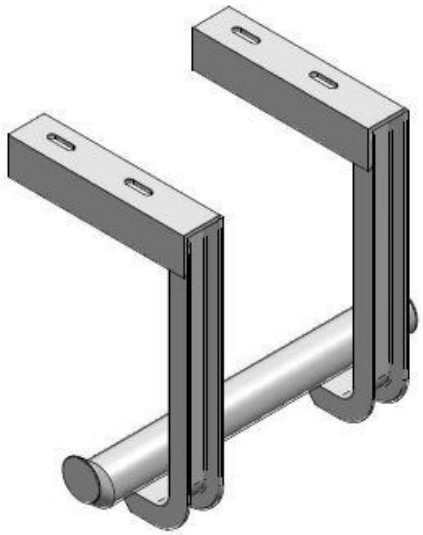
1. TUBULAR MONORAIL

1.1 TUBULAR TRACK

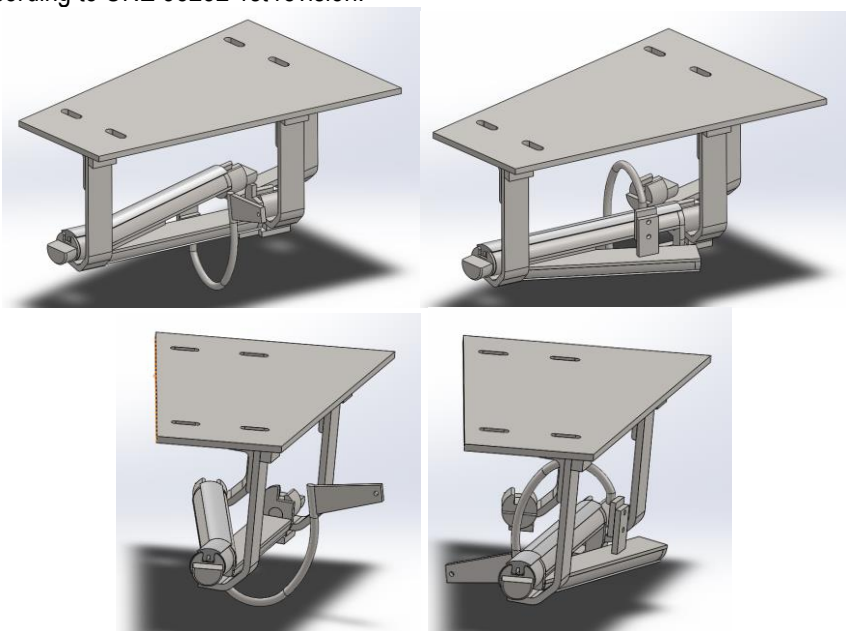
Technical data:

- Airway profile made of S-275-JR steel tube with galvanized finish.
- The diameter of the tube used will be 60.3 mm. (2")
- Track moments of inertia equal to 33.5 cm4
- Section of the track designed to allow the rolling of the transport ttrolleys on it and at the same time facilitate the assembly of the necessary elements for the subjection of the same.
- The fastening of the track to the support structure beam can be done either by means of a hanger made of UPN-60x30 S-275-JR steel profiles together with an angle for fixing to the beam, depending on the installation.
- Joining elements of the hangers to the support beam made of galvanized S-275-JR steel.
- Zinc plated screws



Legal requirements:

- Screws according to DIN standards.
- Steel for track tubes in structural round tube Mannesmann MSR standard DIN 59410.
- Saddle alloy according to UNE 38252 1st revisión.



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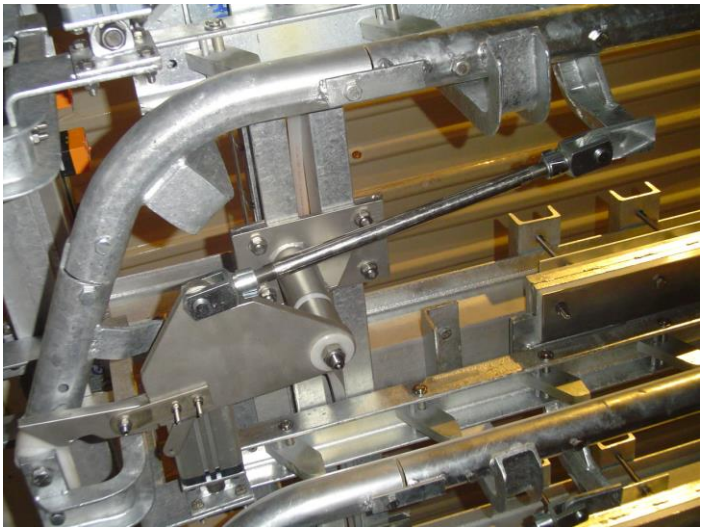

