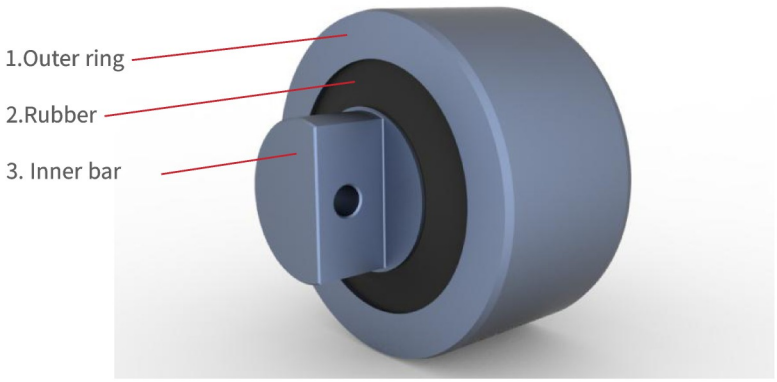
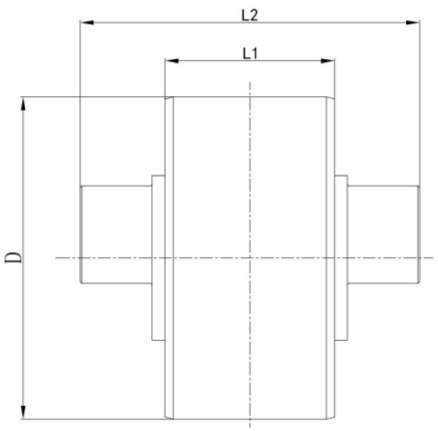
SWING ARM BUSHING

Application of primary suspension for light rail, metro, intercity, high speed trains etc.

STRUCTURE AND THE FUNCTION ►►►

❶ **Outer ring** is connecting the swing arm.
❷ **Rubber** provides the deflection capacity and stiffness in all degrees of freedom. It also provides a certain level of damping.
It acquires good fatigue performance by different rubber formula according to application conditions.
❸ **Inner bar** is to be designed according to different interface dimensions from customer.





MAIN CHARACTERISTIC ►►►

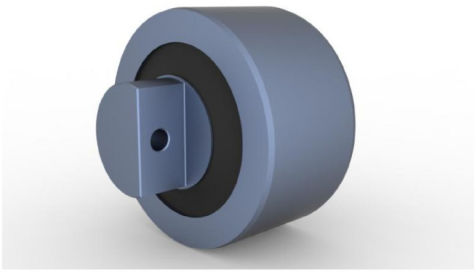
Swing arm bushing has a large stiffness variation rate between the longitudinal and lateral direction.
Therefore, one stiffness direction can be very stiff while the other direction can be very soft.

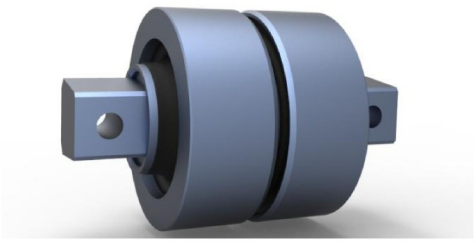
CAPABILITIES ►►►

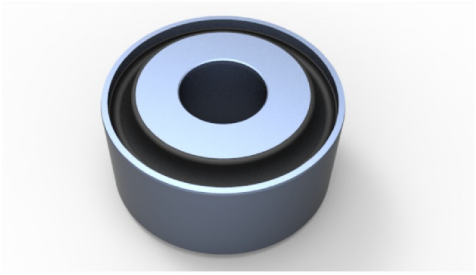
- Produce all types of swing arm bushings;
- Produce products comply with EN45545-2;
- Rapid design and develop new parts according to customer' s requirements;
- Products are serviced in 6 continent of the world;;
- Products have been used in all kinds of rolling stocks: light rail, metro, intercity, high speed trains etc.

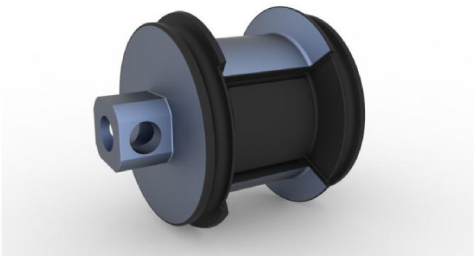
SWING ARM BUSHING

TYPICAL SWING ARM BUSHING TYPES ►►►









PLEASE FILL THE TABLE BELOW FOR ANY ENQUIRE ►►►

Train type	☐Intercity; ☐Regional; ☐Suburban; ☐Inner city; ☐High speed train; ☐other				
Max. speed	km/h		Operation area	Country/city	
Axle load	Ton		Diameter of outer ring (D)	mm	
Traction Acceleration	m/s^2		Length of outer ring (L1)	mm	
Braking Acceleration	m/s^2		Length of Bushing (L2)	mm	
Static Longitudinal stiffness at tare	kN/mm		Static Lateral stiffness at tare	kN/mm	
Dynamic Longitudinal stiffness at tare	kN/mm		Conical stiffness	Nm/°	
Torsional stiffness	Nm/°				

Product details can be found in website:
http://www.zztmt.com/zztmt/

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