



**MECHANICAL
HANDLING**

TECHNICAL INFORMATION BROCHURE



MET-TRACK®

GOLD SERVICE HANDLING SOLUTIONS



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INTRODUCTION

Metreel's new Gold Service combines our knowledge, vast experience and technical capability with one of the premier Enclosed Track Systems available.

We offer our clients confidence. In consideration of operator ergonomics, capital cost and building layouts we make sure our systems offer the best value for money solution. Our dedicated team of sales, design and installation engineers offer an excellent package of services including consultation, survey, design, special manufacture, installation, commissioning and servicing.

PROFILES

The **MET-TRACK®** Enclosed Track is the principal element of the handling solutions we offer, it is particularly suited for cranes, jib cranes, monorails and conveyors, but can be utilised for many other applications. Five standard tracks offer a lifting capacity of up to 2000kg utilising a variety of lifting devices.

Available in standard or special finishes, including 3 profiles in stainless steel, the **MET-TRACK®** system offers the customer the option to customise any installation appearance.

The high strength/low weight factor of the tracks reduce the need for expensive steelwork which in turn simplifies installation and future system modifications.

CURVES

A complete range of curves offer ultimate flexibility for any conveyor or monorail system. When planning a system that requires bends we always advise utilising standard radii if possible, however for those applications which dictate special radii, these are also an option.

SPLICE JOINTS

Precise alignment is one of the major features which makes the **MET-TRACK®** enclosed track system one of the smoothest in operation. Horizontal and vertical adjustment screws supplied integral with each splice joint provide this finite adjustment for the joint of each track profile.

SUPPORT BRACKETS

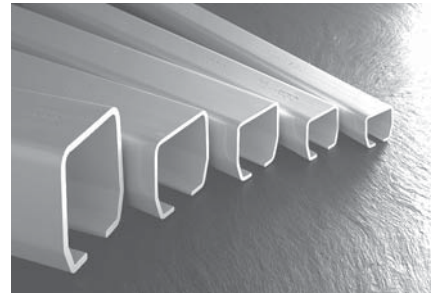
A wide range of standard support brackets to suit most building constructions and supporting steelwork is available. In the event of a requirement for special mounting, we have the capability to design special manufactured items completely to customers requirements.

When considering any system and the method of mounting, it is essential that the roof, ceiling or floor structure is of adequate strength for the proposed system. We recommend consultation with a qualified structural consultant to advise in this area.

SUSPENSION TROLLEYS

A vast selection of two, four and eight wheeled suspension trolleys offer connection to endless possibilities of equipment being transported.

Free running sealed wheels are a standard feature of **MET-TRACK®**. Special options such as waterproof and high temperature are also available. The design of our profiles protect the wheels and ensure minimum friction for the complete range of our suspensions trolleys.



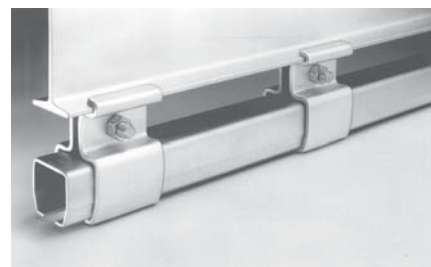
MET-TRACK PROFILE RANGE



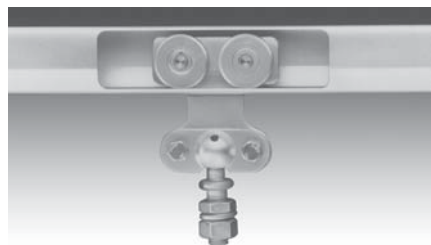
CURVES



SPLICE JOINT



SUPPORT BRACKETS



SUSPENSION TROLLEY



INTRODUCTION

SPINES

The **MET-TRACK®** system offers three spine options, a bolt on version which utilises standard system brackets, a welded plate spine and finally a vierendeel type construction. All three options are illustrated opposite.

TURNTABLES

The use of standard turntables and multi-directional units at track joints will add greater flexibility to any monorail or conveyor system. All the **MET-TRACK®** turntables rotate freely on precision ball bearings and are easily operated and positioned using one of several control mechanism options. Standard turntables provide interconnection for up to four tracks, however additional connections can be incorporated. Mechanically operated turntables are recommended for applications where the work flow is moderate and intermittent. For applications requiring continuous flow we recommend the use of our multi-directional units which feature a range of settings according to production requirements.

SWITCHES

Designed to facilitate branching off from the main line conveyor or monorail track. Two types of standard switches are available, the Swivel Switch offers a maintenance free, easy to operate solution. The basic element is a pivoting track section which incorporates a mechanical stop to close off the inoperative track.

The alternative, a Tongue Switch, is a compact design which gives a particular advantage when several branch lines are required in close proximity. The basic element is a tongue guide which is suited to either manual or automatic operation. Our switches are normally manually operated, however they can be assisted by electric, pneumatic or hydraulic power.

ENTRY/EXIT SECTION

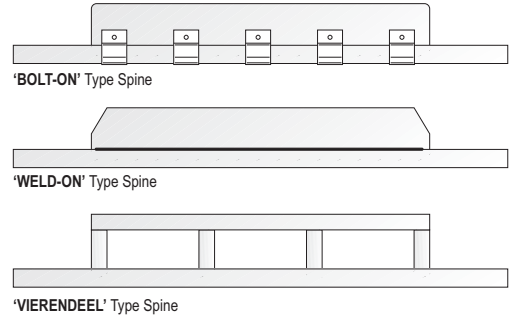
This unit operates in a similar way to the swivel switch and facilitates the insertion/removal of trolleys at a required position, ideally suited for a closed loop system where work flow can increase and decrease and suspension trolley quantity needs to be modified.

The basic element is a pivoting track section which incorporates a mechanical stop to close off the open end.

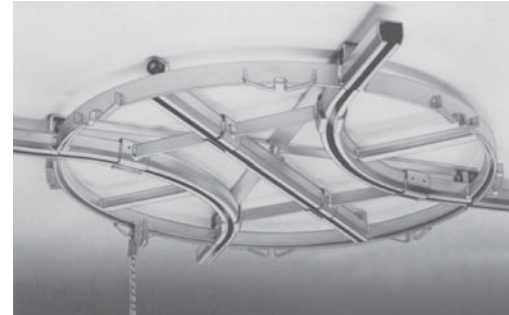
DOOR SWIVEL SECTION

The door swivel section enables the track to be interrupted automatically by a sliding door for reasons of security or emergency. Typical examples being cold room or fire protection doors.

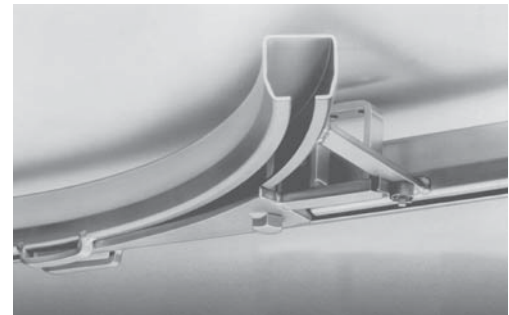
Safety devices are incorporated to ensure that the trolleys cannot disengage from the track during operation.



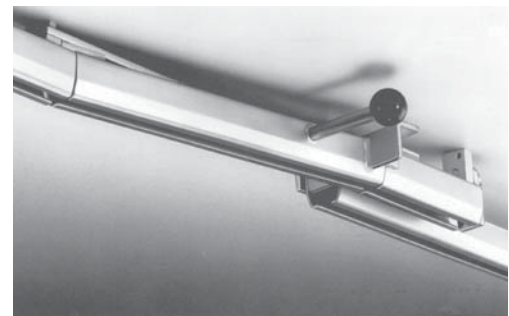
SPINE OPTIONS



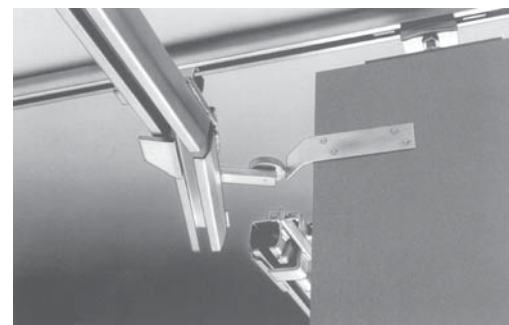
TURNTABLES



SWITCHES



ENTRY/EXIT SECTION



DOOR SWIVEL SECTIONS



INTRODUCTION

POWER AND FREE

A power and free facility can be achieved by incorporating a supplementary drive system. The most popular system being our motorised flexible chain placed alongside the conveyor track. This system can provide total automation but is mainly utilised to automate a specific section of a track system.

Typical applications being where components have to be carried through restricted areas, i.e. chemical tanks, spray booths and ovens etc.

DROP LIFT SECTION

The drop lift section has been designed to provide a facility for raising and lowering trolleys and load carriers with buffers at specific locations with a conveyor or monorail system.

This simple and effective unit includes many automatic features and is ideally suited for installations incorporating de-greasing baths, dip tanks, coating/galvanising plants, goods loading and transfer.

This unit features automatically operated mechanical stops to ensure complete safety during operation.

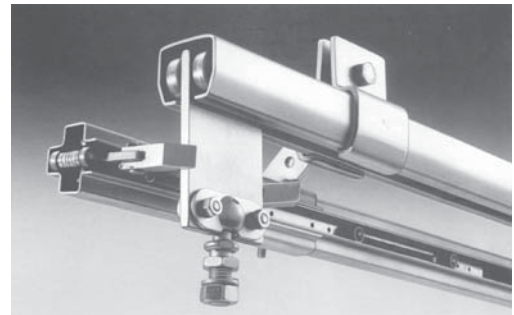
POWERED TRACTOR DRIVES

A standard range of tractor drives are available for applications where power travelling of the crane bridge and/or hoist trolley are required.

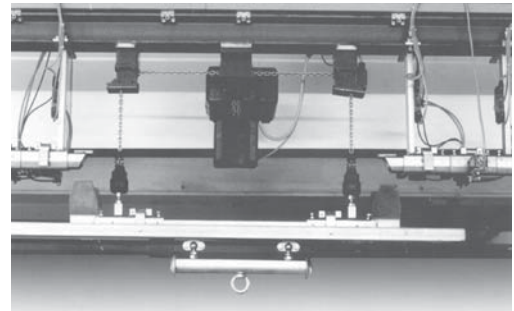
Traverse speeds can be varied in order to meet customer requirements.

TRACK TRANSFER UNITS

These units are designed to provide a safe, efficient and easy to operate transfer of a hoist/trolley from a crane bridge into an adjacent crane bridge, or alternatively into a monorail system.



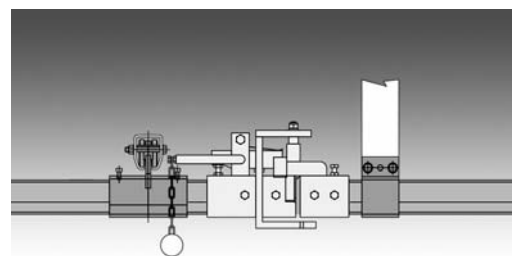
POWER & FREE



DROP LIFT SECTION



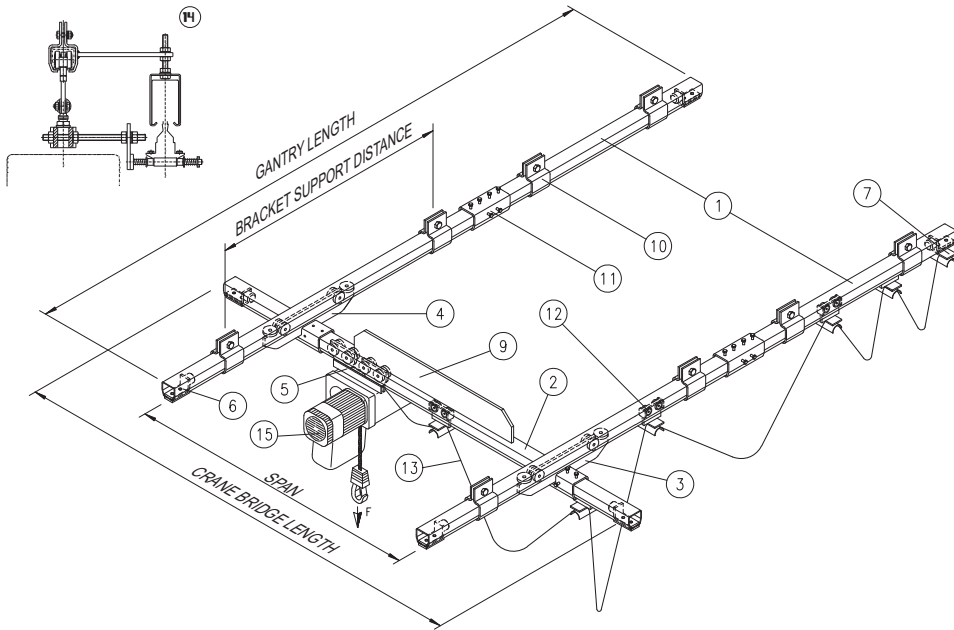
POWERED TRACTOR DRIVES



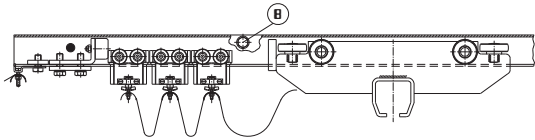
TRACK TRANSFER UNITS



TYPICAL LIGHT CRANE SYSTEM



1. Gantry Tracks
2. Crane Bridge
3. Fixed End Carriage
4. Floating End Carriage
5. Hoist Trolley
6. End Stop/Buffer
7. End Stop/Cable Clamp
8. Festoon Storage Stop
9. Crane Bridge Spine
10. Support Bracket
11. Splice Joint
12. Cable Festoon Trolley
13. Platform Cable
14. Conductor Support Assembly
15. Lifting Device e.g. Hoist



LOADINGS (POINT LOAD)

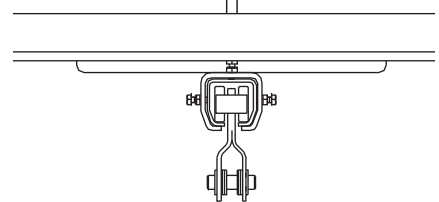
| | | | | | | |
|-------------------|-----|-----|-----|-----|------|-------|
| Load (kgs) | 80 | 150 | 250 | 500 | 1000 | 2000* |
| Profile | 300 | 400 | 500 | 600 | 700 | 700* |

* Utilising a double bridge crane

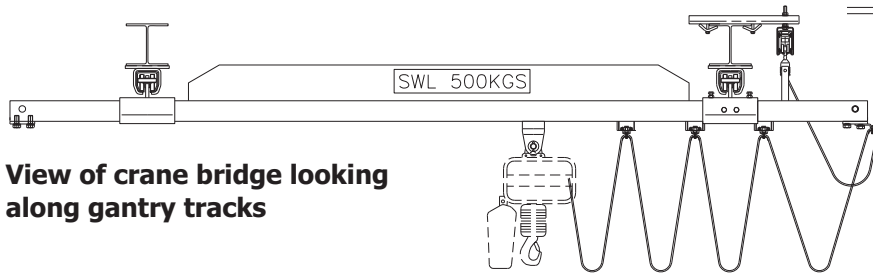
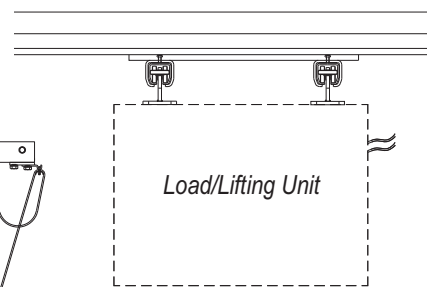
EXAMPLE CRANE BRIDGE OPTIONS

The above illustration below shows a typical arrangement of a standard **MET-TRACK®** Light Crane. To the right we show typical crane bridge assemblies, normal installations call for the single bridge type, however sometimes due to safe working load or complexity of the lifting device we may use a double bridge arrangement. Power supply to both the gantry and crane bridge are also available, the illustrations below shows a typical conductor system within the gantry travel and a simple festoon for the crane bridge travel, this combination ensures minimum cost with maximum travel usage.

