.

Distributor

LEEA LIFTING EQUIPMENT ENGINEERS ASSOCIATION

BSI REGISTERED FIRM Certificate No. FM 20103

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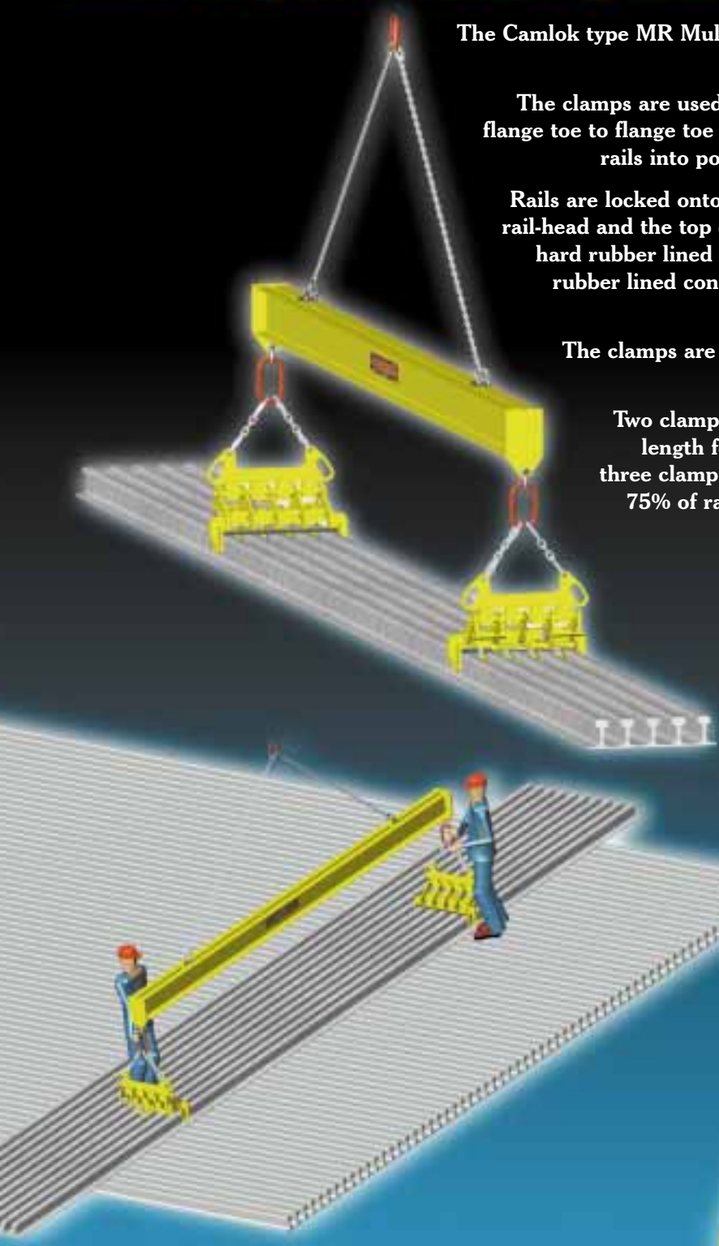
CAMLOK is represented in the above countries. Please contact us for further details.

CATALOGUE REFERENCE NUMBER
BO2-APR/2000

CAMLOK

RAIL HANDLING

MR MULTI-RAIL CLAMPS



The Camlok type MR Multi-Rail Clamp is designed to facilitate the fast bulk handling of rail sections.

The clamps are used in pairs and retain the rail sections rigidity in the flange toe to flange toe position, thus eliminating the necessity of levering rails into position when stowing or fastening down on wagons.

Rails are locked onto the clamp by swivelling feet that locate under the rail-head and the top clamp body that rotates in a cam action pressing a hard rubber lined horizontal beam onto the top of the rail-head. The rubber lined contact beam prevents marking or damage to the rail-head.

