



# VZ 10



## Installation Instructions 810748-00

Pneumatic Rail Hook VZ 10



Flow Control Division



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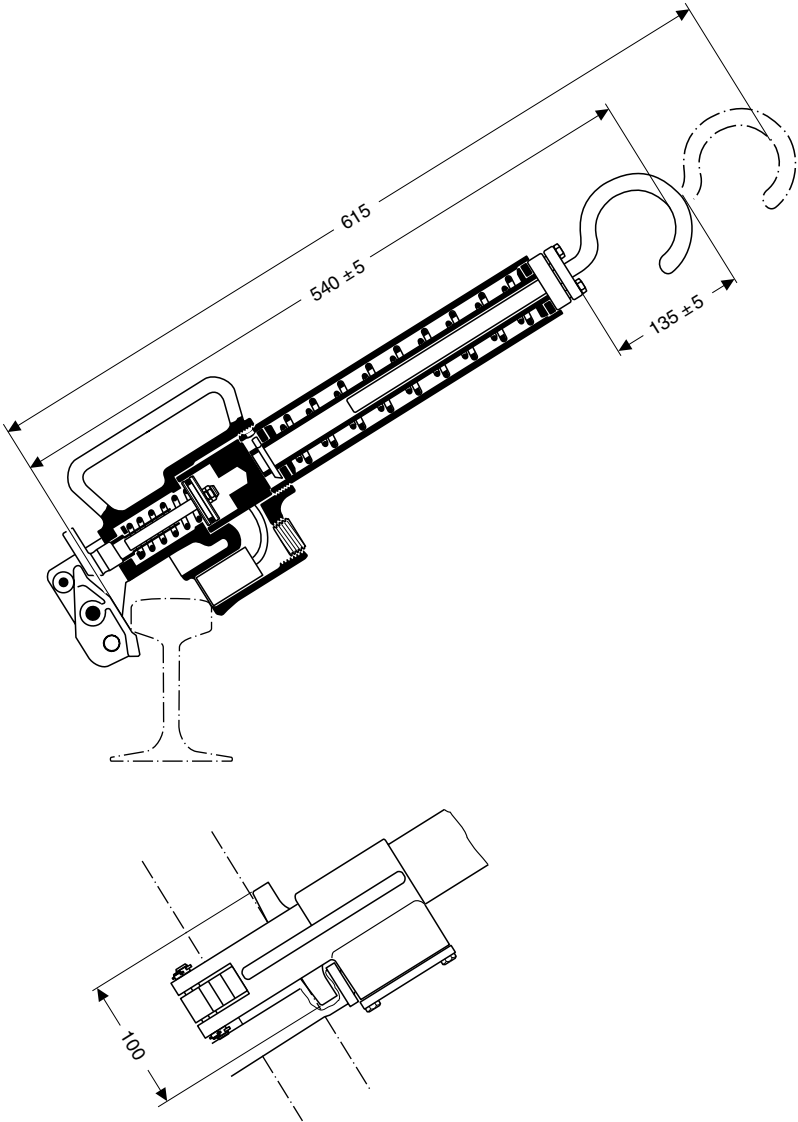
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# Dimensions