Single Bridge Gantry



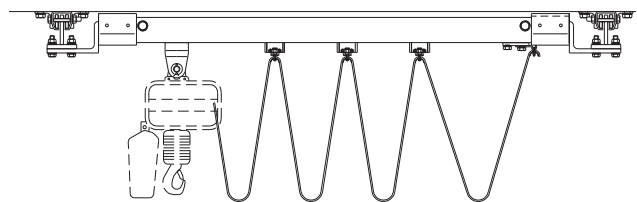
Double Bridge Gantry



View of crane bridge looking along gantry tracks

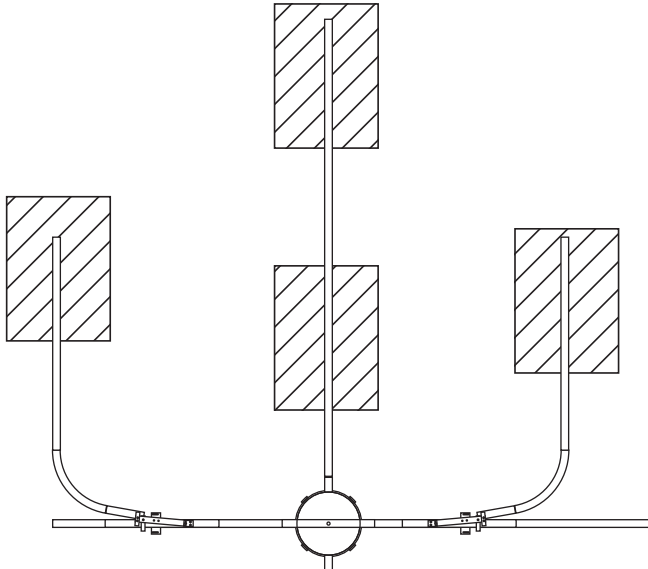
RESTRICTED HEIGHT

Restricted height assemblies of single and double crane bridges are used in areas where it is necessary to use the absolute minimum headroom for the crane assembly, thus offering maximum height of lift for the lifting device. The standard **MET-TRACK®** is designed to reduce headroom as normal, this option offers the ultimate answer for those difficult applications.



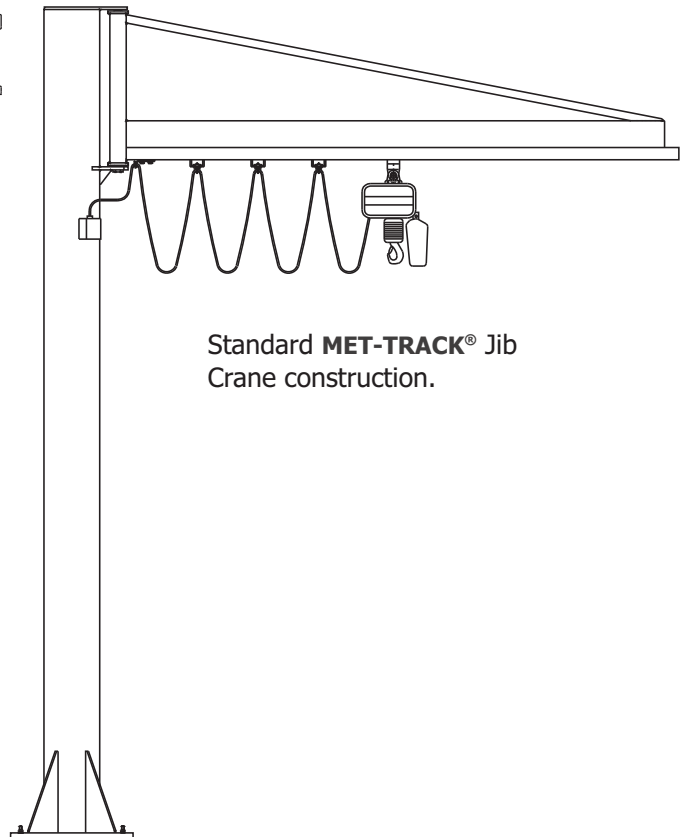
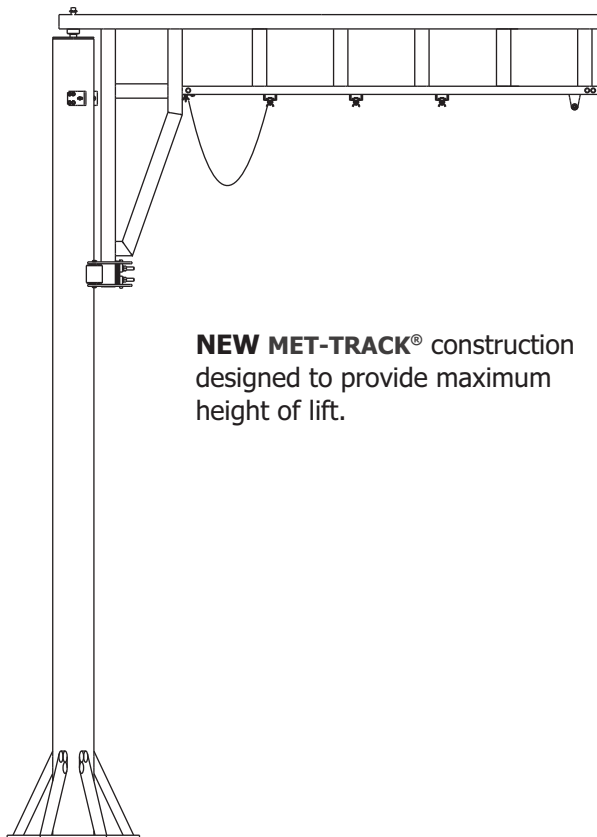
TYPICAL MONORAIL CRANE SYSTEM

A monorail offers a lifting facility for a working area which spans various locations. Utilising switches, bends and turntables the **MET-TRACK®** system transports your load to each work area without having to use additional lifting apparatus.



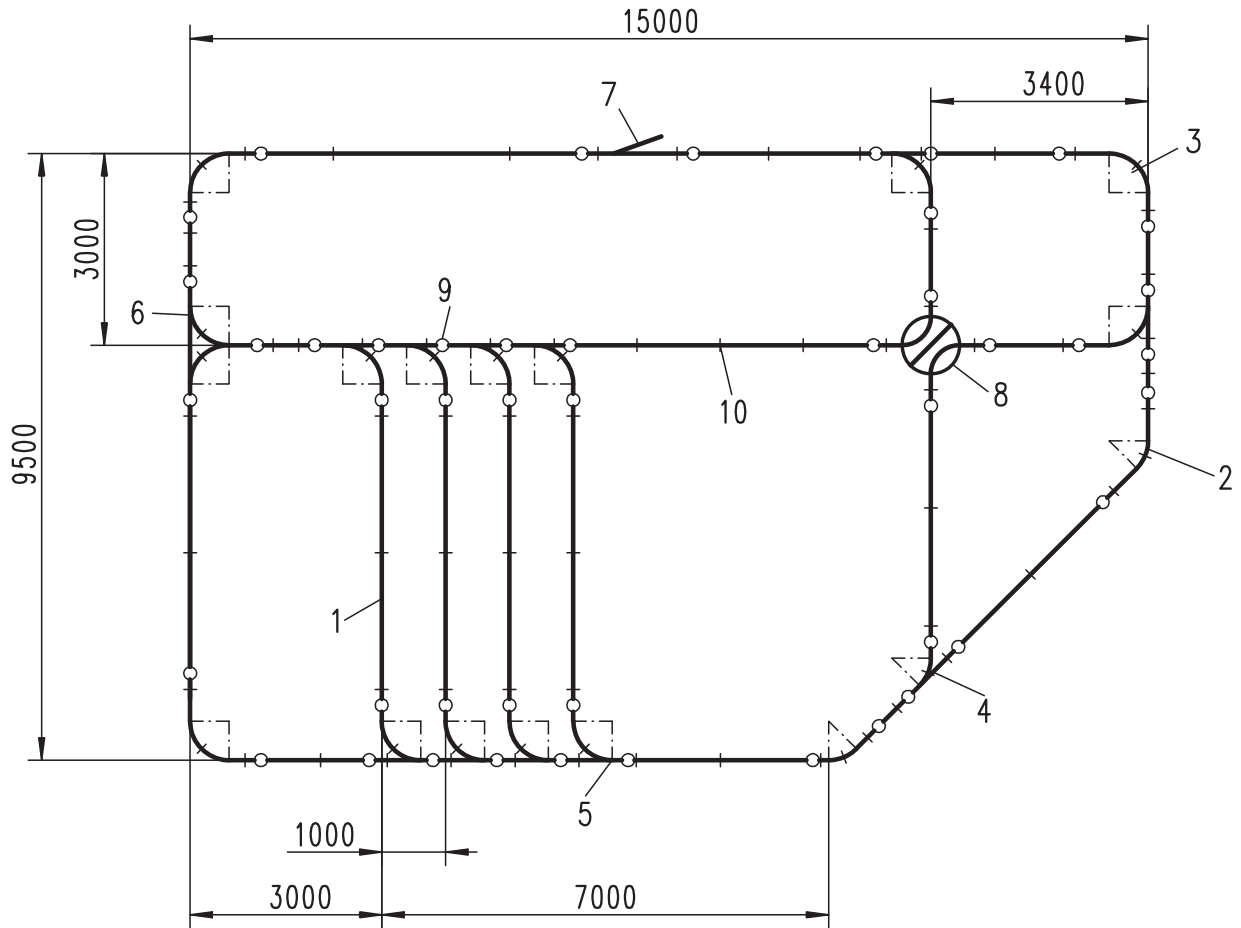
TYPICAL JIB CRANE SYSTEM

The jib crane is an economical method of moving materials within an individual work station. Jib cranes range from entirely self supporting styles to styles that mount to existing building columns or walls.

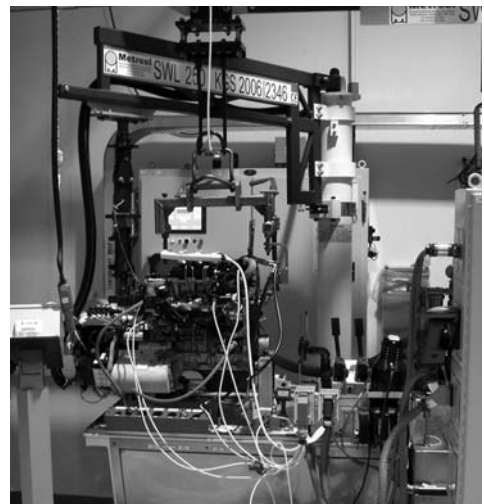


TYPICAL CONVEYOR SYSTEM

Similar to a monorail the conveyor offers lifting and transportation to many locations around the work area. The difference being that the track system is designed with a closed loop configuration, this enables a number of loads to be transported around the same system. Ideal for an automated production line. Power and Free options are also available, please consult our sales office.



- | | | |
|-----------------------------------|---------------------------------------|--------------------------------|
| 1. Standard Track Profile Lengths | 5. 90° Swivel Switch | 8. Multi-directional Turntable |
| 2. 45° Track Bends | 6. 90° Swivel Switch (Bi Directional) | 9. Splice Joints |
| 3. 90° Track bends | 7. Entry/Exit Section | 10. Support Brackets |
| 4. 45° Swivel Switch | | |

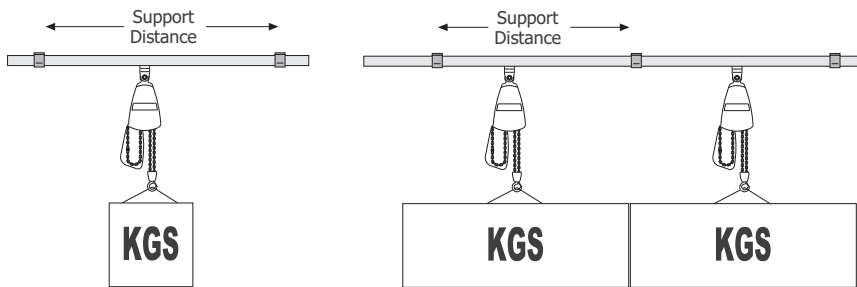


LOAD CONFIGURATIONS

After determining the weight of the load, you now need to consider the load configuration. This refers to the type and number of loads required within your system. The two configurations that are common on lifting systems are the "Point Load" and the "Uniformly Distributed Load". Both configurations are explained in further detail below.

POINT LOAD

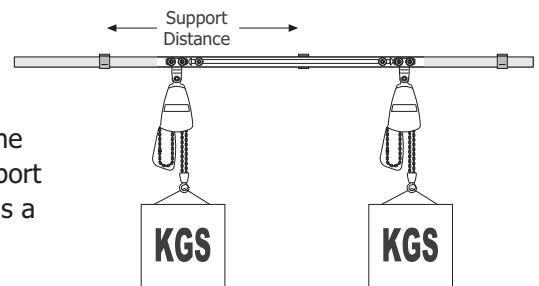
A Point Load is a single occurrence of a load applied to a track profile between two support centres. Typical for cranes and monorails this type of load is usually suspended on a lifting device, such as a hoist, where a single load can travel the full extent of the system. Multiple loads can be considered as a Point Load if the loads are prevented from ambushing together at centres less than the support distance. The following illustrations show typical situations where a Point Load configuration should be considered.