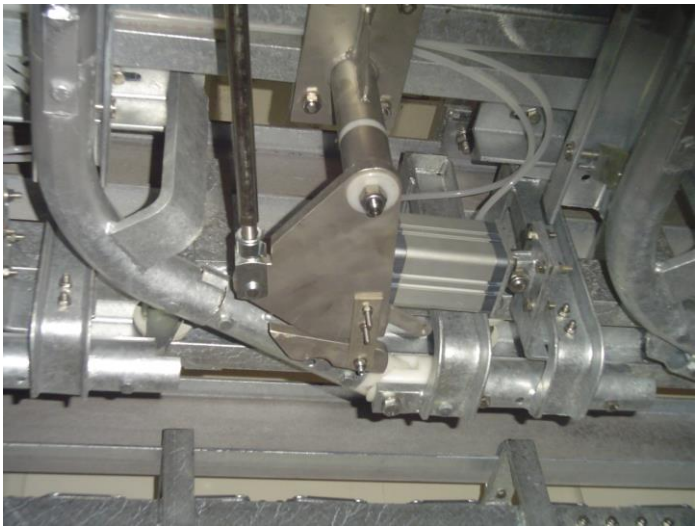

Input switch with introducer

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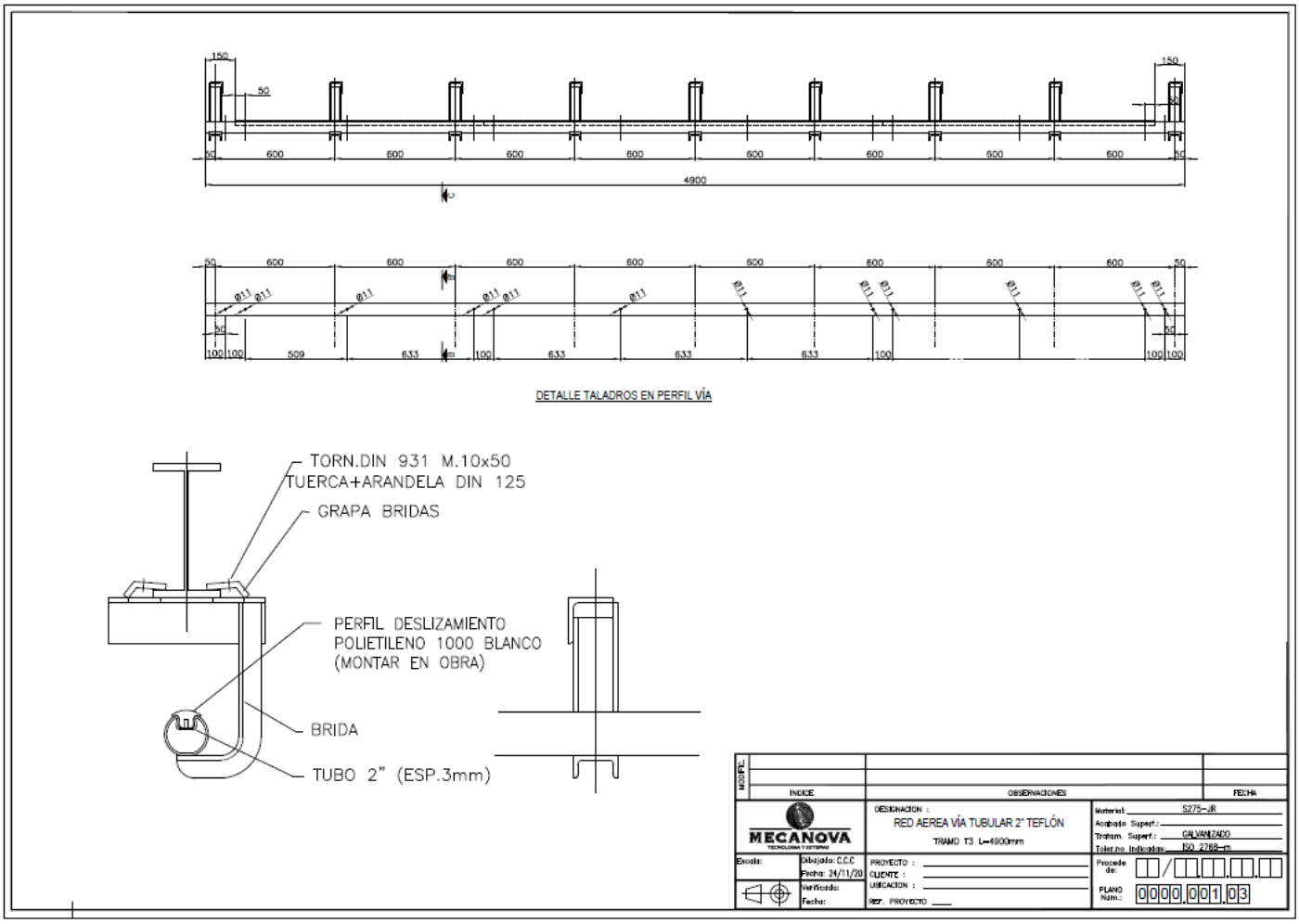
1.2 TUBULAR RAIL WITH TEFLON