# Functional Elements

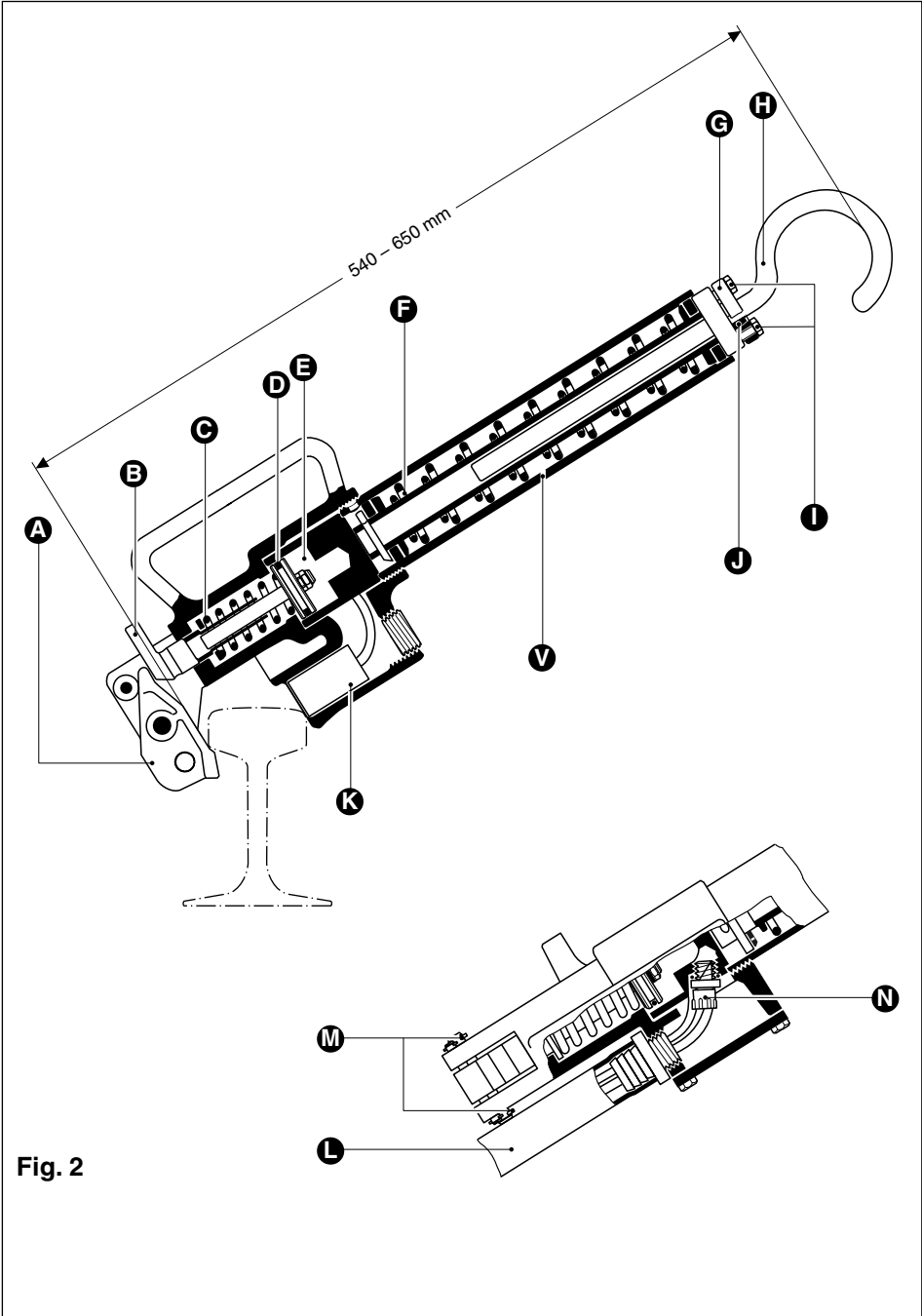


Fig. 2

# Function

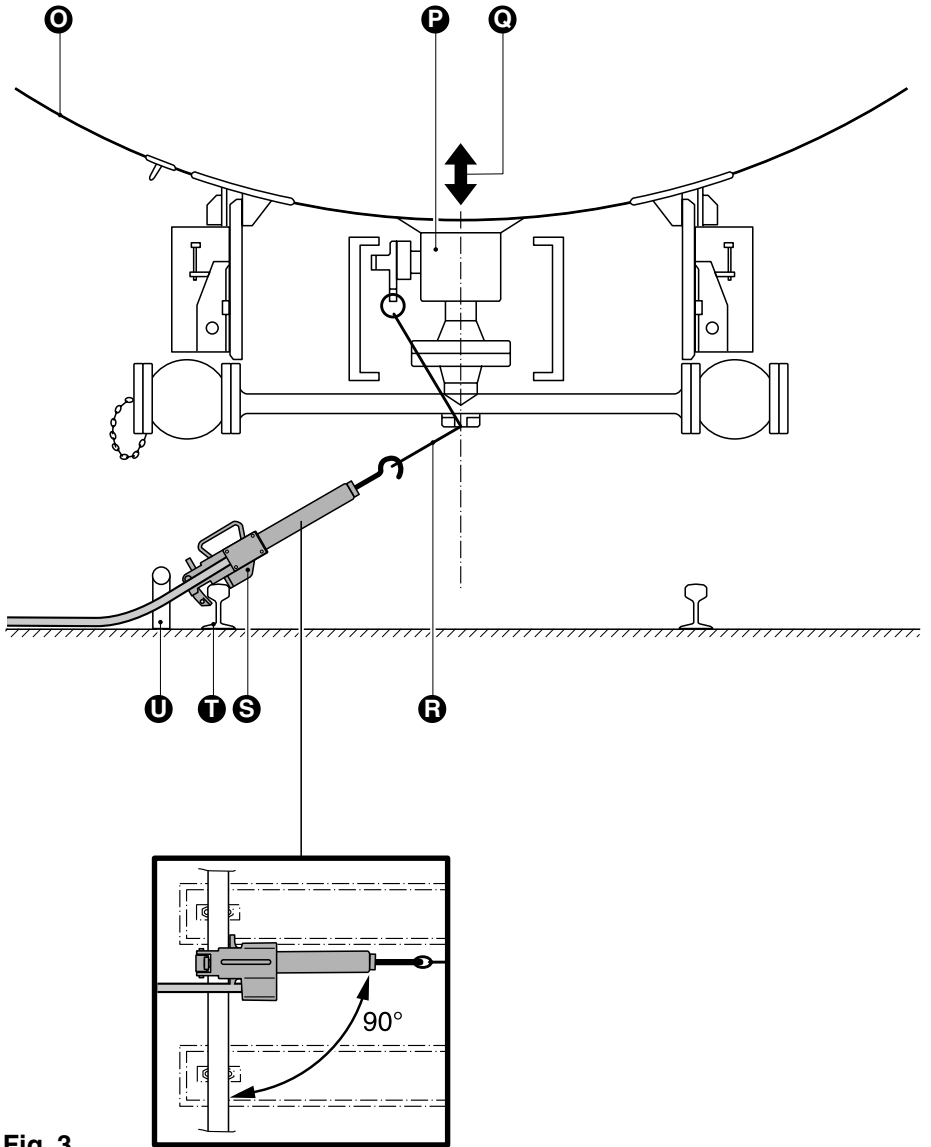


Fig. 3

## Key

- A** Nose
- B** Push rod
- C** Compression spring
- D** O-ring
- E** Compressed air cylinder
- F** Spring for compensating the height variation
- G** Washer
- H** Hook for attaching to the cable
- I** Hexagon screws M 8 x 20
- J** Ring
- K** Proximity switch
- L** Protective hose
- M** Split pin
- N** Compressed air hose with rapid-action threaded coupling
- O** Tank of the tank car
- P** Rapid-action bottom valve
- Q** Height variation
- R** Cable as per DIN 26 026
- S** VZ 10
- T** Rail
- U** Auxiliary device (consisting of a tube,  $\varnothing$  63 mm)
- V** Tube

## Important Notes

### Safety Note

Do not use the pneumatic rail hook VZ 10 for any purpose other than keeping the bottom valves of tank cars open. The device may only be installed by qualified staff. "Qualified staff" are those persons who have achieved a recognised level of competence appropriate to the installation and commissioning of this critical safety device.



### Danger

When the rail hook is released, there is a danger of injury to the legs and feet.

# Explanatory Notes

## Scope of Supply

### VZ 10

1 Rail hook

1 Installation instructions