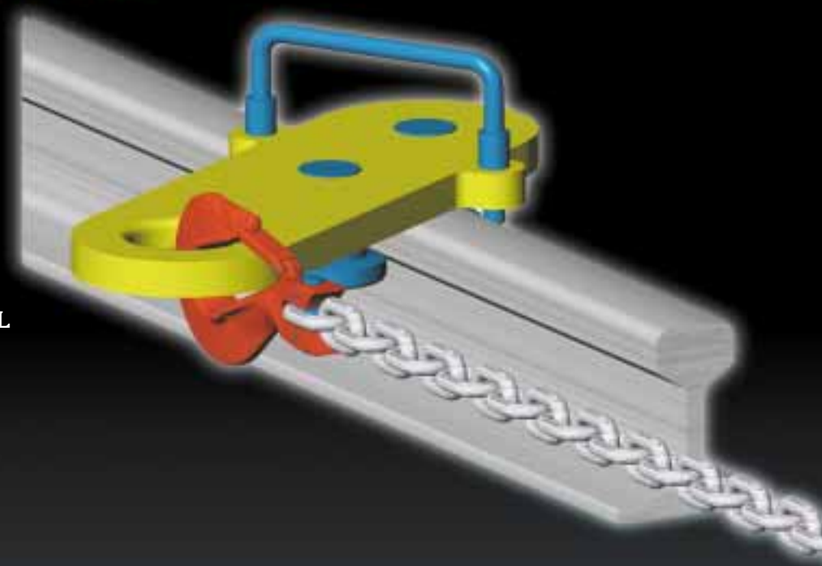
The clamps are normally used in pairs and have automatic double safety locks.

Two clamps are recommended at centres of 50 to 60% of rail length for rails up to 20m long. For rails longer than 20m, three clamps at centre distance between outer clamps of 65 to 75% of rail length must be used. (NB clamp must be within rated WLL)

Rails to be lifted must be stacked with bottom flange toes touching. All rails must be of the same section size. It is normal to have two ground based operators working in conjunction with a crane driver. Operator attaches clamp to rails by rotating through 90° a horizontal locking lever.

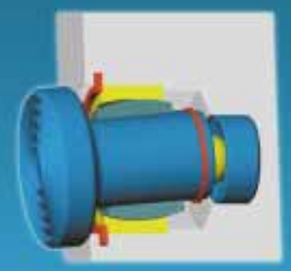
RA RAIL ANCHOR

The Camlok Rail Anchor is easily fitted to all standard rail-heads to provide a positive anchor for the pulling of wagons or loads using hand operated or power winches. The anchor can be used in the left or right hand operation, and is fitted with spring operated lock stops. The device is particularly useful in restricted spaces such as tunnels. The standard anchor is rated for a WLL of 5 tons. Other sizes on request.



RP RAIL PULLING CLAMP

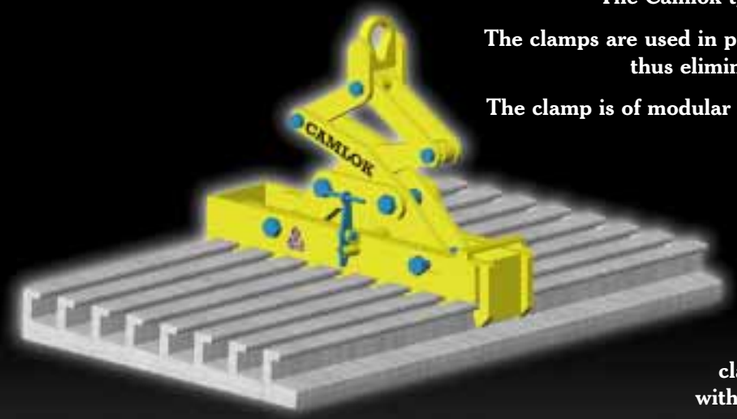
The Camlok Rail Pulling Screwcam Clamp is designed to fit most rail sections currently in use. The clamp is attached to the web of the rail by turning by hand the screw shaft mechanism. The end of the screw shaft has hardened steel circular teeth. The opposing pad also has circular hardened steel teeth. The shaft is supported on a bearing that allows a high degree of angular movement. The thrust (compressive load transmitted by the screwed shaft) is resisted by a ball-bearing seated in a cupped bearing plate within the clamp body. When a lateral load is applied to the clamp, the pad rotates in a cam action and grips the rail web securely.



MODEL	WLL ton	WEIGHT kg
RP1.5	1.5	6
RP3.0	**3**	**8**
RP5.0	5	13

OTHER SIZES ON REQUEST

MRC MULTI-RAIL GRAB



The Camlok type MRC Multi-Rail Clamp is designed to facilitate the fast and safe bulk handling of rail sections.