Technical data:

- Airway profile made of S-275-JR steel tube with galvanized finish.
- Polyethylene guide for sliding trolleys.
- The diameter of the tube used will be 60.3 mm. (2")
- Track moments of inertia equal to 33.5 cm4
- Section of the track designed to allow the rolling of the transport trolleys on it and at the same time facilitate the assembly of the necessary elements for the subjection of the same.
- The fastening of the track to the support structure beam can be done either by means of a hanger made of UPN-60x30 S-275-JR steel profiles together with an angle for fixing to the beam, depending on the installation.
- Joining elements of the hangers to the support beam made of galvanized S-275-JR steel.
- Zinc plated screws.

Legal Requirements

- Screws according to DIN standards.
- Steel for track tubes in structural round tube Mannesmann MSR standard DIN 59410.
- Hanger alloy according to UNE 38252 1st revision.


150
50
600
4900
DETALLE TALADROS EN PERFIL VÍA
TORN.DIN 931 M.10x50
TUERCA+ARANDELA DIN 125
GRAPA BRIDAS
PERFIL DESLIZAMIENTO
POLIETILENO 1000 BLANCO
(MONTAR EN OBRA)
BRIDA
TUBO 2" (ESP.3mm)
MODIFIC.
INDICE
OBSERVACIONES
FECHA
MECANOVA
DESIGNACION :
RED AEREA VÍA TUBULAR 2" TEFLÓN
TRAMO T3 L=4900mm
Material: S275-JR
Acabado Superf.:
Tratam. Superf.: GALVANIZADO
Toler.no Indicadas: ISO 2768-m
Escala:
Dibujado: C.C.C
Fecha: 24/11/20
Verificado:
Fecha:
PROYECTO :
CLIENTE :
UBICACION :
REF. PROYECTO
Procede de:
PLANO Num.: 0000.001.03