In this illustration the load would be considered as a **Point Load** due to the fact that the load is wider than the support distance and therefore only one occurrence of the load can fall between 2 support centres.

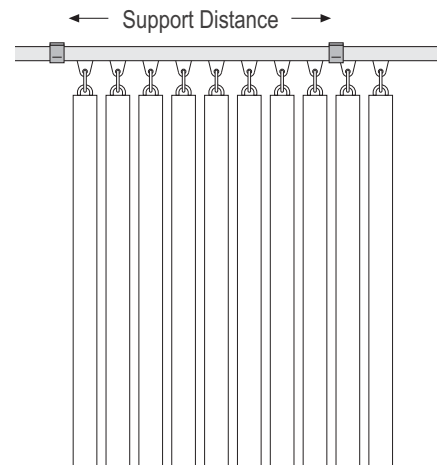
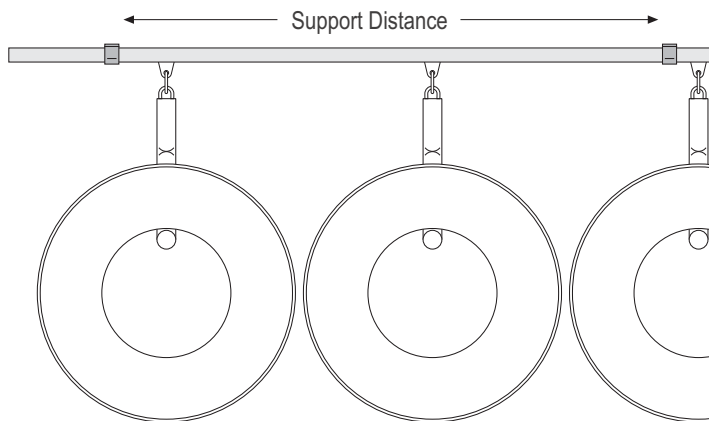
Typical **Point Load** where there is one single load being carried around the system.

By using a load spacer you can limit the number of loads that fall within a support distance. This will also be calculated as a **Point Load**.



UNIFORMLY DISTRIBUTED LOAD (UDL)

A UDL (Uniformly Distributed Load) is where multiple loads can be so positioned that each load has an effect on the deflection of the track between support centres. For example consider a load of 40kgs having a total length of 300mm, it would be possible for 5 such loads to be positioned between supports where the support distance was 1.5m. Therefore the load between supports is much greater than 40kgs. The following illustrations show typical situations where a UDL configuration should be considered.



LOAD CONFIGURATIONS

SUPPORT DISTANCES - POINT LOAD

Using the information already determined from the previous pages, you will now be able to select the appropriate maximum support centres for your application.

If you plot your maximum load against the vertical axis and then follow this line until it meets the capacity curve of the profile selected, the intersecting point determines the maximum support centres as detailed against the horizontal axis.

Typical examples are shown for your reference:

400 Profile

Load = 85kgs

Maximum Support Centres = 1.75m

600 Profile

Load = 340kgs

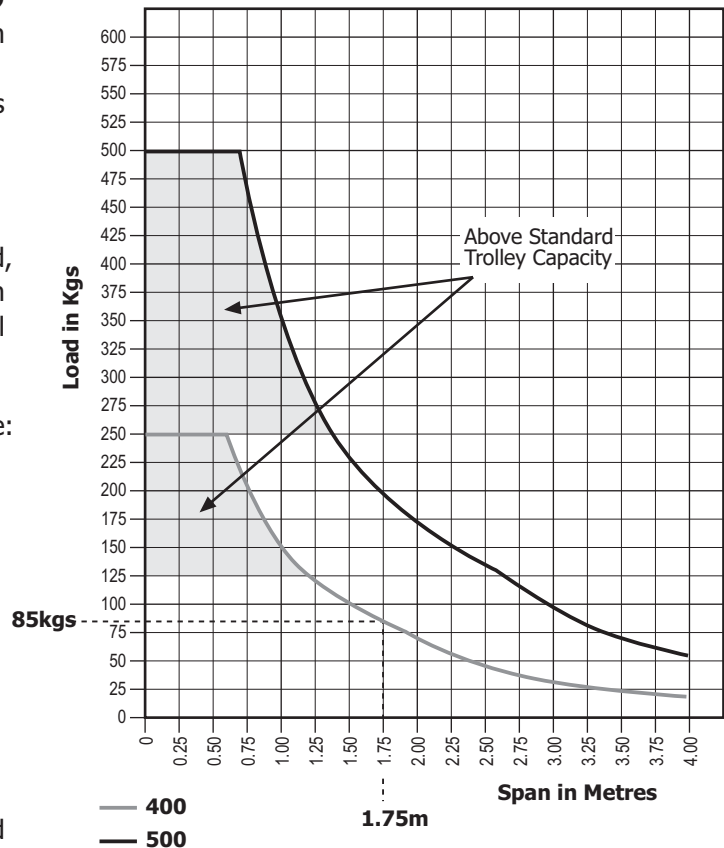
Maximum Support Centres = 2m

Please note the following:

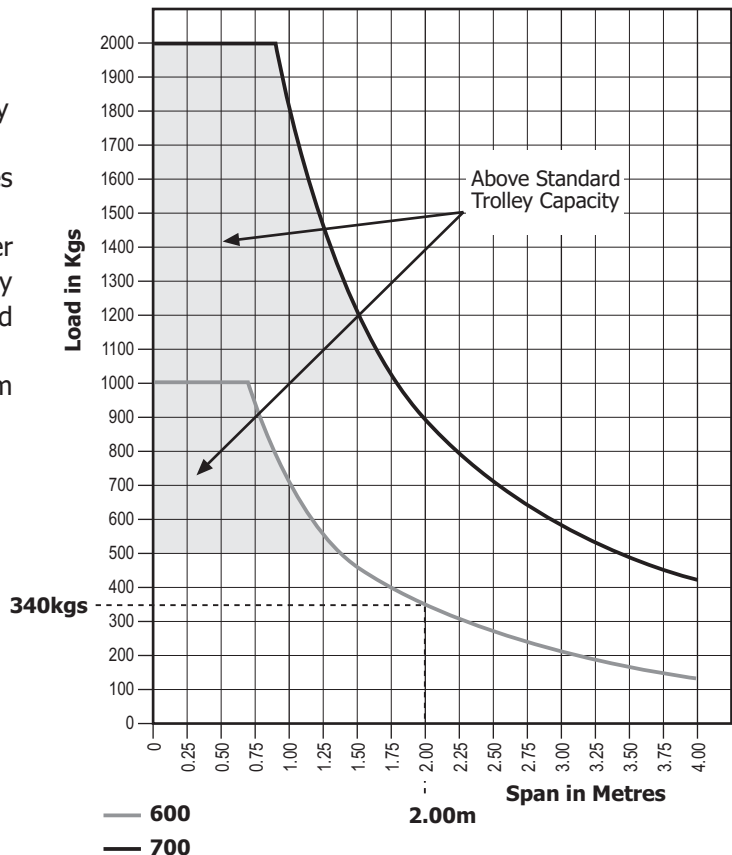
1) If the results are border line for your desired load and required support centres we recommend that you consult our sales office for further technical advice.

2) The safe working load for each system is primarily determined by the carrying capacity of each roller unit. As standard our roller units/trolleys work to the following SWL: Series 400 - 125kgs, 500 - 250kgs, 600 - 500kgs & 700 - 1000kgs. Having stated this we do offer alternative roller units/trolleys which will carry capacities up to double the figures mentioned above. Our graphs show the maximum permissible load for the track but the maximum load of the roller unit/trolley must also be considered.

Track Series 400 & 500



Track Series 600 & 700



OTHER DESIGN CONSIDERATIONS

PROFILE CANTILEVER (K)

The table opposite gives the maximum cantilever allowed for each track profile. The dimension is based on the Safe Working Load for each profile. Greater cantilevers may be possible depending upon the load - consult our sales office for further assistance.

In the case of a gantry that contains a cable festoon system for an electric hoist or similar device, the cantilever may be extended to accommodate the festoon - consult our sales office for assistance.

We recommend that all joints are positioned within the maximum cantilever distance from the support position.

CABLE FESTOON POWER SUPPLY

When using a cable festoon system as your power supply, within the track profile, we recommend that you fit a bolt, to act as a travel limiter, to protect the cable trolleys from damage which may be caused by suspension trolleys/end carriages crushing the trolleys at the extreme end of the travel.

CALCULATING THE NUMBER OF CABLE TROLLEYS

The number of cable trolleys required is determined by two factors, firstly the travel distance (L) and secondly the permissible loop depth (LD). With this information to hand use the following formula to calculate the number of trolleys:

$$\text{No. of Cable Trolleys} = \frac{L}{2 \times LD} + 10\% - 1$$

POWERED SYSTEMS

When supply power to a hoist is via a festoon arrangement the hook/end approach distance is increased due to the storage distance required at the ambush end. Please note that these dimensions only refer to the ambush end, the other end of the travel will have a hook/end approach as per a manual system.

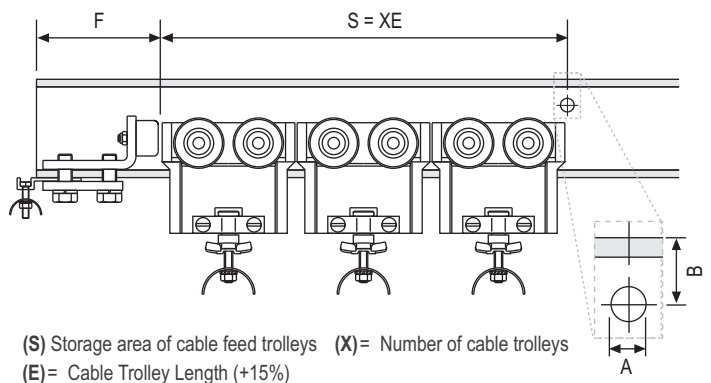
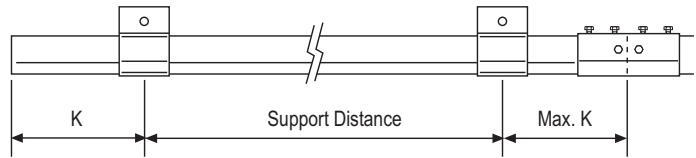
Crane Gantry

| Profile | KA mm |
|---------|---------|
| 400 | S + 275 |
| 500 | S + 340 |
| 600 | S + 380 |
| 700 | S + 430 |

Crossbridge

| Profile | KA mm |
|---------|---------|
| 400 | S + 125 |
| 500 | S + 178 |
| 600 | S + 205 |
| 700 | S + 237 |

| Profile | Load | Maximum Cantilever |
|---------|---------|--------------------|
| 400 | 125kgs | 565mm |
| 500 | 250kgs | 730mm |
| 600 | 500kgs | 775mm |
| 700 | 1000kgs | 925mm |



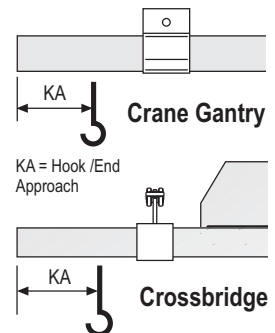
The hole dia. "A" is normally drilled during installation to the following specification.

| Profile | A | B | F | Bolt Size |
|---------|----|----|-----|-----------|
| 500 | 12 | 15 | 113 | M10 x 80 |
| 600 | 14 | 20 | 130 | M12 x 120 |
| 700 | 14 | 25 | 130 | M12 x 130 |

Note:
We do not consider it necessary to fit a bolt on Profile 400 due to the design and low safe working load.
On electrically operated systems a chain or wire rope connection between the hoist and the first cable trolley is recommended to prevent strain on the cable termination point into the hoist.

HOOK/END APPROACH

When considering the crane gantry/cross bridge and the effective coverage the hook/end approach distance must be known to ensure the crane can reach the extreme work area positions.



MANUAL SYSTEMS

For systems which do not have in-track festoons the following tables can be used to determine the hook/end approach distances.

Crane Gantry

| Profile | KA mm |
|---------|-------|
| 400 | 275 |
| 500 | 340 |
| 600 | 380 |
| 700 | 430 |

Crossbridge

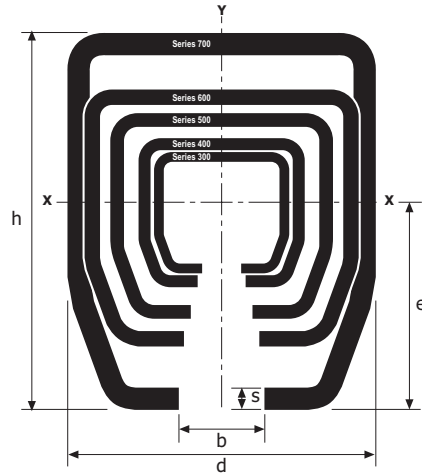
| Profile | KA mm |
|---------|-------|
| 400 | 125 |
| 500 | 178 |
| 600 | 205 |
| 700 | 237 |



TRACK PROFILE

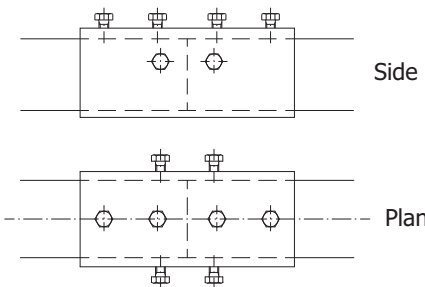
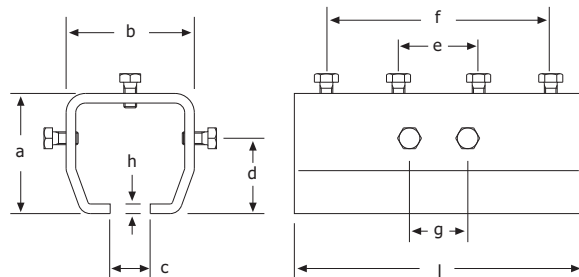
| Profile | Dimensions (mm) | | | | | Wx cm ³ | Ix cm ⁴ | Weight Kg/M |
|---------|-----------------|------|----|------|------|-----------------------|-----------------------|----------------|
| | h | d | b | s | e | | | |
| 300 | 35 | 40 | 11 | 2.75 | 19.9 | 2.52 | 5.02 | 2.52 |
| 400 | 43.5 | 48.5 | 15 | 3.2 | 24.8 | 4.4 | 10.93 | 3.57 |
| 500 | 60 | 65 | 18 | 3.6 | 33.8 | 10.07 | 34.08 | 5.63 |
| 600 | 75 | 80 | 22 | 4.5 | 42 | 19.76 | 83.08 | 8.77 |
| 700 | 110 | 90 | 25 | 6.5 | 60.5 | 51.68 | 312.71 | 16.46 |

For information regarding maximum loading and corresponding mounting centres etc., refer to appropriate charts within this brochure.



