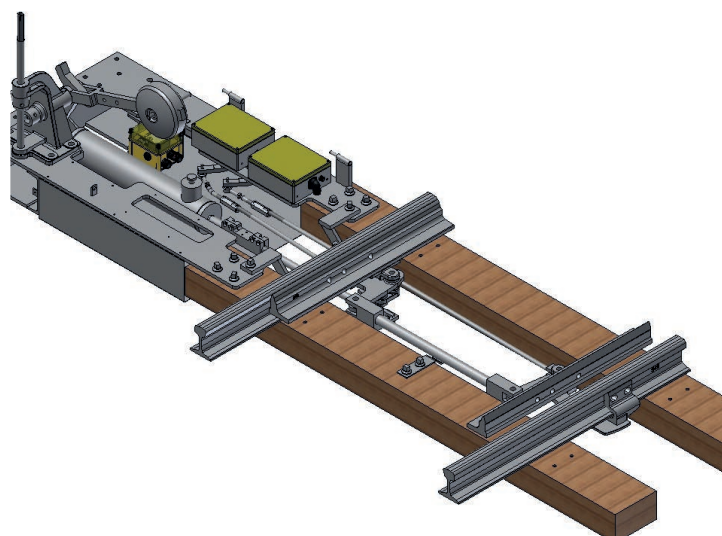




PointSWing MSV

Self-normalizing point mechanism

- Optimization of operation on secondary lines, sidings etc.
- Significant manpower saving
- High reliability
- Minimum maintenance



GENERAL DESCRIPTION

The self-normalizing point mechanism PointSWing MSV (further MSV) allows an automatic return of the points to the basic position after its throw-over by the railway vehicle movement in the trailing direction.

If facing point movement to non-preferred direction (i.e. for shunting) is required the self-normalizing mode of MSV could be switched off by releasing the lock and throwing over the slide-bolt. Then the point can be operated manually.

BASIC TECHNICAL DESCRIPTION

The basic part of MSV is self-operated point machine consisting of the hydraulic shock absorber with return-spring, reducer and throwing rod.

The point lever with point signal, slide bolt with checking lock and the end position checking unit (PointSWing SPA or PointSWing KPI-1) for variant with position checking are the other MSV parts. These units are installed at the MSV base.

MSV is designed preferably for rail types A, T and S 49 with diameter 190–500 mm, equipped by the hook or the jaw (clamp) lock (PointSWing VZ-200).

MSV enables right or left mounting.

MSV equipped by the end position checking unit can use the light point signal or generate other dependency (e.g. dependency of the entry signal on the point position).

If MSV is equipped by the end position checking unit it also provides the electrical check of the point lock closure in a basic position.





BASIC TECHNICAL PARAMETERS

Railway vehicle speed (at trailing)	max. 40 kmph	
Throwing time	13 s to 25 s	
Minimum axle force of the railway vehicle	speed at trailing up to 5 kmph	20 kN
	speed at trailing from 5 kmph to 40 kmph	26 kN
Throw-over resistance	1,3 kN	
Temperature range	-40 °C to +70 °C	
Weight (according to variant)	370 kg to 391 kg	