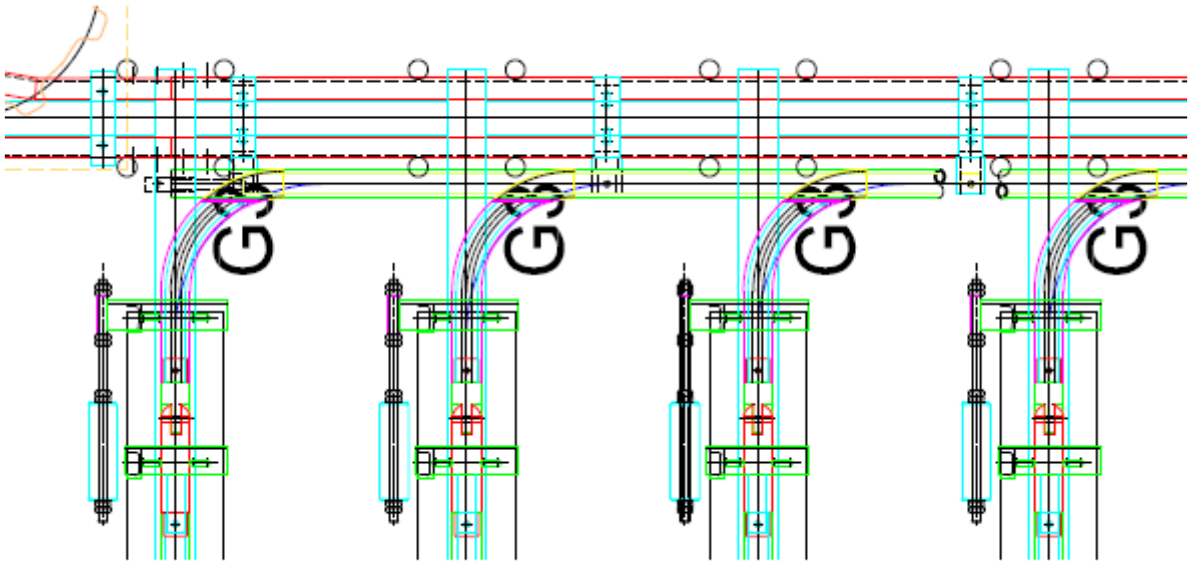
1.3 TUBULAR GRAVITY EXIT SWITCH

Technical data:

- Airway profile made of S-275-JR steel tube with galvanized finish.
- Polyethylene guide for sliding cars.
- The diameter of the tube used will be 60.3 mm. (2")
- Track moments of inertia equal to 33.5 cm4
- Section of the track designed to allow the rolling of the transport carts on it and at the same time facilitate the assembly of the necessary elements for the subjection of the same.
- The track is attached to the support structure beam by means of a UPN-60x30 S-275-JR steel profile saddle together with an angle for fixing to the beam, depending on the installation.
- Joining elements of the saddles to the support beam made of galvanized S-275-JR steel.
- Zinc plated hardware.
- It includes:
    - 2 Solid rear ball joints (male and female). Material S-275- JR
    - 1 Front piece for coupling on the conveyor track to unload the trolleys. Made of tube profile and milled polyethylene.
    - Counterweight or spring system for lowering the curved rail or change.

Legal Requirements:

- Screws according to DIN standards.
- Steel for track tubes in structural round tube Mannesmann MSR standard DIN 59410.
- Hanger alloy according to UNE 38252 1st revision.



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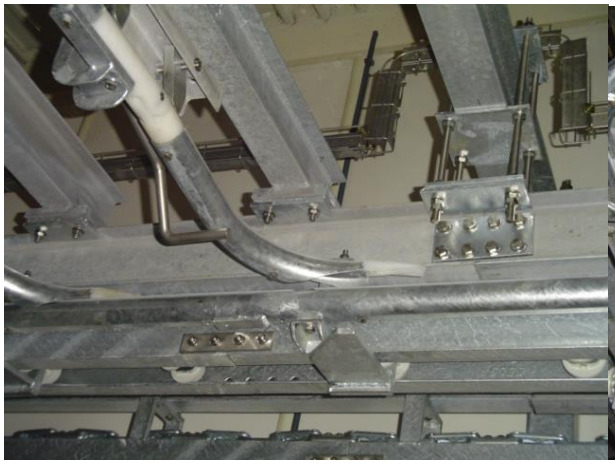
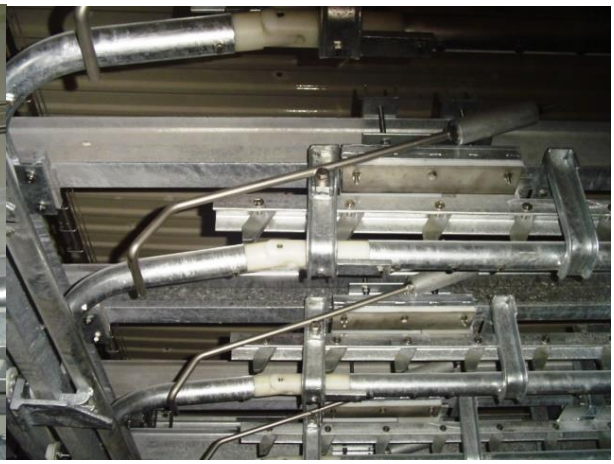




