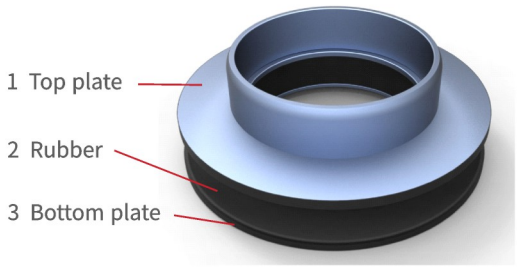
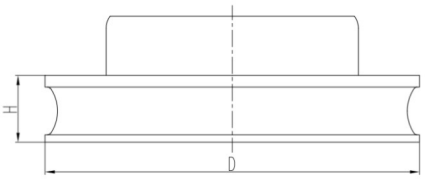
LAYER SPRING

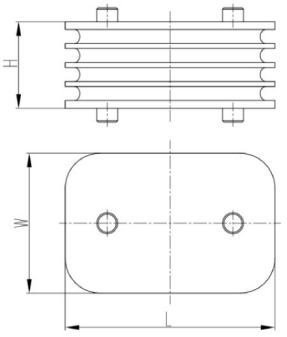
Application of primary and secondary suspensions for light rail, metro, intercity, high speed, monorail trains etc.

STRUCTURE AND THE FUNCTION ►►►

❶ **Top plate** is to be designed according to different interface dimensions from customer.
❷ **Rubber** provides the deflection capacity and stiffness in all degrees of freedom. It also provides a certain level of damping. It acquires good creep and fatigue performance by different rubber formula according to application conditions.
❸ **Bottom plate** is to be designed according to different interface dimensions from customer.







MAIN CHARACTERISTIC ►►►

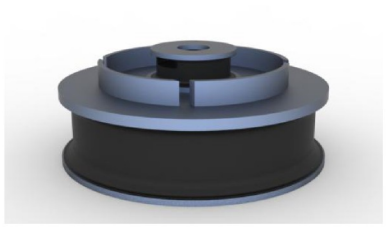
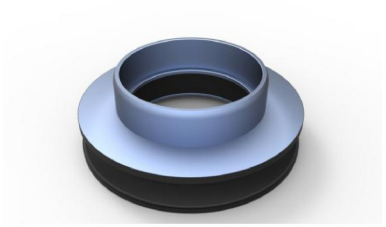
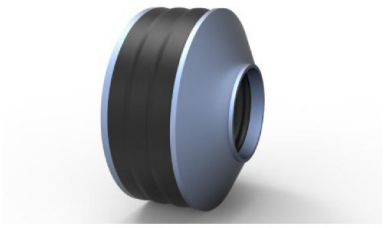
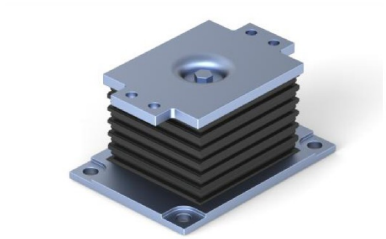
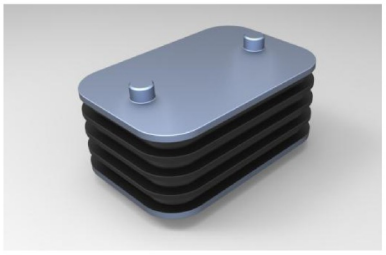
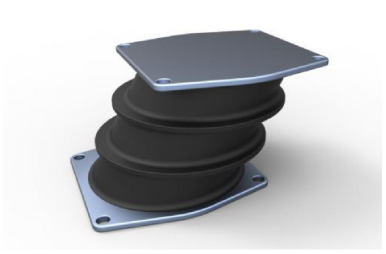
The stiffness of a Layer Spring can be adjusted according to design requirements. It can provide different levels of vertical stiffness, lateral stiffness to ensure the stability of the train.

CAPABILITIES ►►►

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

LAYER SPRING

TYPICAL LAYER SPRING 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		Installation location		
Vertical load	kN		Height under installation condition (H)	mm	
Horizontal deflection	mm		Length of layer spring (L)	mm	
Vertical stiffness	kN/mm		Width of layer spring (W)	mm	
Lateral stiffness at tare	kN/mm		Diameter of layer spring (D)	mm	
Longitudinal stiffness at tare	kN/mm				

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