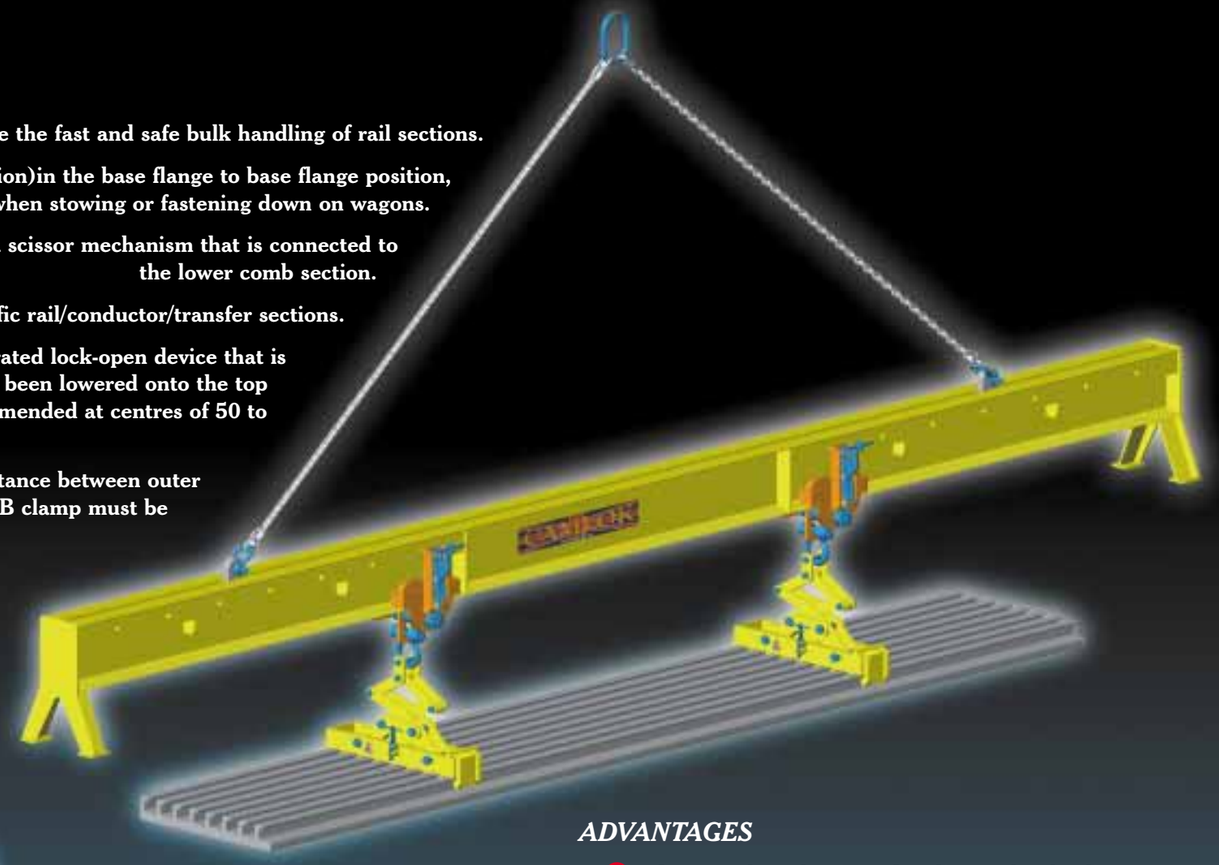
The clamps are used in pairs and retain the rail (or conductor/transfer section)in the base flange to base flange position, thus eliminating the necessity of levering rails into position when stowing or fastening down on wagons.

The clamp is of modular design in two parts. The top part of the clamp is a scissor mechanism that is connected to the lower comb section.