## Description

According to TRB 851 Paragraph 4.2.5.3, loading plants for combustible gases in the region of storage facilities with a capacity exceeding 30 t must be equipped with an emergency shut-down system. In the emergency shut-down system and in other dangerous situations, the rail hook VZ 10 serves as the safety link between the loading plant and the tank car. To ensure reliable functioning, there are two necessary prerequisites:

- The hydraulic or mechanical equipment of the tank car's bottom valve must be equipped with a cable as per DIN 26026 or UIC 573.
- The rail on which the tank car is standing must have a cross-section corresponding to DIN 5902 type S-49. If this is not the case, the rail hook can be attached to the auxiliary device **U**.

## Function

During the loading and unloading process, the rail hook VZ 10 is stretched between the cable and the rail (see Fig. 3) and keeps the bottom valves open. The compressed air supply is not used to open the bottom valves – it only serves the purpose of applying a compressive force to the compression spring **G**. The spring **F** for compensating height variations prevents the rail hook from being torn off the rail during emptying of the tank car. The proximity switch **K** triggers the emergency shut-down system if the rail hook comes off the rail because of unintentional movement of the tank car.



### Danger

Only dry instrument air may be used.  
There is a danger of ice formation in the compressed air cylinder.

## Design

### VZ 10

- Rail hook with pneumatic control and proximity switch.