SPLICE JOINT

| Part | Dimensions (mm) | | | | | | | | | |
|------|-----------------|-----|----|----|-----|-----|----|-----|-----|-------|
| | a | b | c | d | e | f | g | h | l | Screw |
| 1303 | 45.5 | 50 | 16 | 26 | 46 | 98 | 26 | 4 | 120 | M8 |
| 1403 | 54 | 60 | 20 | 36 | 50 | 110 | 30 | 4.5 | 150 | M8 |
| 1503 | 75 | 80 | 25 | 47 | 50 | 140 | 45 | 6 | 180 | M8 |
| 1603 | 94 | 100 | 32 | 50 | 50 | 140 | 45 | 8 | 200 | M10 |
| 1703 | 134 | 114 | 38 | 84 | 100 | 200 | 50 | 10 | 250 | M12 |



The splice joints are supplied complete with vertical and horizontal adjustment screws which facilitate precise alignment of the track sections.

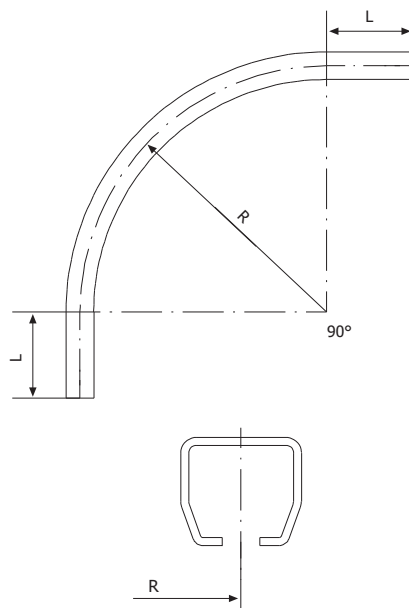
When positioning splice joints it is important to ensure that they are placed within the allowable distance from an adjacent support bracket.

Welded joints are possible, provided that the correct procedure is adopted, however they are not recommended as they inhibit the adjustment, future modification or dismantling of a system.

BENDS

90° BENDS

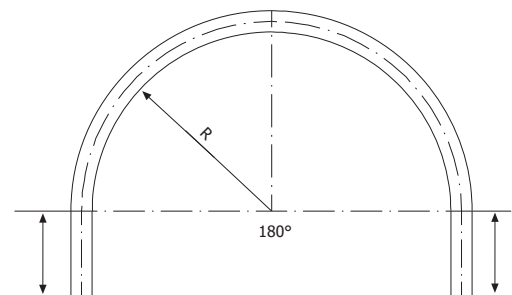
| Profile | Dimensions (mm) | |
|---------|-----------------|-----|
| | R | L |
| 300 | 410 ± 15 | 500 |
| | 630 ± 15 | 500 |
| | 950 ± 15 | 500 |
| 400 | 415 ± 15 | 500 |
| | 610 ± 15 | 500 |
| | 905 ± 15 | 500 |
| 500 | 605 ± 15 | 500 |
| | 875 ± 15 | 500 |
| 600 | 790 ± 20 | 600 |
| 700 | 1035 ± 20 | 700 |



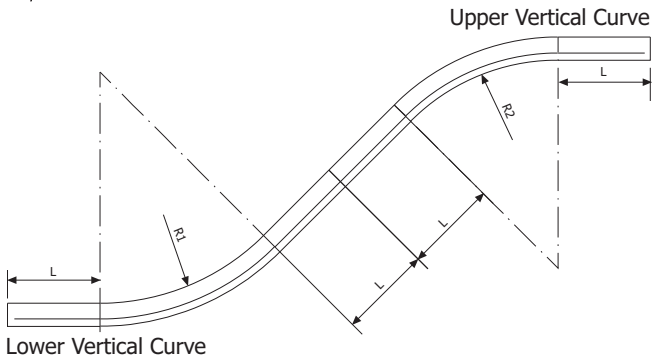
Non standard radii available contact our sales office for details

180° BENDS

| Profile | Dimensions (mm) | |
|---------|-----------------|-----|
| | R | L |
| 300 | 410 ± 15 | 500 |
| | 630 ± 15 | 500 |
| 400 | 415 ± 15 | 500 |
| | 610 ± 15 | 500 |
| 500 | 605 ± 15 | 500 |



45° BENDS



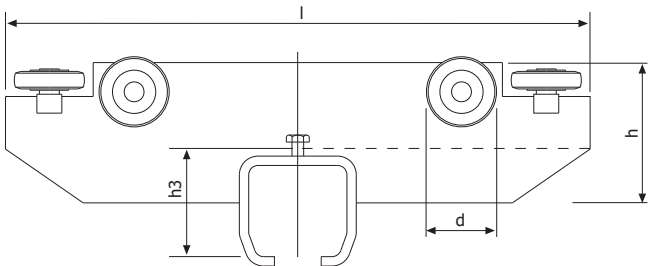
| Profile | Dimensions (mm) | | |
|---------|-----------------|-----|-----|
| | R1 | R2 | L |
| 300 | 415 | 390 | 500 |
| | 625 | 610 | 500 |
| | 920 | 885 | 500 |
| 400 | 630 | 561 | 500 |
| | 895 | 851 | 500 |
| 500 | 845 | 790 | 500 |
| 600 | 1035 | 990 | 600 |
| 700 | 1100 | 990 | 700 |

CRANE BRIDGE END CARRIAGES

Used mainly for crane systems the end carriage is the connection between gantry track profiles and the crane bridge track profile. For conventional crane applications the cross bridge track profile is clamped in one of the end carriages by screws and allowed to slide freely in the other, this accommodates any slight misalignment between near parallel gantry track profiles. The horizontal wheels placed on either end of the end carriage guard against potential "crabbing action" caused by non parallel gantry track profiles and ensure free movement.

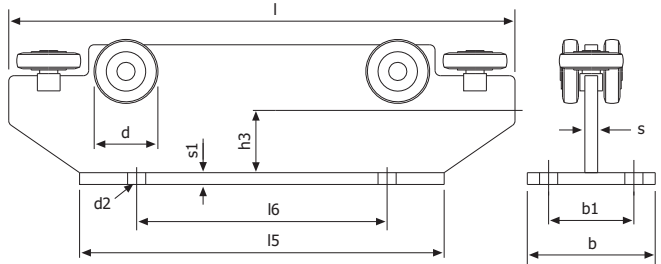
SINGLE BRIDGE END CARRIAGE

| Part | Dimensions (mm) | | | |
|------|-----------------|-----|-----|------|
| | l | h | h3 | d |
| 1354 | 350 | 35 | 49 | 27.5 |
| 1454 | 400 | 45 | 59 | 34 |
| 1554 | 450 | 70 | 91 | 48 |
| 1654 | 500 | 80 | 106 | 60 |
| 1754 | 600 | 110 | 143 | 89 |



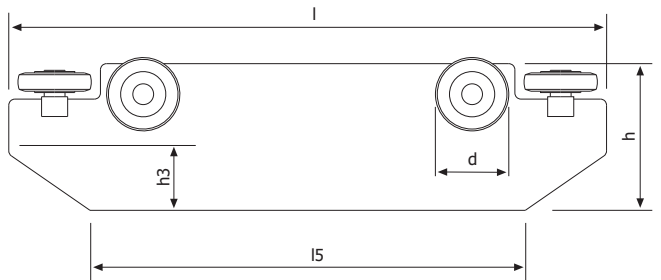
FLAT PLATE END CARRIAGE

| Part | Dimensions (mm) | | | | | | | | | |
|--------|-----------------|-----|-----|------|-----|-----|-----|----|----|----|
| | l | l5 | l6 | d | d2 | b | b1 | h3 | s | s1 |
| 1354/1 | 350 | 290 | 200 | 27.5 | 8.5 | 60 | 36 | 31 | 4 | 4 |
| 1454/1 | 400 | 315 | 200 | 34 | 11 | 70 | 46 | 45 | 8 | 8 |
| 1554/1 | 450 | 335 | 220 | 48 | 13 | 100 | 60 | 64 | 10 | 10 |
| 1654/1 | 500 | 370 | 260 | 60 | 17 | 120 | 80 | 72 | 12 | 12 |
| 1754/1 | 600 | 440 | 300 | 89 | 21 | 150 | 100 | 74 | 16 | 15 |



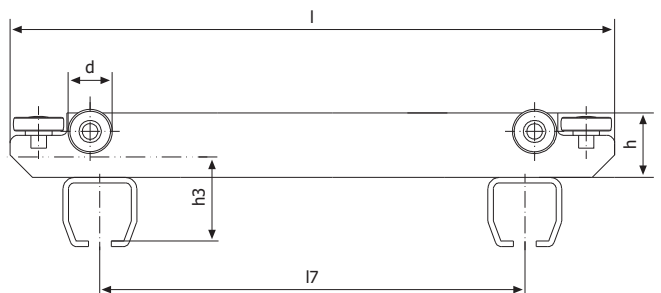
PLAIN END CARRIAGE

| Part | Dimensions (mm) | | | | |
|--------|-----------------|-----|-----|----|------|
| | l | l5 | h | h3 | d |
| 1354/2 | 350 | 292 | 50 | 23 | 27.5 |
| 1454/2 | 400 | 315 | 70 | 35 | 34 |
| 1554/2 | 450 | 336 | 100 | 52 | 48 |
| 1654/2 | 500 | 370 | 120 | 60 | 60 |
| 1754/2 | 600 | 440 | 150 | 59 | 89 |



DOUBLE END CARRIAGE

| Part | Dimensions (mm) | | | | |
|--------|-----------------|-----|-----|-----|------|
| | l | l7 | h | h3 | d |
| 1354/3 | 410 | 300 | 50 | 64 | 33.5 |
| 1454/3 | 630 | 500 | 60 | 74 | 34 |
| 1554/3 | 700 | 500 | 70 | 91 | 48 |
| 1654/3 | 820 | 600 | 100 | 126 | 60 |
| 1754/3 | 850 | 600 | 110 | 143 | 89 |



LOAD/SUSPENSION TROLLEYS

A wide range of trolleys are available and the selection is related to the weight, type and dimension of the load to be carried.

Two Wheeled Trolleys - This arrangement is suitable for straight tracks and where contact of the suspended loads do not cause a problem.

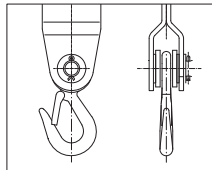
Four Wheeled Trolleys - This arrangement provides improved location which ensures smoother running within the track installations and where contact of suspended loads do not cause a problem.

Two Trolley Load Carriers - This arrangement is generally considered for the following reasons:

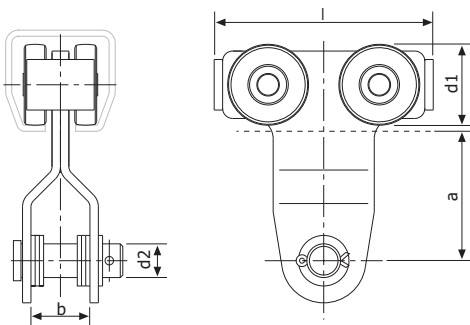
1. Where it is necessary to ensure that suspended loads cannot contact each other, i.e. extended trolley length with buffers.
2. To ensure the stability of a larger load, particularly through bends and switches.
3. As a method of distributing suspension trolley load, which can increase trolley capacity.

HOIST TROLLEY

| Part No | Max. Load | Dimensions (mm) | | | | |
|---------|-----------|-----------------|----|----|----|-----|
| | | a | b | d1 | d2 | l |
| 1418 | 125kg | 65 | 30 | 34 | 16 | 100 |
| 1518 | 250kg | 76 | 35 | 48 | 20 | 130 |
| 1618 | 500kg | 91.5 | 35 | 60 | 22 | 150 |
| 1718 | 1000kg | 117 | 45 | 89 | 26 | 214 |

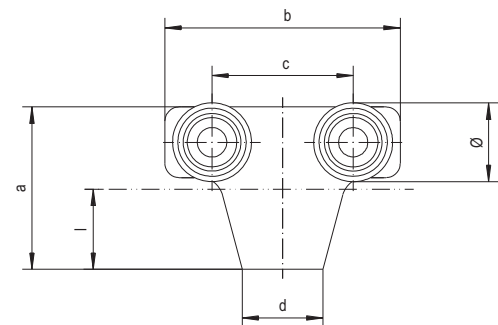


Hoist trolley can be supplied complete with hook. Details on request.