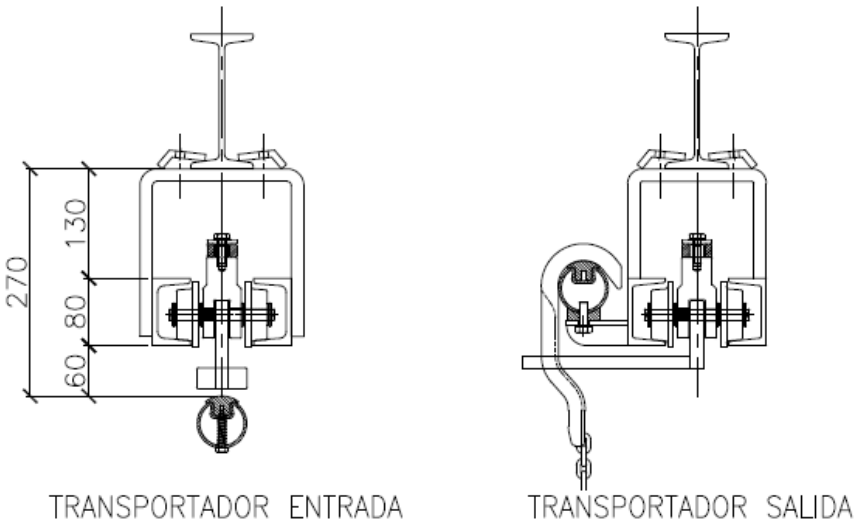
Change Exit by gravity to conveyor.

Exit change by gravity mov. Exterior

Operating mode:

The carcasses or hooks, either manually or by balancing conveyors, are placed at the beginning of the rail and thanks to the weight and gravity, they press the assembly until it rests at its end on the perpendicular evacuation rail. The trolleys or Eurohooks arrive here ready to be hauled manually or by another evacuation conveyor.
This system implies lower costs, it requires less maintenance and is safer than tubular switch whether manual or pneumatic.

The system is specially indicated in installations where the hook is going to be carried out by a conveyor, as it allows the absence of introducers. The indicated conveyors are of lower drag. For this type of switch we recommend an exit conveyor that collects all the hooks by pushing them through the lower part of the tubular profile, as shown in the previous photo and in the lower plane.



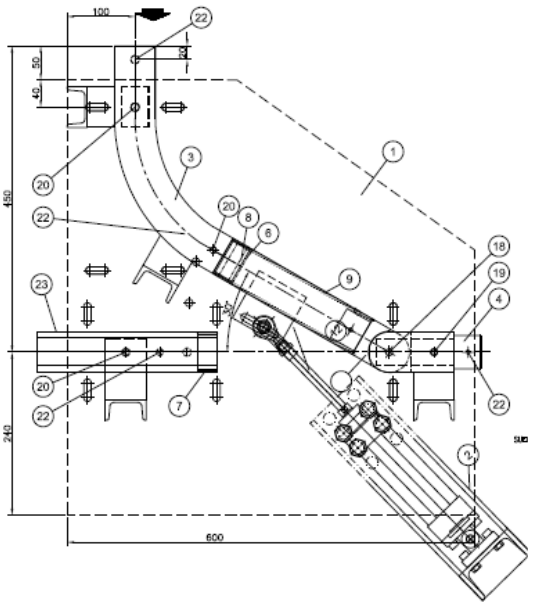
1.4 TUBULAR RAIL PNEUMATIC SWITCH

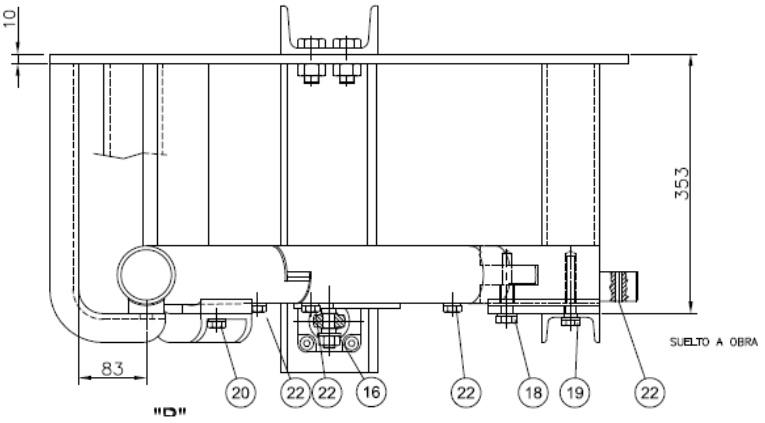
Technical data:

- Airway profile made of S-275-JR steel tube with galvanized finish.
- Polyethylene guide for sliding trolleys.
- The diameter of the tube used will be 60.3 mm. (2")
- Moments of inertia of the track equal to 33.5 cm4
- Section of the track designed to allow the rolling of the transport trolleys on it and at the same time facilitate the assembly of the elements necessary to secure it.
- The track can be attached to the support structure beam by a UPN-60x30 S-275-JR steel profile hanger together with an angle for fixing to the beam, depending on the installation.
- Joining elements of the hangers to the support beam made of galvanized S-275-JR steel.
- Zinc plated screws.
- Includes :
  - Pneumatic cylinder with rear or front clamping flange depending on the design (with gravity or forced outlet.
  - 2 Solid rear swivel joints (male and female). Material S-275- JR
  - 3 Solid front pieces, one arm and two receiving arms.