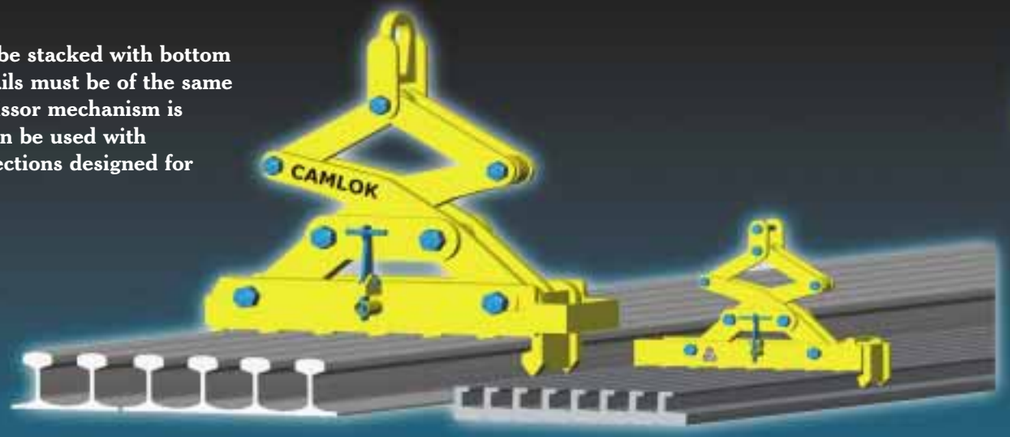
The combs are designed to suit specific rail/conductor/transfer sections.

The standard clamp is fitted with a manually operated lock-open device that is disengaged by the operator when the clamp has been lowered onto the top of the rails to be lifted. The clamps are recommended at centres of 50 to 60% of rail length for rails up to 20m long.

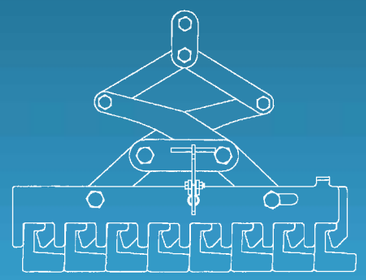
For rails longer than 20m, 3 clamps at centre distance between outer clamps of 65 to 75% of rail length must be used. (NB clamp must be within rated WLL)

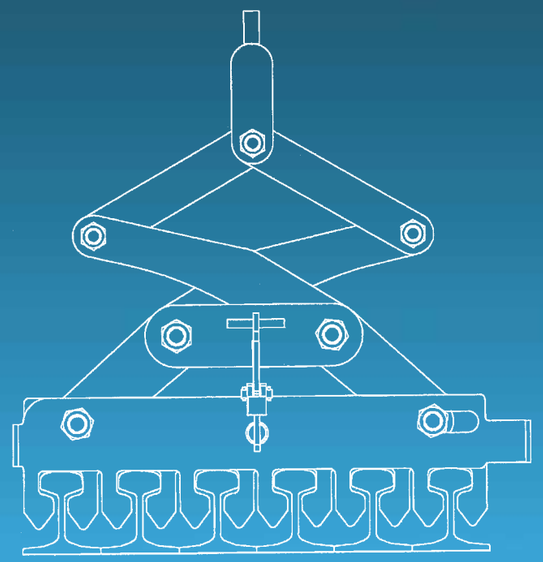


Rails to be lifted must be stacked with bottom flanges touching. All rails must be of the same section. NOTE: Top scissor mechanism is interchangeable and can be used with different lower comb sections designed for different sections.



The MRC clamp can be fitted with an automatic open/close device such that the clamp combs automatically engage the rail sections when the clamp is lifted from the rest position on top of the rails. NOTE: This type of operation (especially with longer rails) requires the skill of an extremely competent and experienced Crane driver.





ADVANTAGES

- Increased productivity. Loading and unloading time greatly reduced. Ship Port time reduced by 50%.
- Minimises storage area.
- The geometry of the rail combs ensures secure lift.
- Modular design. Various comb sections to suit specific rails can be combined with same scissor mechanism.
- Can be fitted with automatic open/close device.

MODEL	No. of Rails	WLL ton	WEIGHT kg
MRC3	3	5	185
MRC4	**4**	**5**	**200**
MRC5	5	5	230
MRC6	**6**	**6**	**265**
MRC7	7	7	295
MRC8	**8**	**8**	**330**
MRC10	10	10	405
MRC12	**12**	**12**	**480**