## Explanatory Notes – continued –

### Technical Data

#### Control air

Pressure min. 3 bar

Pressure max. 10 bar

#### Length of compressed air hose and sensor cable

6 m

#### Response temperature of fire protection system

150 °C

#### Holding force of rail hook

350 N

#### Release of rail hook

Tank car movement distance  $\leq$  500 mm

#### Materials of the casing

External parts bronze/brass (spark-proof).

#### Weight

Approx. 5.3 kg

#### Proximity switch

Type (Pepperl & Fuchs)	NJ 10-30 GK-N	NJ 10-30 GK-SN
Rated voltage	8 V	8 V
Current consumption		
Active surface exposed	$\leq$ 3 mA	$\leq$ 3 mA
Active surface covered	$\leq$ 1 mA	$\leq$ 1 mA
Permissible ambient temperature	-25 °C to +100 °C	-40 °C to +100 °C
Protection	IP 68 to DIN 40050	IP 68 to DIN 40050

## Wiring

### VZ 10

Install the proximity switch **K** in accordance with the wiring diagram.

### Key

- ① Power input
- ② On
- ③ Off
- ④ Control
- ⑤ Ready for operation
- ⑥ Wire break
- ⑦ Air on
- ⑧ Pump on
- ⑨ Wire break monitoring
- ⑩ Limit-switch signal
- ⑪ Air valve