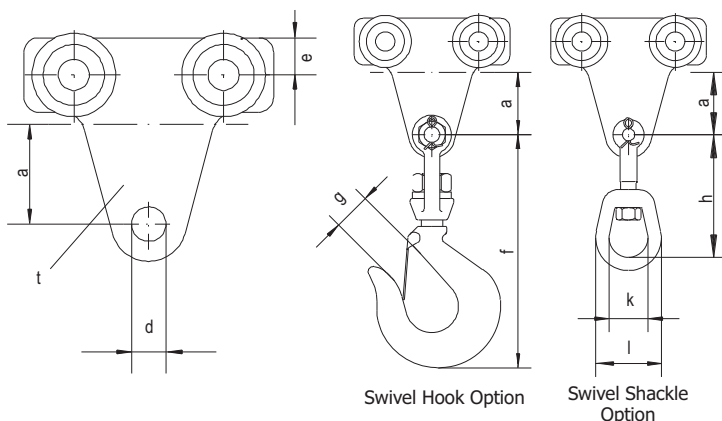
4 WHEELED SUSPENSION TROLLEY FOR WELDING

| Part No | Max. Load | Dimensions (mm) | | | | | |
|---------|-----------|-----------------|-----|-----|------|------|------|
| | | a | b | c | d | l | Ø |
| 1310S | 40kg | 51 | 80 | 50 | 28.5 | 25 | 27.9 |
| 1410S | 80kg | 69 | 100 | 60 | 34.5 | 34 | 34 |
| 1510S | 200kg | 80 | 120 | 70 | 45 | 32 | 48 |
| 1610S | 400kg | 100 | 145 | 80 | 80 | 40.5 | 60 |
| 1710S | 800kg | 140 | 210 | 105 | 80 | 49 | 89 |



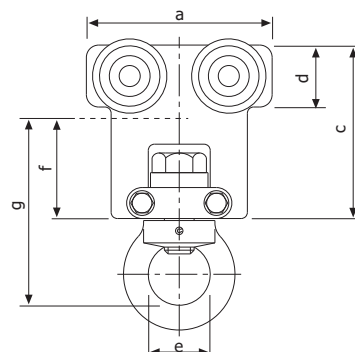
4 WHEELED SUSPENSION TROLLEY SINGLE EYE

| Part No | Max. Load | Dimensions (mm) | | | | | | | | |
|---------|-----------|-----------------|-----|----|-----|----|-----|----|----|----|
| | | a | d | e | f | g | h | k | t | l |
| 1310 | 40kg | 31 | Ø10 | 10 | - | - | 79 | 25 | 8 | 42 |
| 1410 | 80kg | 40 | Ø14 | 15 | 125 | 24 | 79 | 25 | 8 | 42 |
| 1510 | 200kg | 42 | Ø18 | 20 | 125 | 24 | 79 | 25 | 10 | 42 |
| 1610 | 400kg | 47 | Ø22 | 25 | 125 | 24 | 98 | 31 | 12 | 51 |
| 1710 | 800kg | 74 | Ø26 | 40 | 152 | 28 | 126 | 37 | 15 | 64 |



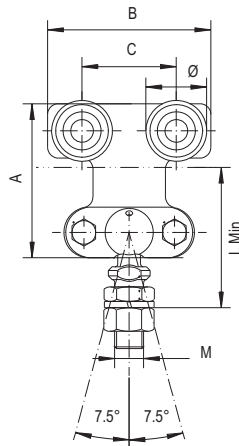
4 WHEELED SUSPENSION TROLLEY WITH ROTATING RING

| Part No | Max. Load | Dimensions (mm) | | | | | |
|---------|-----------|-----------------|-----|------|----|------|-----|
| | | a | c | Ød | Øe | f | g |
| 324Ri | 40kg | 68 | 72 | 27.9 | 30 | 44 | 65 |
| 424Ri | 80kg | 90 | 85 | 34 | 35 | 49 | 98 |
| 524Ri | 200kg | 110 | 110 | 48 | 40 | 59 | 114 |
| 624Ri | 400kg | 150 | 140 | 60 | 50 | 78.5 | 150 |
| 724Ri | 800kg | 200 | 200 | 89 | 60 | 109 | 194 |



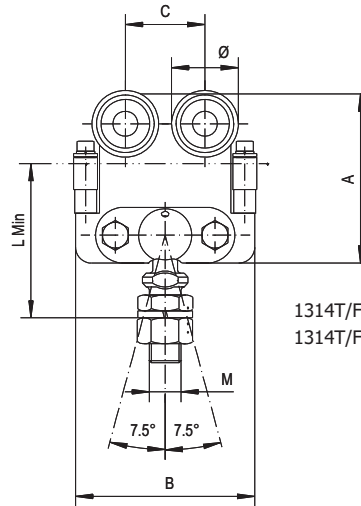
4 WHEELED SUSPENSION WITH SWIVEL SCREW FIXING

| Part No | Max. Load (kg) | Dimensions (mm) | | | | | |
|---------|----------------|-----------------|-----|-----|---------|-----|------|
| | | A | B | C | L (min) | M | Ø |
| 1314 | 40 | 70 | 70 | 38 | 66 | M12 | 27.9 |
| 1414 | 80 | 85 | 90 | 52 | 78 | M16 | 34 |
| 1514 | 200 | 115 | 110 | 56 | 98 | M20 | 48 |
| 1614 | 400 | 145 | 140 | 75 | 126 | M24 | 60 |
| 1714 | 800 | 180 | 200 | 105 | 136 | M30 | 89 |



4 WHEELED SUSPENSION WITH SWIVEL SCREW FIXING PLUS SIDE GUIDANCE

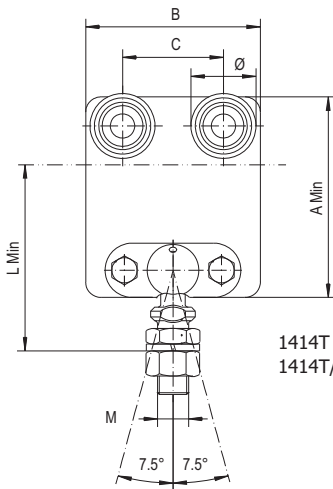
| Part No | Max. Load | Dimensions (mm) | | | | | | | | |
|---------|-----------|-----------------|----------|----------|-----|----|---------|-----|------|--|
| | | A (min) | A (norm) | A (spec) | B | C | L (min) | M | Ø | |
| 1314T/F | 40kg | 70 | 70 | - | 70 | 32 | 66 | M12 | 27.9 | |
| 1414T/F | 80kg | 85 | 120 | - | 90 | 40 | 78 | M16 | 34 | |
| 1514T/F | 200kg | 120 | 165 | 220 | 100 | 50 | 103 | M20 | 48 | |
| 1614T/F | 400kg | 145 | 200 | - | 140 | 62 | 126 | M24 | 60 | |



1314T/F - 1614T/F Max. Temp. +100°C
1314T/F/K - 1614T/F/K Max. Temp. +250°C

4 WHEELED SUSPENSION WITH SWIVEL SCREW FIXING

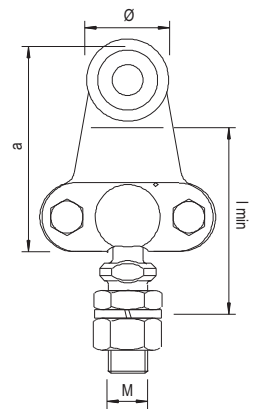
| Part No | Max. Load | Dimensions (mm) | | | | | |
|---------|-----------|-----------------|-----|----|---------|-----|----|
| | | A (min) | B | C | L (min) | M | Ø |
| 1414T | 80kg | 120 | 90 | 53 | 113 | M16 | 34 |
| 1514T | 200kg | 165 | 100 | 56 | 148 | M20 | 48 |
| 1614T | 400kg | 200 | 120 | 75 | 181 | M24 | 60 |



1414T - 1614T Temp. -20°C to +100°C,
1414T/K - 1614T/K Temp. -30°C to +250°C

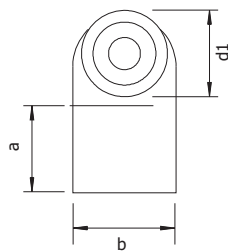
2 WHEELED SUSPENSION WITH SWIVEL SCREW FIXING

| Part No | Max. Load | Dimensions (mm) | | | |
|---------|-----------|-----------------|---------|-----|------|
| | | a (min) | l (min) | M | Ø |
| 1315 | 20kg | 70 | 66 | M12 | 27.9 |
| 1415 | 40kg | 85 | 78 | M16 | 34 |
| 1515 | 100kg | 115 | 98 | M20 | 48 |
| 1615 | 200kg | 145 | 126 | M24 | 60 |
| 1715 | 400kg | 180 | 136 | M30 | 89 |



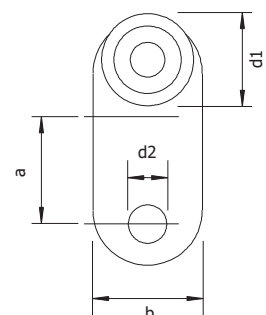
2 WHEELED SUSPENSION FOR WELDING

| Part No | Max. Load | Dimensions (mm) | | |
|---------|-----------|-----------------|-----|------|
| | | a | b | d1 |
| 1311S | 20kg | 25 | 30 | 27.9 |
| 1411S | 40kg | 34 | 40 | 34 |
| 1511S | 100kg | 34 | 50 | 48 |
| 1611S | 200kg | 42.5 | 70 | 60 |
| 1711S | 400kg | 48 | 100 | 89 |



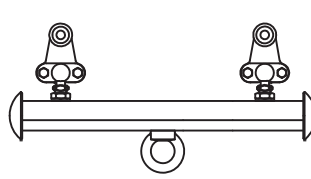
2 WHEELED SUSPENSION WITH SINGLE EYE

| Part No | Max. Load | Dimensions (mm) | | | |
|---------|-----------|-----------------|----|------|----|
| | | a | b | d1 | d2 |
| 1311 | 20kg | 31 | 30 | 27.9 | 10 |
| 1411 | 40kg | 40 | 40 | 34 | 14 |
| 1511 | 100kg | 42 | 50 | 48 | 18 |
| 1611 | 200kg | 46.5 | 70 | 60 | 22 |
| 1711 | 400kg | 75 | 80 | 89 | 26 |

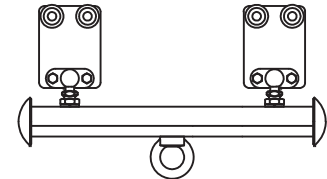


2 TROLLEY LOAD CARRIER

| Profile | Dimensions (mm) | | | | | | | | | |
|------------|-----------------|-----|---------|-----|----|-----|-----|-----|-----|--|
| | L | m | h (min) | e | e1 | e2 | H | H1 | H2 | |
| 300 | 300 | 180 | 65 | 165 | 41 | 46 | 266 | 142 | 147 | |
| 400 | 450 | 300 | 77 | 165 | 48 | 56 | 286 | 169 | 177 | |
| 500 | 600 | 420 | 98 | 165 | 55 | 65 | 323 | 213 | 223 | |
| 600 | 700 | 500 | 126 | 184 | 70 | 85 | 385 | 271 | 286 | |
| 700 | 1000 | 700 | 137 | 186 | 85 | 170 | 433 | 332 | 417 | |



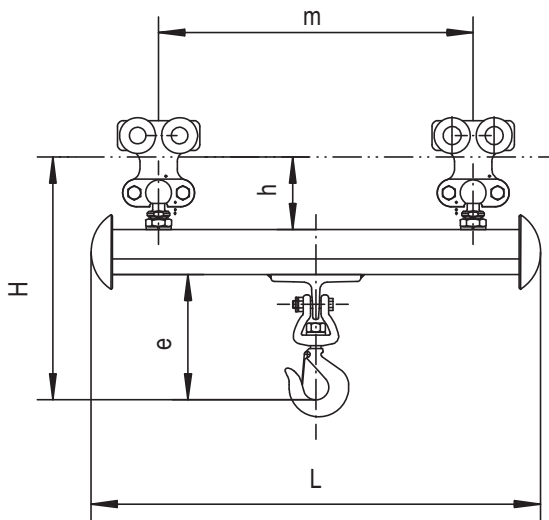
2 wheel trolley arrangement



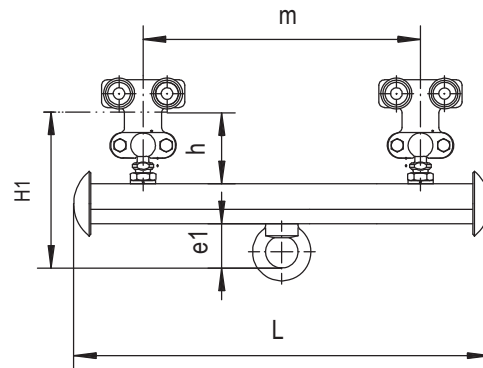
4 wheel trolley arrangement

| Profile Size | 300 | 400 | 500 | 600 | 700 |
|------------------------|------|-------|-------|-------|--------|
| 2 x 2 Wheeled Trolleys | 40kg | 80kg | 200kg | 400kg | 800kg |
| 2 x 4 Wheeled Trolley | 80kg | 160kg | 400kg | 800kg | 1600kg |

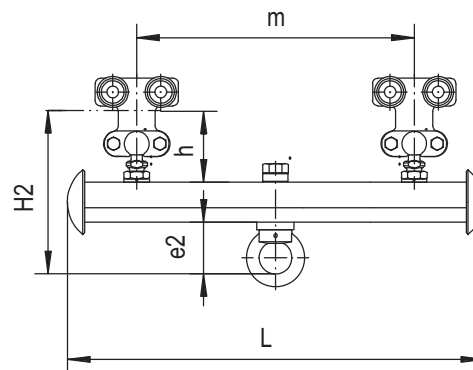
2 Trolley Load Carriers can be supplied using both 2 Wheeled Trolleys or 4 Wheeled Trolleys. The effective carrying load is determined by the type of wheel unit. The chart below gives the allowable loads for the different trolley types.



Type: Clevis Hook



Type: Fixed Ring



Type: Swivel Ring

BUFFER CUPS

The use of our buffer cups optimises the contact between two load carriers, especially between curves and switches. Fig. 1 shows our standard buffer cup being used where the length of the load trolley does not exceed the radius of the curve. In the event that the radius will be smaller than the length of the load carrier we would suggest that the buffer ring option (Fig. 2) is used.

Fig. 1

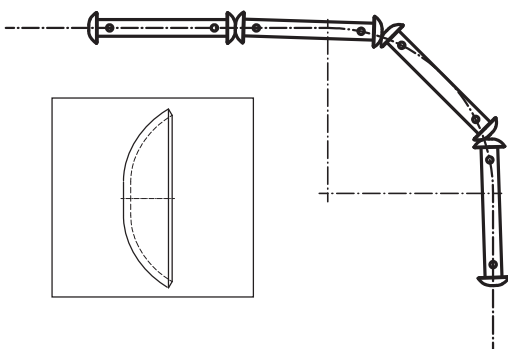
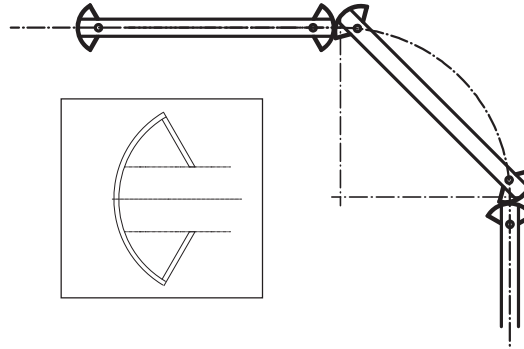


Fig. 2

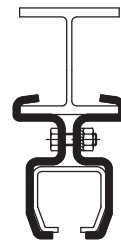


SUPPORT BRACKETS

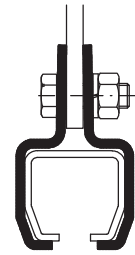
A wide range of standard support brackets to suit most building constructions and supporting steelwork is available. In the event of a requirement for special mounting, we have the capability to design special manufactured items completely to customers requirements.

When considering any system and the method of mounting it is essential that the roof, ceiling or floor structure is of adequate strength for the proposed system. We recommend consulting a qualified structural consultant to advise in this area.

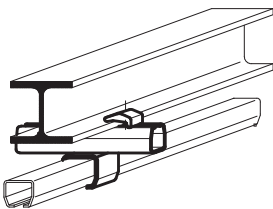
Below are illustrations of typical mounting using standard **MET-TRACK®** support brackets, of which the more common brackets are detailed within the next few pages.



