B61H BRAKES OR OTHER RETARDING APPARATUS PECULIAR TO RAIL VEHICLES; ARRANGEMENTS OR DISPOSITIONS OF BRAKES OR OTHER RETARDING APPARATUS IN RAIL VEHICLES (electrodynamic braking of vehicles B60L, in general H02K; arrangements in rail vehicles for adjusting wheel-braking force to meet varying vehicular or permanent-way conditions B60T 8/00; transmitting braking action from initiating means to ultimate brake actuator with power assistance or drive, brake systems incorporating such transmitting means, e.g. air-pressure brake systems, B60T 13/00 - B60T 17/00; brakes per se F16D)

WARNING
In this subclass non-limiting references (in the sense of paragraph 39 of the Guide to the IPC) may still be displayed in the scheme.
Actuating or influencing the brakes by backward pressure of buffers or coupling gear, e.g. buffer brakes

Transmitting mechanisms (wear-compensating mechanisms B61H 15/00)

for braking a single wheel or wheels at one side only, e.g. for locomotives or motor railcars

for cars with two axles or bogies with two axles and braking cylinder(s) for each bogie, the mechanisms at each side being interconnected

for cars or bogies with more than two axles or bogies, the mechanisms at each side being interconnected

with variable leverage or mechanical advantage to obtain quick take-up

adjustable to take account of variation of vehicle weight (automatic adjustment B60T 8/18)

by varying brake lever leverage

Details

Beams; Suspension thereof

Suspension of transmitting mechanisms (B61H 13/36 takes precedence)

Wear-compensating mechanisms, e.g. slack adjusters

[mechanical and self-acting in one direction]

[by means of linear adjustment]

[with cams, by friction or clamping]

[with screw-thread and nut]

[mechanical and self-acting in both directions]

[by means of linear adjustment]

[with cams, by friction or clamping]

[with screw-thread and nut]

[mechanical and non-automatic]

[by means of linear adjustment]

[with cams, by friction or clamping]

[with screw-thread and nut]

[hydraulic]