Legal Requirements:

- Screws according to DIN standards.
- Steel for track tubes in structural round tube Mannesmann MSR standard DIN 59410.
- Saddle alloy according to UNE 38252 1st revision.





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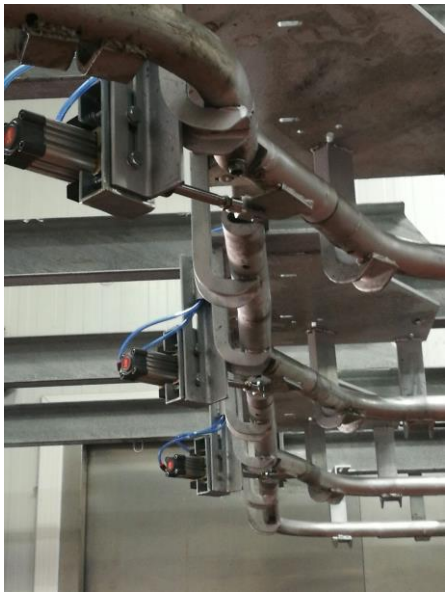


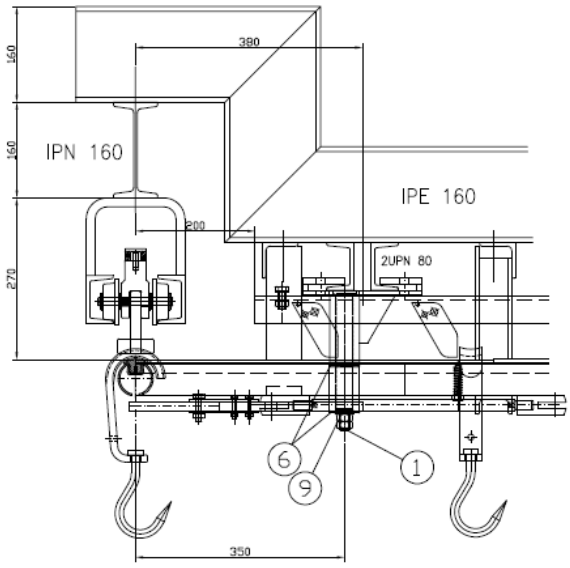
Pneumatic Switch

Operating mode:

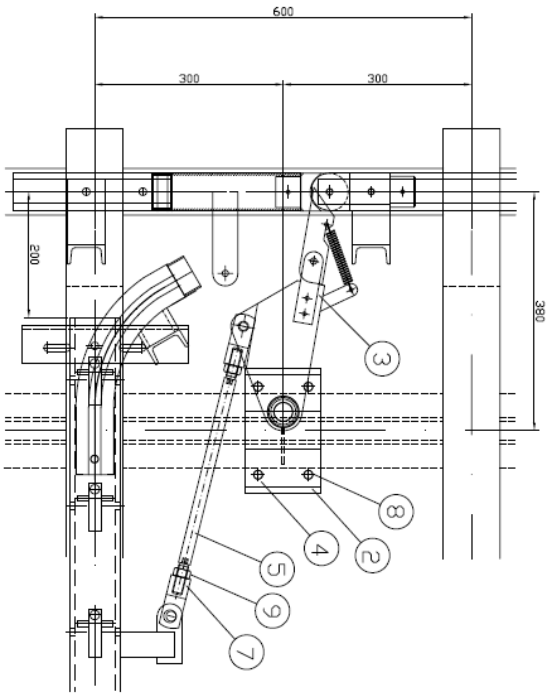
The switch, which can be configured left or right depending on the hand of the trolley of the pneumatic cylinder, will be coupled inside or outside to the switch as well as the track holding hangers.

Optionally, and in case of absence of conveyors, the placement of fall arrest safety stops is usually recommended. This is an optional and will be budgeted separately.

The switch will be controlled by a closed center valves. These valves can be lever valves located on the wall for theirs handling or electro-pneumatic valves located in a control panel managed by automatons or programmable relays.



Front Switch with dragger



Top Switch with dragger

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Exist Switch forced mov. inside

Exit Switch by gravity mov. Exterior