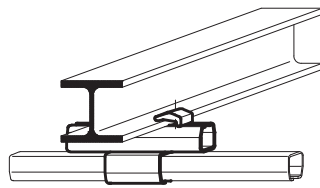
CLAMP / SPLIT SUPPORT BRACKET
Type: 1305 - 1705



SPLIT SUPPORT BRACKET
Type: 1308 - 1708



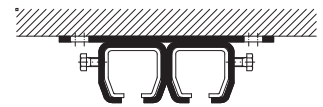
COMBINATION SPLIT SUPPORT BRACKET
Type: 1302A - 1702A



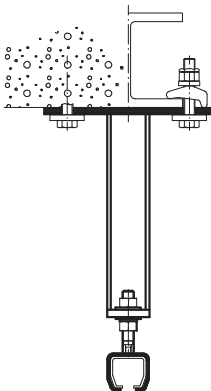
COMBINATION SPLIT SUPPORT BRACKET
Type: 1302B - 1702B



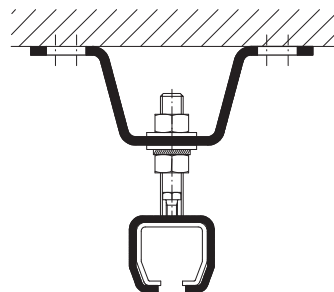
WALL SUPPORT BRACKET
Type: 301 - 701



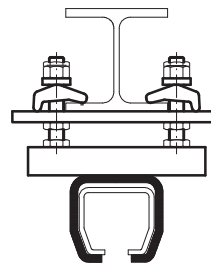
DOUBLE CEILING SUPPORT BRACKET
Type: 302D - 502D



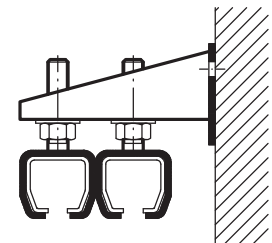
ADJUSTABLE FIXED DROPPER BRACKET
Special Bracket Design



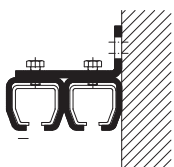
OFFSET CEILING SUPPORT BRACKET
Special Design



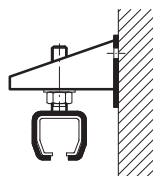
LINDAPTOR SUPPORT BRACKET ARRANGEMENT
Type: 1309 - 1709



DOUBLE ADJUSTABLE WALL SUPPORT BRACKET
Type: 404WD - 704WD with 2 x 304 - 704



DOUBLE WALL SUPPORT BRACKET
Type: 301D - 501D



ADJUSTABLE WALL SUPPORT BRACKET
Type: 404W - 604W with 304 - 704



ADJUSTABLE SUPPORT BRACKET
Type: 304 - 704

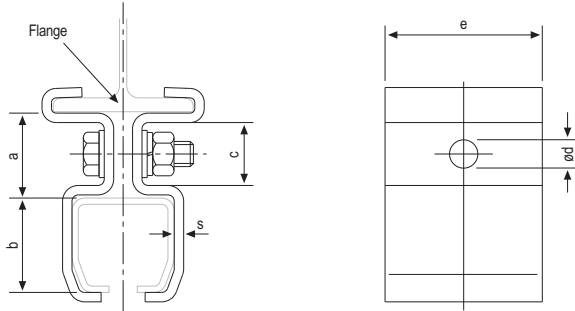


PLAIN SUPPORT BRACKET
Type: 1304 - 1704



CLAMP / SPLIT SUPPORT BRACKET

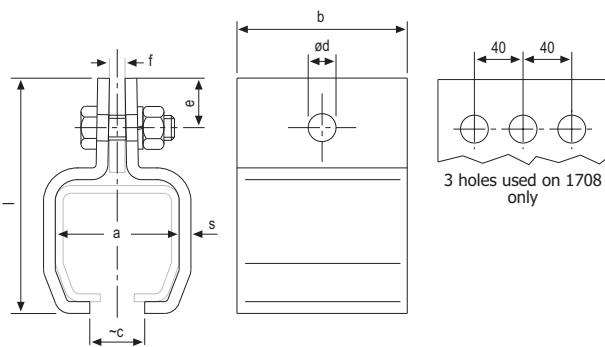
| Part No | Dimensions (mm) | | | | | | | Screw |
|---------|-----------------|-----|----|----|-----|----|----|-------|
| | a | b | c | Ød | e | f | s | |
| 1405 | 34 | 44 | 25 | 9 | 55 | 8 | 4 | M8 |
| 1505 | 56 | 60 | 42 | 17 | 90 | 10 | 6 | M16 |
| 1605 | 63 | 75 | 46 | 17 | 110 | 10 | 8 | M16 |
| 1705 | 90 | 110 | - | 17 | 120 | 16 | 10 | M16 |



| Part No. For 76mm Flange | | | |
|---------------------------|----------|----------|----------|
| 1405/76 | 1505/76 | 1605/76 | 1705/76 |
| Part No. For 89mm Flange | | | |
| 1405/89 | 1505/89 | 1605/89 | 1705/89 |
| Part No. For 102mm Flange | | | |
| 1405/102 | 1505/102 | 1605/102 | 1705/102 |

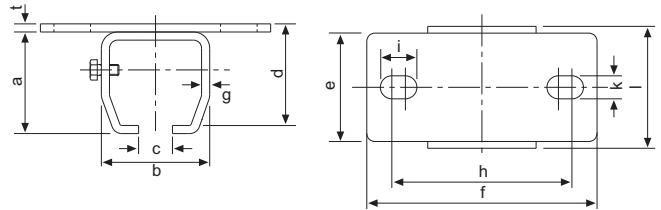
SPLIT SUPPORT BRACKET

| Part No | Dimensions (mm) | | | | | | | | Screw |
|---------|-----------------|-----|----|----|------|----|----|------|-------|
| | a | b | ~c | Ød | e | f | s | l | |
| 1308 | 40 | 55 | 16 | 13 | 24 | 8 | 4 | 88.5 | M12 |
| 1408 | 48.5 | 55 | 22 | 13 | 24.5 | 8 | 4 | 98.5 | M12 |
| 1508 | 65 | 90 | 25 | 17 | 32 | 10 | 6 | 131 | M16 |
| 1608 | 80 | 110 | 30 | 17 | 32 | 10 | 8 | 151 | M16 |
| 1708 | 90 | 120 | 30 | 17 | 32 | 16 | 10 | 192 | M16 |



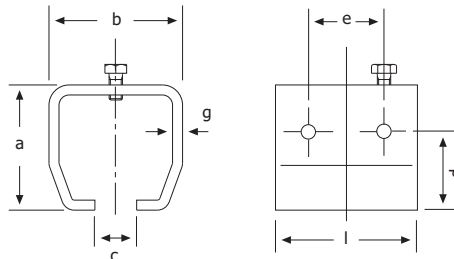
CEILING SUPPORT BRACKET

| Part No | Dimensions (mm) | | | | | | | | | | | | Screw |
|---------|-----------------|-----|----|------|-----|-----|-----|-----|------|----|----|-----|-------|
| | a | b | c | d | e | f | g | h | i | k | t | l | |
| 302 | 45.5 | 50 | 16 | 45.5 | 50 | 115 | 4 | 88 | 19 | 11 | 4 | 55 | M8 |
| 402 | 54 | 60 | 20 | 54.5 | 60 | 130 | 4.5 | 102 | 21 | 13 | 5 | 68 | M8 |
| 502 | 75 | 80 | 25 | 75 | 80 | 170 | 6 | 133 | 27 | 17 | 6 | 90 | M8 |
| 602 | 94 | 100 | 32 | 96 | 100 | 210 | 8 | 160 | 34 | 22 | 10 | 110 | M10 |
| 702 | 134 | 114 | 38 | 136 | 120 | 260 | 10 | 202 | 45.5 | 22 | 12 | 120 | M12 |



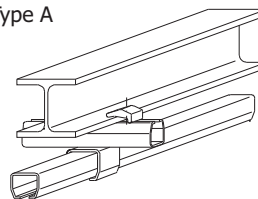
PLAIN SUPPORT BRACKET

| Part No | Dimensions (mm) | | | | | | | | Screw |
|---------|-----------------|-----|----|----|----|----|-----|-----|-------|
| | a | b | c | d | e | f | g | l | |
| 1304 | 45.5 | 50 | 16 | 26 | 29 | - | 4 | 55 | M8 |
| 1404 | 54 | 60 | 20 | 36 | 38 | - | 4.5 | 68 | M8 |
| 1504 | 75 | 80 | 25 | 47 | 50 | - | 6 | 90 | M8 |
| 1604 | 94 | 100 | 32 | 50 | 50 | 45 | 8 | 110 | M10 |
| 1704 | 134 | 114 | 38 | 84 | 60 | - | 10 | 120 | M12 |

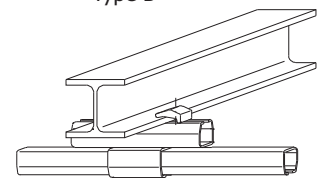


COMBINATION SUPPORT BRACKET

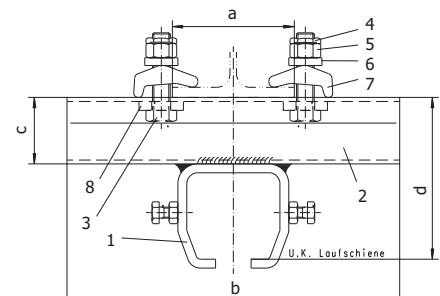
Type A



Type B

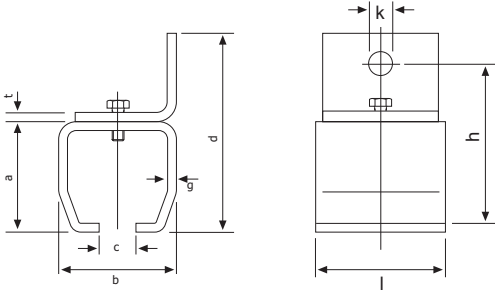


| Part No | Position | | | | | | | | Dimensions (mm) | | | |
|---------|----------|-------------|-----------|-----|-----|-----|------|--------------|-----------------|-----|----|-----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | a | b | c | d |
| 1302 | 1304 | 400 Profile | M12 x 60 | M12 | M12 | A14 | 1306 | 30 x 30 x 8 | 150 | 250 | 44 | 85 |
| 1402 | 1404 | 400 Profile | M12 x 60 | M12 | M12 | A14 | 1306 | 30 x 30 x 8 | 150 | 250 | 44 | 94 |
| 1502 | 1504 | 500 Profile | M16 x 70 | M16 | M16 | A18 | 1506 | 40 x 40 x 8 | 175 | 300 | 60 | 129 |
| 1602 | 1604 | 500 Profile | M16 x 70 | M16 | M16 | A18 | 1506 | 40 x 40 x 8 | 175 | 300 | 60 | 146 |
| 1702 | 1704 | 600 Profile | M20 x 110 | M20 | M20 | A22 | 1706 | 50 x 60 x 10 | 205 | 330 | 75 | 199 |



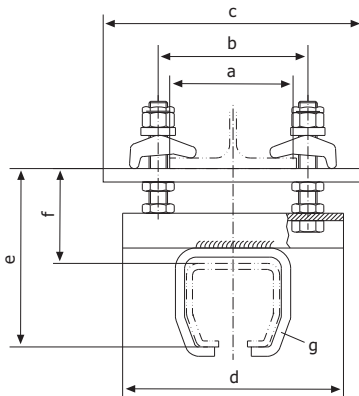
WALL SUPPORT BRACKET

| Part No | Dimensions (mm) | | | | | | | | | |
|---------|-----------------|-----|----|-----|-----|------|----|-----|-----|-------|
| | a | b | c | d | g | h | k | t | l | Screw |
| 301 | 46 | 50 | 16 | 75 | 4 | 57.5 | 11 | 4.5 | 55 | M8 |
| 401 | 54 | 60 | 20 | 93 | 4.5 | 72 | 13 | 5 | 68 | M8 |
| 501 | 75 | 80 | 25 | 122 | 6 | 98.5 | 17 | 6 | 90 | M8 |
| 601 | 94 | 100 | 32 | 157 | 8 | 124 | 22 | 10 | 110 | M10 |
| 701 | 134 | 114 | 38 | 211 | 10 | 170 | 26 | 12 | 120 | M12 |



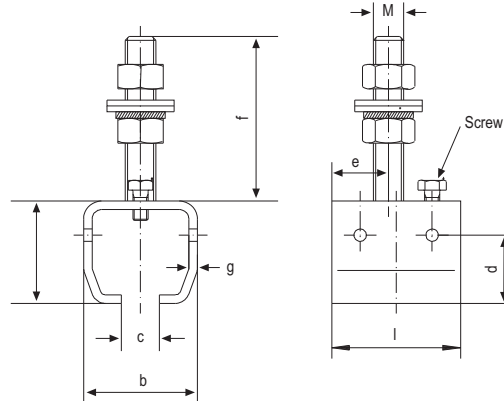
LINDAPTOR SUPPORT BRACKET ARRANGEMENT

| Part No | BEAM | Dimensions (mm) | | | | | |
|---------|------|-----------------|------|------|-------|--------|------|
| | | a | b | c | d | e | f |
| 1309 | | a+15 | a+65 | a+45 | 69±5 | 34±5 | 1304 |
| 1409 | | a+15 | a+65 | a+45 | 78±5 | 34.5±5 | 1404 |
| 1609 | | a+18 | a+78 | a+54 | 116±7 | 56±7 | 1504 |
| 1709 | | a+20 | a+98 | a+68 | 138±6 | 63±6 | 1604 |

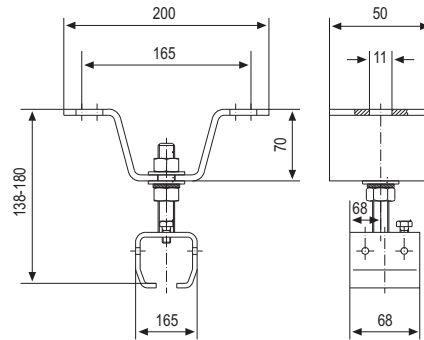


ADJUSTABLE SUPPORT BRACKET

| Part No | Dimensions (mm) | | | | | | | | | |
|---------|-----------------|-----|----|----|------|-----|-----|-----|-----|-------|
| | a | b | c | d | e | f | M | g | l | Screw |
| 304 | 45.5 | 50 | 16 | 26 | 22.5 | 87 | M16 | 4 | 55 | M8 |
| 404 | 54 | 60 | 20 | 36 | 30 | 87 | M16 | 4.5 | 68 | M8 |
| 504 | 75 | 80 | 25 | 47 | 41.5 | 133 | M20 | 6 | 90 | M8 |
| 604 | 94 | 100 | 32 | 50 | 48 | 133 | M20 | 8 | 110 | M10 |
| 704 | 134 | 114 | 38 | 84 | 45 | 189 | M30 | 10 | 120 | M12 |