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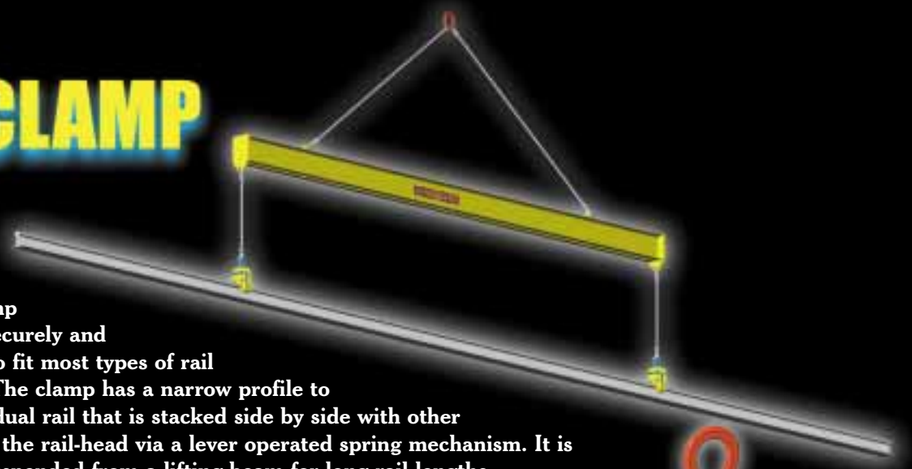
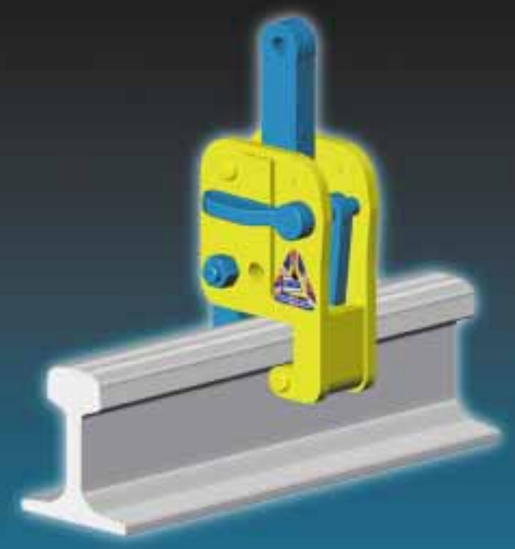
CR RAIL CLAMP



The Camlok type CR Rail Clamp is designed to lift single rails securely and safely. The clamp is designed to fit most types of rail section sizes currently in use. The clamp has a narrow profile to enable attachment to an individual rail that is stacked side by side with other rails. The clamp is locked onto the rail-head via a lever operated spring mechanism. It is recommended to use clamps suspended from a lifting beam for long rail lengths.

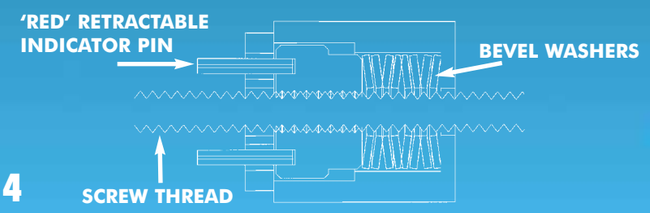
Clamps can be supplied with a short length of chain and lifting eye as shown in the illustration below.

