



MA-HSH-03 Hydraulic Crossing Barrier Drive



MA-HSH-03 type hydraulic crossing barrier drive is an electrically controlled and pneumo-hydraulically driven construction. The basic tasks of the barrier drive are the physical locking of road traffic in the road-railway level crossings by controlled way, the illumination of the barrier boom by flashing light and the check-back of the barrier boom position.

Both the hydraulic and electric control systems of the drive are of modular construction.

This feature ensures the easy adaptability to different control systems of the interlocking equipments and matching to the control regulations of different regions and countries by changing of modules or simple hardware programming. The basic functions and the auxiliary functions can be designed and applied, easily taking the safety requirements into account.

It has a new function compared with the former one, the barrier drive is capable of opening the boom slowly, automatically or by separate control, and placing it into vertical position, in this way eliminating the unnecessary blocking of the road traffic.

The construction of the barrier drive is user-friendly; its installation and putting into operation are fast and cost-effective. The maintenance demand of the equipment is extremely low, there is no need for lubrication and it does not have any part that needs readjustment. Its reliability is ensured by the simple and carefully designed and dimensioned structure. Furthermore, its availability is increased by quick fault localization and troubleshooting.



MAIN TECHNICAL DATA OF THE EQUIPMENT:

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| • Overall dimensions of the barrier drive : | 300x300x1260mm |
| • Total weight of the drive
(without counterweight and arm): | about 170 kg |
| • Operating pressure: | 4-8 bar (adjustable between 2 and 15 bar) |
| • Operating temperature range:
(at relative humidity of 0-95%) | - 30°C, +70°C, |
| • Protection: | IP 54 |

Advantages:

- **Low energy consumption**
- **Modular construction**
- **No parts requiring lubrication**
- **Easy adaptation to different railway interlocking systems**
- **Easy serviceability**
- **Its putting into operation is quick and cost-effective**

References:

1,500 pieces of operating equipments

- in the territories of the Hungarian State Railways and
- on the Győr-Sopron-Ebenfurt Railway Line

Implementation in process at Italian Railways (RFI, Italy)