Wiring Diagram

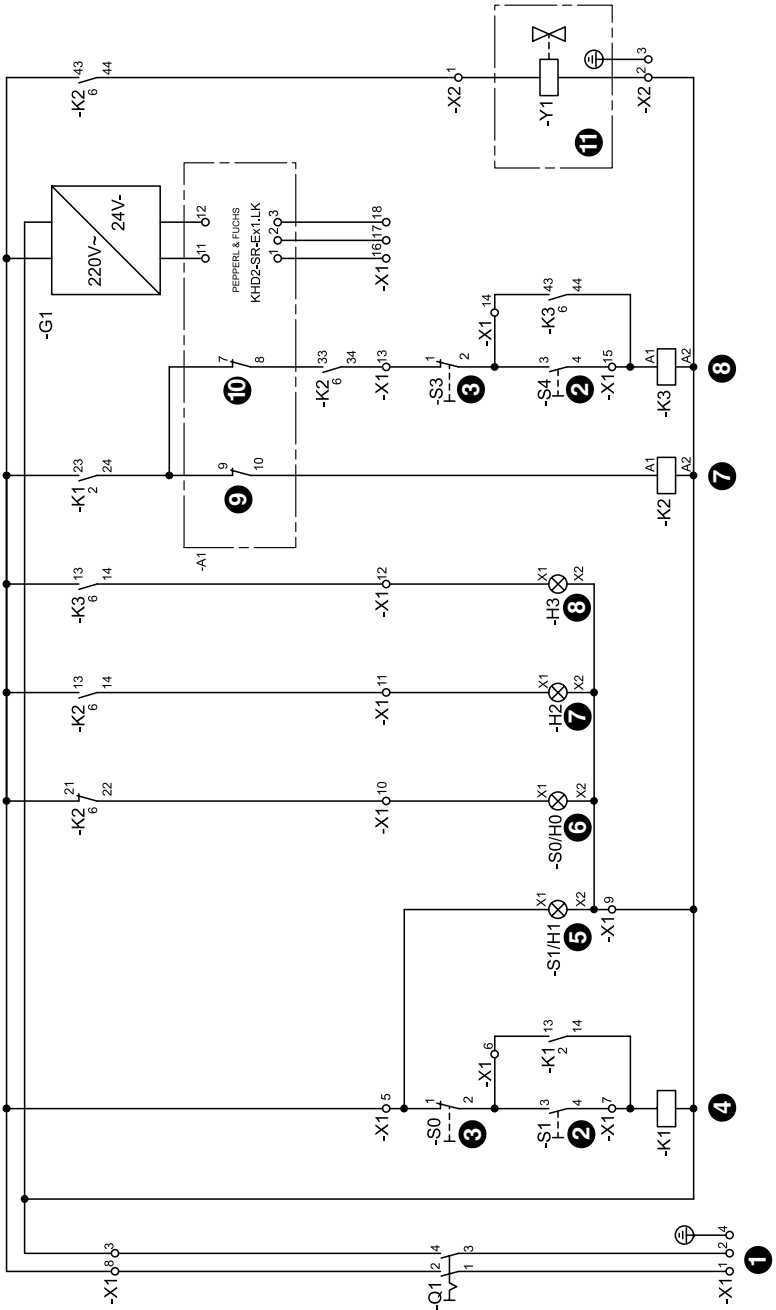


Fig. 4

230V / 50Hz

## Operation

1. **If rail type is not S-49:** Install an auxiliary device consisting of a tube,  $\varnothing$  63 mm  
**U**. Fig. 3
2. Push back the push rod **B** and position the nose **A** so that it is at right angles to the longitudinal axis of the rail hook.
3. Via the compressed air hose **U**, apply compressed air to the cylinder **E** at a pressure in the range 3 bar to 10 bar.  
Insert the hook **H** in the eye of the cable, and pull the rail hook towards yourself.  
Before the rail hook is attached to the rail, the distance between the washer **G** and the tube **V** should be approximately 40 to 50 mm.
4. If the distance is greater than 50 mm, the hook **H** must be adjusted so that the distance described is achieved.
5. To adjust the hook **H**, undo the hexagon screws **I** M8 and either pull the hook **H** out or push it in.
6. Tighten the hexagon screws **I**, and use the rail hook as described in 3.
7. After the end of the loading process, remove the rail hook from the rail **by hand**.  
The bottom valves close at the same time.



### Danger

Switching off the compressed air after the end of the loading process produces a very high risk of injury due to the rail hook flying off the rail. Similarly, during this operating step there is a risk of breakage of the rail hook.

## Tools

- Open-end spanner, 13 mm A.F.

# Annex

## Spare Parts

Part	Part No.	Name	Stock code
<b>A</b>	3	Nose, 2.0975.01	048 417
<b>B</b>	2	Push rod, complete, 2.0401	079 739
<b>C</b>	6	Compression spring, 1.4310	079 756
<b>D</b>	7.3	O-ring 34, 52 x 3, 53, Busak + Luyken, NBR	079 759
<b>G</b>	9.80	Washer, 2.0401	079 745
<b>H</b>	9.10	Hook, 2.0401	079 752
<b>J</b>	9.7	Ring, split, PA	043 420
<b>K</b>	10	Proximity switch NJ10-30GK-SN or proximity switch NJ10-30GK-N Pepperl & Fuchs	079 757  079 851
<b>L</b>	11.6	Compressed air hose DN 19, DIN 73411, rubber with fabric insert	079 763
<b>M</b>	4.4	Split pin 4 x 20 DIN 94, brass	013 993
<b>N</b>	11.3	Rapid-action threaded coupling CK-1/4-PK-6-Festo, AL	079 761





## **España**

### **GESTRA ESPAÑOLA S.A.**

Luis Cabrera, 86-88  
E-28002 Madrid  
Tel. 00 34 91 / 5 152 032  
Tel. 00 34 91 / 4 136 747; 5 152 036  
E-mail: gestra@gestra.es

## **Polska**

### **GESTRA POLONIA Spolka z o.o.**

Ul. Schuberta 104, P.O. Box 71  
PL-80-172 Gdansk  
Tel. 00 48 58 / 306 10 02 oder 306 10 10  
Fax 00 48 58 / 306 10 03 oder 306 33 00  
E-mail: gestra@gestra.pl

## **France**

### **Flowserve Flow Control S. A. S.**

10 Avenue du Centaure, BP 8263  
F-95801 CERGY PONTOISE CEDEX  
Tél. 0 03 31 / 34 43 26 60  
Fax 0 03 31 / 34 43 26 87  
E-mail: gnation@flowserve.com

## **Portugal**

### **Flowserve Portuguesa, Lda.**

Av. Dr. Antunes Guimarães, 1159  
Porto 4100-082  
Tel. 00351 22 / 6 19 87 70  
Fax 00351 22 / 6 10 75 75  
E-mail: gestra@gestra.pt

## **Italia**

### **Italgestra S.r.l.**

Via Carducci 125  
I-20099 Sesto San Giovanni (MI)  
Tel. 00 39 02 / 24 10 12.1  
Fax 00 39 02 / 24 10 12.460  
E-mail: info@italgestra.it



## **GESTRA GmbH**

Postfach 10 54 60  
D-28054 Bremen  
Münchener Str. 77  
D-28215 Bremen  
Tel. +49 (0) 421 35 03-0  
Fax +49 (0) 421 35 03-393  
E-mail gestra.gmbh@flowserve.com  
Internet www.gestra.de

## **A Unit of Flowserve Corporation**