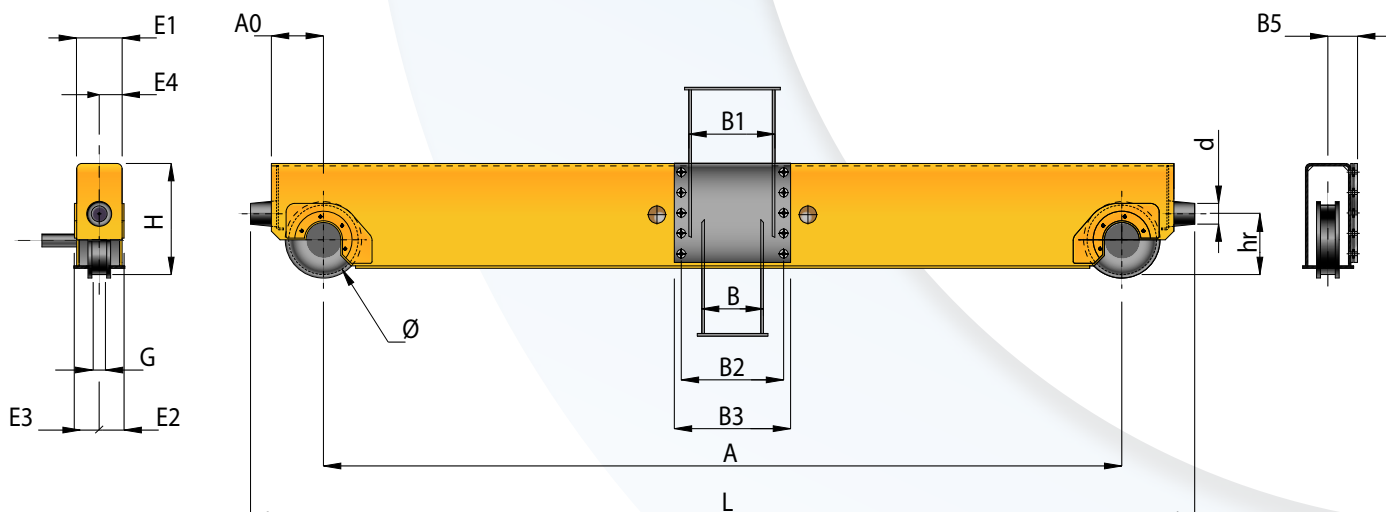


PRIEČNIKY PRE JEDNONOSNÍKOVÉ ŽERIAVY



CODE	DUTY GROUP			FEATURES			WEIGHT kg / pair	STANDARD GEARMOTORS	
	M4 (1am)	M5 (2m)	M6 (3m)	Ø	G	A		FOR INVERTER	FOR DUAL SPEED
	kN	kN	kN	mm	mm	mm			
T 11957	33	29	26	125	60	1500	160	SNR05080020	SFR05090250
T 11958	36	32	29	160	70	2200	280	SNR05080020	SFR05090300
T 11961	48	44	40	200		2000	420	SNR05080020	SFR05090300
T 11945	40	36	33	2350		380	SNR05080020	SFR05090300	
T 11946	44	39	36	2700		470	SNR05080020	SFR15090350	
T 11944	48	44	40	3700		650	SNR05080020	SFR15090350	
T 11948	60	54	49	2700		640	SFR15090030	SFR15090350	
T 11960	60	54	49	250		3700	950	SFR15090035	SFR15090370

- ▶ type T 11957 is for H-profile girders
- ▶ the max. wheel load is calculated based on an LT speed of 40 m/min and on a rail width of 40 mm for T11957 and a width of 50 mm for all the other end-carriages. For narrower rails and/or higher speeds the max. wheel load will be lower and must be calculated case by case
- ▶ weight is referred to two end carriages without gearmotors
- ▶ standard gearmotors are related to an LT speed of 40 m/min

CODE	A0	L	H	E1	E2	E3	E4	B	B1	B2	B3	B5	d	hr
T 11957	150	1880	248	140	88	88	70	—	—	220	320	105	100	170
T 11958	160	2680	267	152	94	94	76	180	236	315	395	120	100	180
T 11961	175	2500	375	196	105	155	73	230	280	360	440	159	100	210
T 11945	175	2850	335	194	105	155	72	180	236	315	395	158	100	210
T 11946	175	3200	335	196	105	155	73	230	280	360	440	159	100	210
T 11944	175	4200	375	196	105	155	73	290	325	405	485	159	100	210
T 11948	200	3245	375	210	110	175	80	230	280	360	440	166	100	250
T 11960	200	4245	385	210	110	175	80	290	325	405	485	166	100	250

- ▶ B and B1 are the minimum and maximum allowed girder widths
- ▶ B5 includes the counter-flanges (welded on the girder)

Choosing the appropriate end carriage for the construction of a bridge crane, whether single or double girder version, is based on determining the maximum wheel load imposed upon each wheel. With regard to FEM classification, the first table gives the maximum wheel load each end carriage is capable of bearing.

The bridge girders have to be manufactured in compliance with the dimensions given in the bottom table, in particular B and B1 must be carefully checked. OMIS supplies the counter-flanges to be welded on the girders.

The standard gearmotors that are coupled with each end carriage are shown in the same table, while other possible choices are given in the gearmotors table in the next pages.