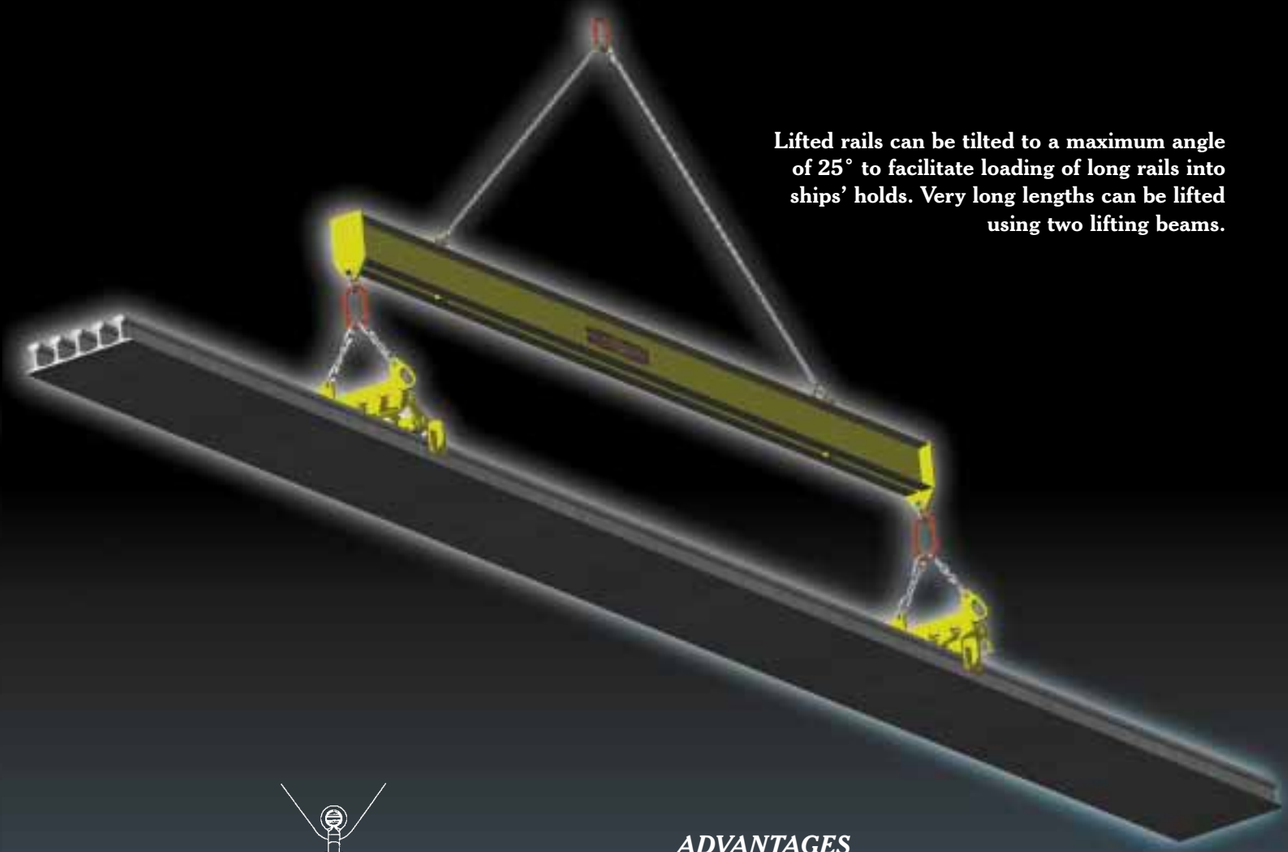


MODEL	WLL ton	WEIGHT kg
CR750	1	13
CR21	**2**	**13**

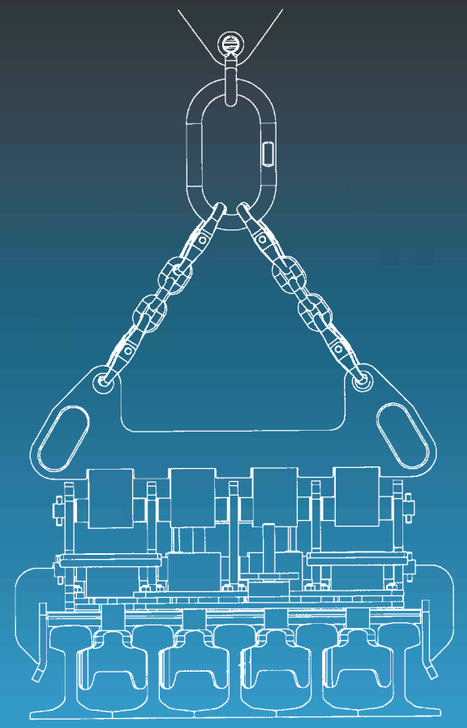
SCR RAIL CLAMP

The Camlok Screwlok type SCR Rail Clamp is designed to be attached to the rail-head via a screw thread operating mechanism. The locking mechanism is fitted with the Camlok patented (Patent number 2303713) gripping force indicator. This unique mechanical device enables the operator to determine when the clamping jaws are torqued to the correct tension load, thus enabling a safe lift. The clamp has a WLL of 1 Ton.





Lifted rails can be tilted to a maximum angle of 25° to facilitate loading of long rails into ships' holds. Very long lengths can be lifted using two lifting beams.



LARGER SIZES i.e. No. OF RAILS & WLL, AVAILABLE ON REQUEST

ADVANTAGES

- **Increased productivity. Loading and unloading time greatly reduced. Ship Port time reduced by more than 50%.**
- **No marking or damage to rails.**
- **Safety locks ensure a safe lift**
- **Minimises storage area.**

MODEL	No. of Rails	WLL ton	WEIGHT kg
MR3	3	5	84
MR4	**4**	**5**	**108**
MR5	5	5	132
MR6	**6**	**6**	**156**
MR7	7	7	180
MR8	**8**	**8**	**204**
MR10	10	10	252
MR12	**12**	**12**	**300**

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