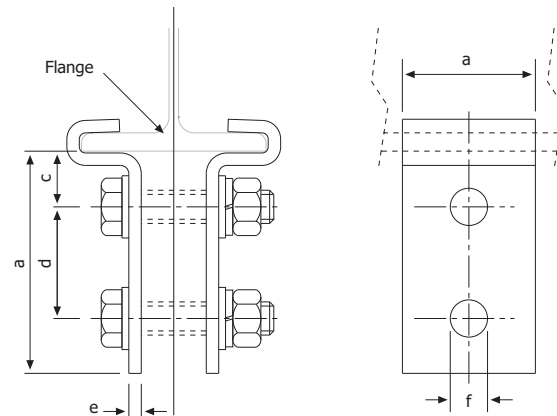


Typical Bracket for use with this support



CLAMP BRACKET

| Part No | Dimensions (mm) | | | | | | |
|---------|-----------------|----|----|----|---|----|-------|
| | a | b | c | d | e | ∅ | Screw |
| 1307 | 98 | 50 | 33 | 45 | 6 | 13 | M12 |
| 1507 | 110 | 70 | 40 | 45 | 8 | 17 | M16 |



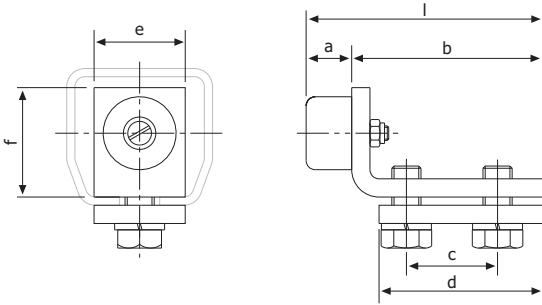
STOPS & FESTOON ACCESSORIES

END STOP

*Used for 700 Series Also

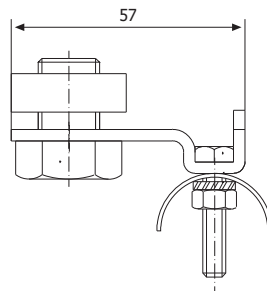
| Part No | Dimensions (mm) | | | | | | | Screw |
|---------------|-----------------|-----|----|----|----|----|-----|-------|
| | a | b | c | d | e | f | l | |
| 1300P | 10 | 60 | 30 | 60 | 20 | 25 | 70 | M8 |
| 1400P | 10 | 65 | 30 | 60 | 30 | 29 | 75 | M8 |
| 1500P | 25 | 88 | 40 | 80 | 40 | 50 | 113 | M12 |
| 1600P* | 25 | 105 | 50 | 90 | 50 | 60 | 130 | M16 |

We recommend fitting a dead stop bolt behind the end stop for extra protection



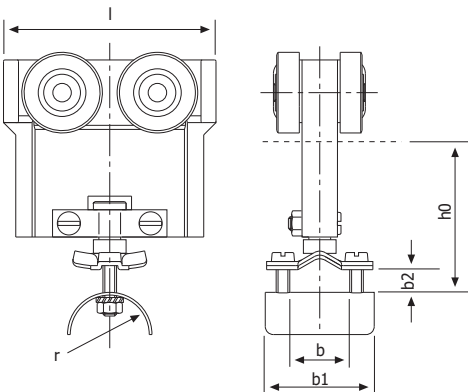
END CABLE CLAMP

| Part No | Suitable For Profile Track: |
|--------------|-----------------------------|
| 1435E | 300 & 400 |
| 1535E | 500, 600, 700 |



CABLE TROLLEY

| Part No | To Suit Profile | Dimensions (mm) | | | | | |
|---------------|-----------------|-----------------|----|----|----|----|----|
| | | h0 | l | b | b1 | b2 | r |
| 1435KM | 400 | 32 | 60 | 23 | 40 | 10 | 14 |
| 1535KM | 500 | 56.5 | 78 | 23 | 40 | 10 | 14 |
| 1735KM | 600 | 55.5 | 78 | 23 | 40 | 10 | 14 |
| 1735KM | 700 | 53.5 | 78 | 23 | 40 | 10 | 14 |



SWITCHES

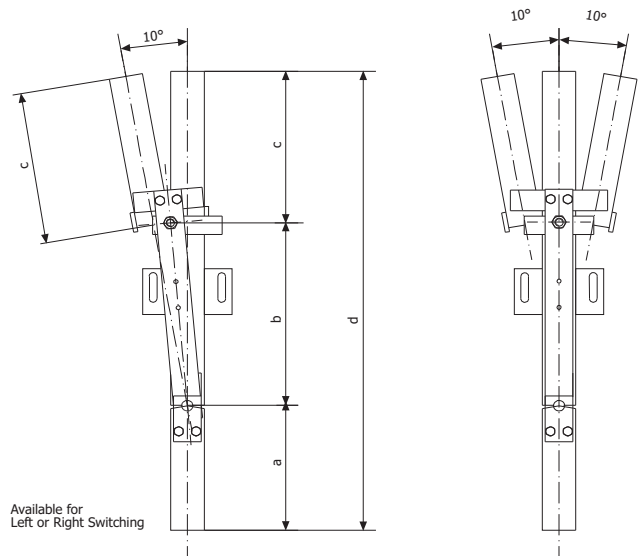
IO° SWITCH

| Part No | | Dimensions (mm) | | | |
|-------------|-------------|-----------------|-----|-----|------|
| Single | Double | a | d | c | d |
| 1331 | 1333 | 170 | 230 | 200 | 600 |
| 1431 | 1433 | 190 | 280 | 230 | 700 |
| 1531 | 1533 | 250 | 370 | 280 | 900 |
| 1631 | 1633 | 290 | 460 | 350 | 1100 |
| 1731 | 1733 | 370 | 510 | 420 | 1300 |

We recommend fitting a dead stop bolt behind the end stop for extra protection

These switches can be actuated by :-

- Standard Points Control Mechanism
- Double Chain Pull
- Pneumatic or Electrical/Pneumatic Actuation
- Mechanical Remote Control



Available for Left or Right Switching



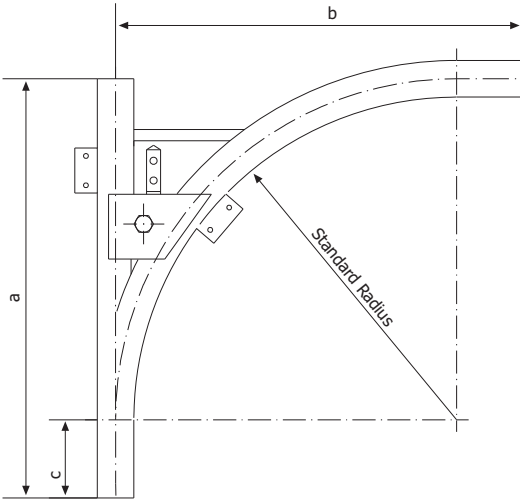
90° SINGLE SWITCH

| Part No | Dimensions (mm) | | |
|---------|-----------------|------|-----|
| | a | b | c |
| 1331ZA | 750 | 750 | 140 |
| 1431ZA | 750 | 750 | 140 |
| 1531ZA | 900 | 805 | 200 |
| 1631ZA | 1100 | 1000 | 210 |

These switches can be actuated by:

- Chain Pull
- Operating Lever
- Spring Operation
- Alternating Automatically
- Automated
- Pneumatically

Also available with special radii, consult our sales office.



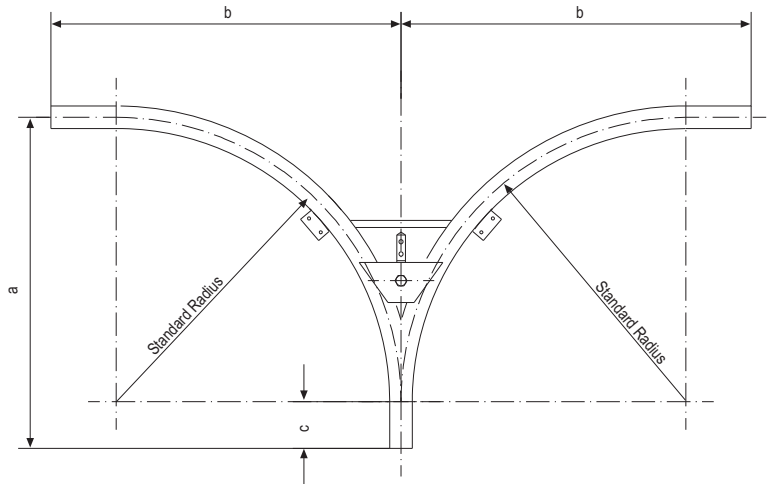
90° DOUBLE SWITCH

| Part No | Dimensions (mm) | | |
|---------|-----------------|------|-----|
| | a | b | c |
| 1332ZA | 750 | 750 | 140 |
| 1432ZA | 750 | 750 | 140 |
| 1532ZA | 805 | 805 | 200 |
| 1632ZA | 1000 | 1000 | 210 |

These switches can be actuated by: -

- Chain Pull
- Operating Lever
- Spring Operation
- Alternating Automatically
- Automated
- Pneumatically

Also available with special radii, consult our sales office.



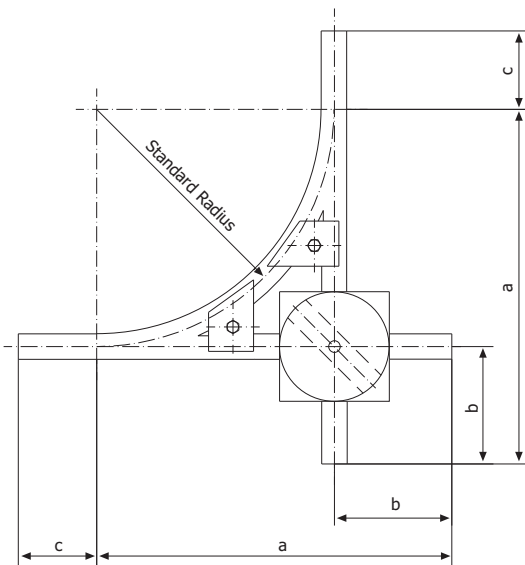
90° SWITCH & TURNTABLE

| Part No | Dimensions (mm) | | |
|---------|-----------------|-----|-----|
| | a | b | c |
| 1332ZA2 | 830 | 200 | 140 |
| 1432ZA2 | 810 | 200 | 140 |
| 1532ZA2 | 855 | 250 | 200 |
| 1632ZA2 | 1040 | 250 | 210 |

These switches can be actuated by:

- Chain Pull
- Operating Lever
- Spring Operation
- Alternating Automatically
- Automated
- Pneumatically

Also available with special radii, consult our sales office.



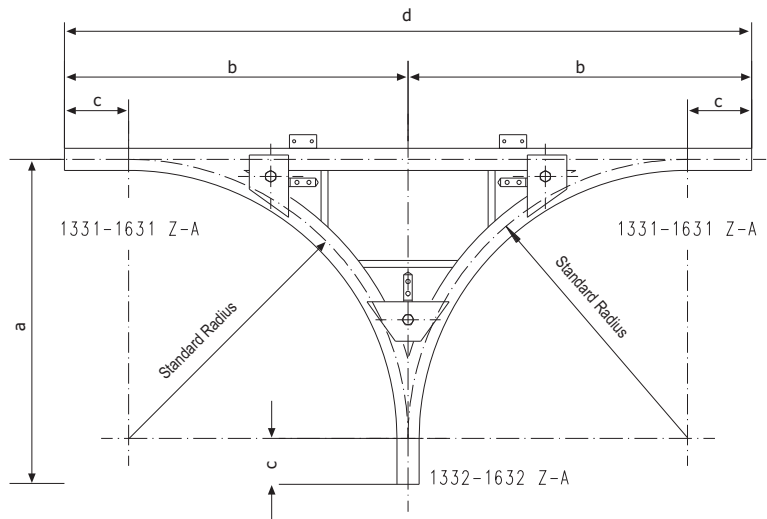
90° THREE WAY SWITCH

| Part No | Dimensions (mm) | | |
|---------|-----------------|------|-----|
| | a | b | c |
| 1332ZA1 | 770 | 750 | 140 |
| 1432ZA1 | 750 | 750 | 140 |
| 1532ZA1 | 805 | 805 | 200 |
| 1632ZA1 | 1000 | 1000 | 210 |

These switches can be actuated by:

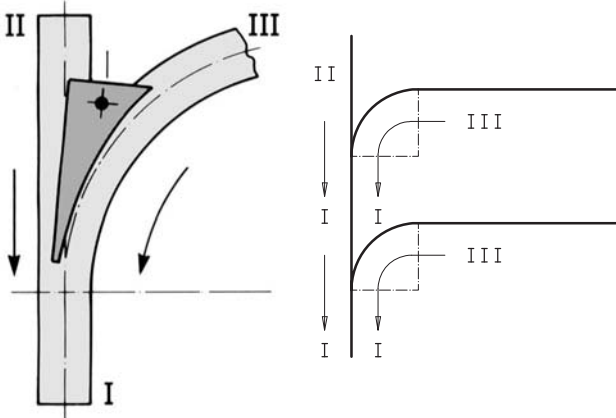
- Chain Pull
- Operating Lever
- Spring Operation
- Alternating Automatically
- Automated
- Pneumatically

Also available with special radii, consult our sales office.



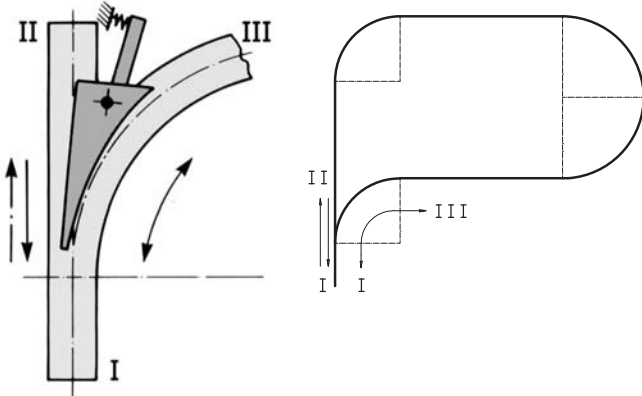
**SELF ACTUATING
AUTOMATED SWITCHES**

TONGUE TYPE A



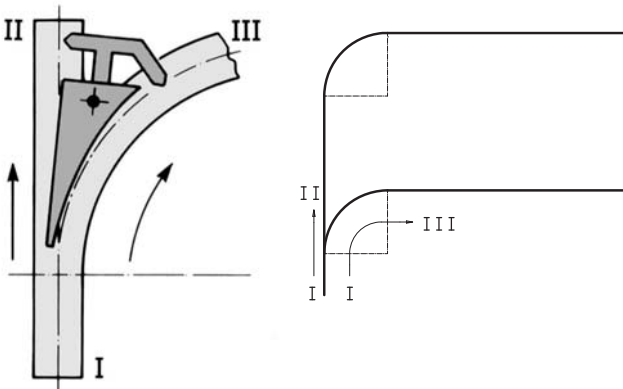
Tongue moves freely to allow travel directions from II to I and III to I

PRESSURE SPRING TYPE B



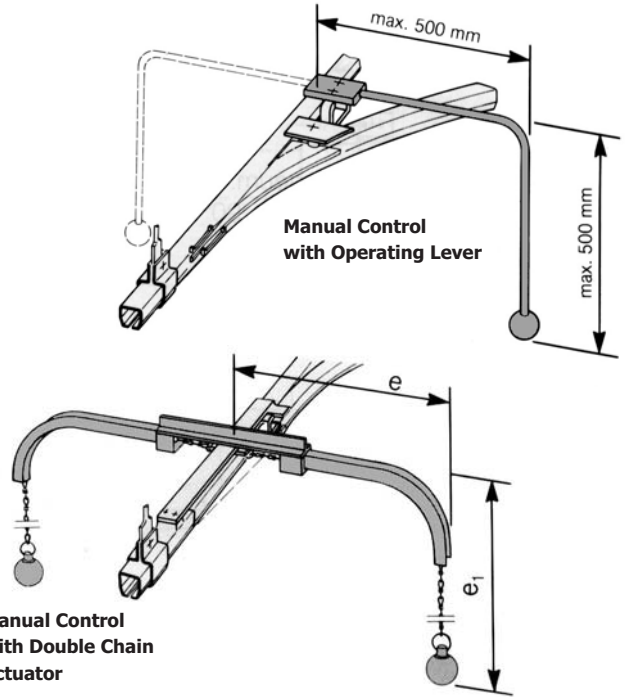
Spring tension ensures tongue is always in correct position to allow travel directions II to I, III to I & either I to III or I to II.

ALTERNATING TYPE C



Tongue is set to alternate to allow to allow travel I to II and then I to III automatically.

**MANUAL & REMOTE CONTROLS
FOR SWITCHES**

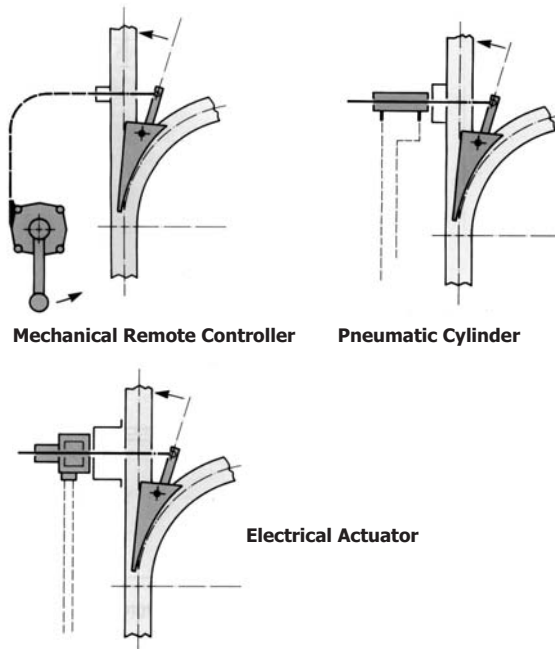


Manual Control with Double Chain Actuator

Manual control of switches using the Operating Lever option can only be utilised on installations where the track height is no higher than 2200mm. For installations higher than this dimension the Double Chain Actuator option should be chosen. The dimension "e" and "e1" (normally 500mm) can be altered to suit the application height.

The Double Chain Actuator is also recommended for low installations if the loads being transported are bulky and access to the switch area is restricted.

SPECIALS



Mechanical Remote Controller

Pneumatic Cylinder

Electrical Actuator

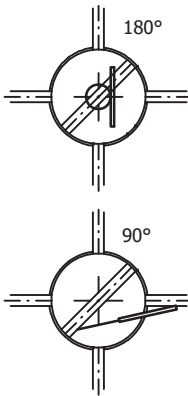
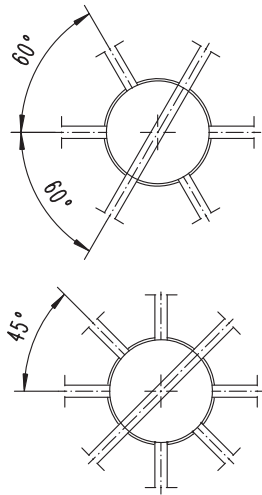


TURNTABLES

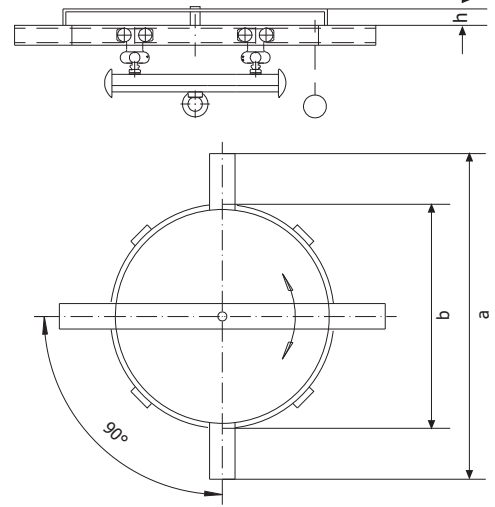
90° SINGLE TRACK TURNTABLE

| Part No | Dimensions (mm) | | |
|---------|-----------------|------|----|
| | a | d | c |
| 1340 | 850 | 450 | 34 |
| 1440 | 850 | 450 | 34 |
| 1540 | 1100 | 600 | 56 |
| 1640 | 1300 | 700 | 63 |
| 1740 | 1800 | 1000 | 90 |

This standard turntable can be configured for operation with 45° and 60° turns, consult our sales office.

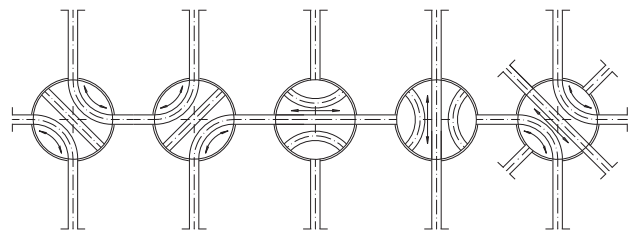
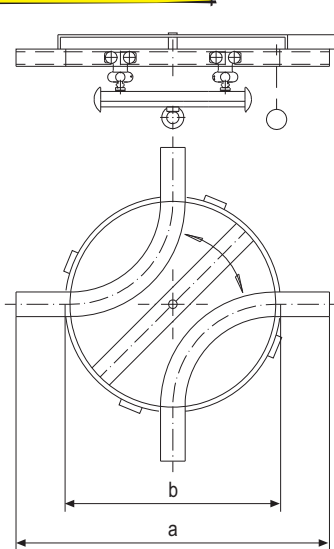


Pneumatic operation available for 90° and 180° rotation.



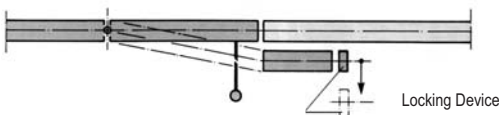
COMBINATION TURNTABLE

| Part No | Dimensions (mm) | | |
|---------|-----------------|------|----|
| | a | d | c |
| 1343 | 1300 | 900 | 34 |
| 1443 | 1300 | 900 | 34 |
| 1543 | 1800 | 1300 | 56 |
| 1643 | 2200 | 1600 | 63 |
| 1743 | 2800 | 2000 | 90 |



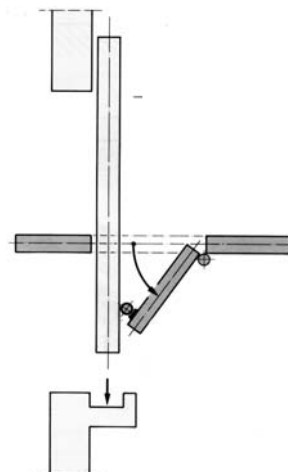
Typical Layouts

ENTRY/EXIT SECTIONS



These units allow for suspension trolleys and hangers to be loaded and unloaded according to system demand and also for planned inspection. A locking device is fitted to prevent the trolleys from falling when the section is opened. After closing the switch the trolley can be safely removed.

SYSTEM BREAK SWITCH



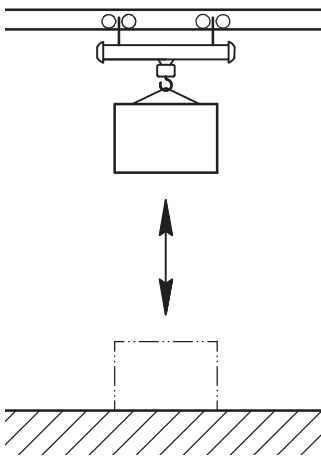
Where the system feeds an area normally closed off by a door, for example cold store or for fire protection, this unit is fitted to allow the door to be closed when access and load transportation is not required, thus leaving the closed off area functional.

A locking device prevents the load trolleys from falling out the system when the switch is open.

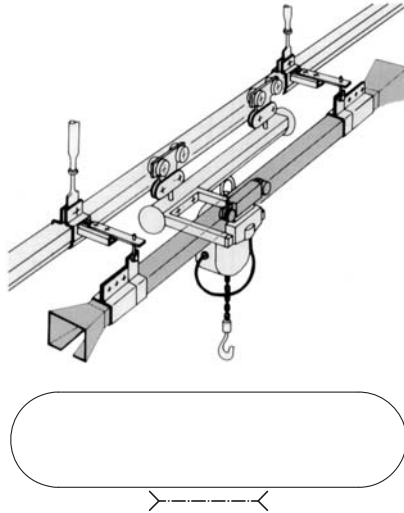


LOADING & UNLOADING

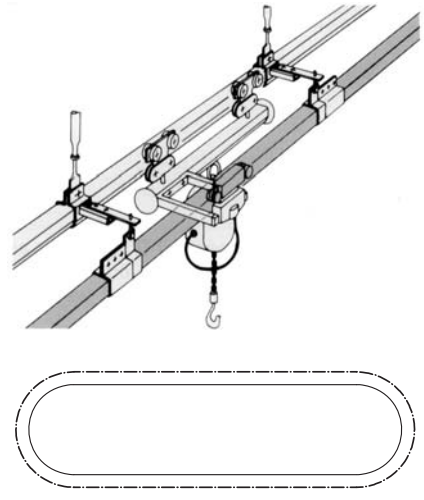
Manual Lifting Device



Localised Powered Lifting

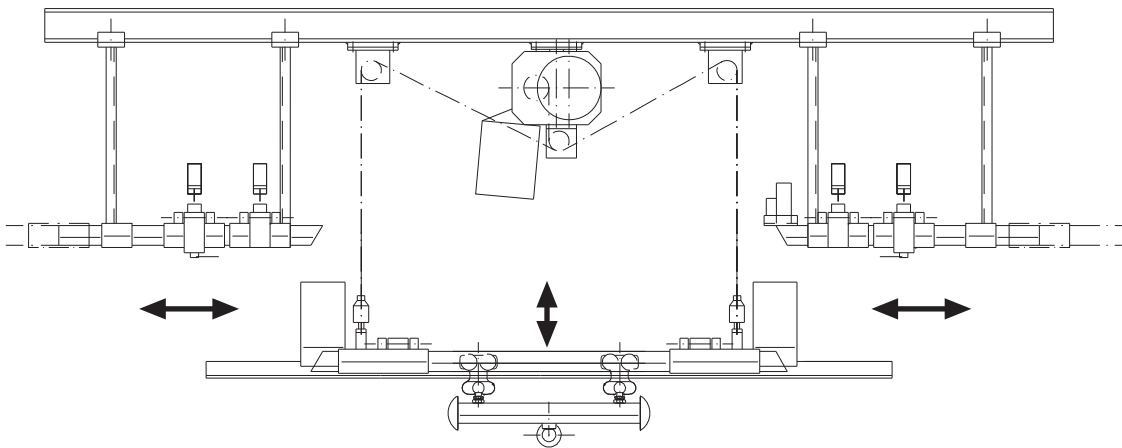


Continuous Powered Lifting

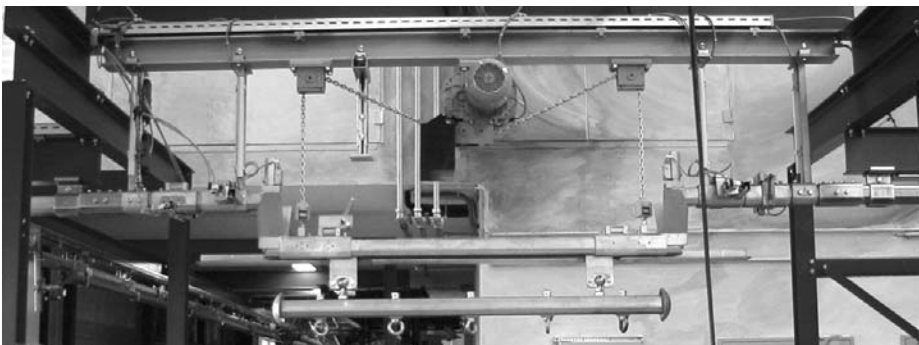


There are three standard alternatives for loading and unloading conveyor systems. These are via a **Manual Lifting Device**, which allows for loading throughout the system. **Localised Powered Lifting** where the lifting device is powered only where the loading and unloading is to take place. Thirdly, **Continuous Powered Lifting** throughout the system. This option allows operators to load and unload anywhere along the system as with the manual option, but using a powered lifting device.

DROP / LIFT SECTION



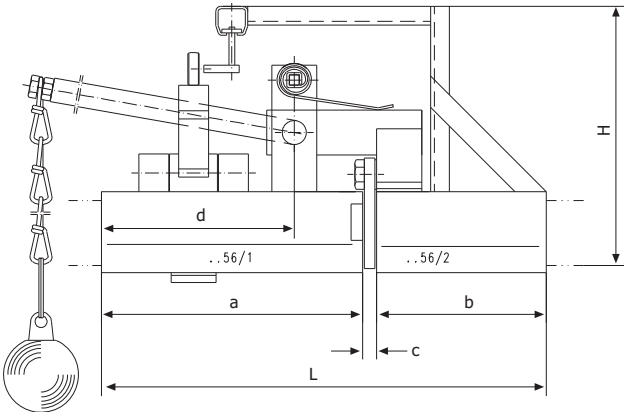
The ultimate alternative for loading and unloading systems, our **Drop Lift Section** offers complete safety through PLC control. As the designated track section lowers, the control limits ensure that all stops and transfer sections are engaged. Ideal for constant loading applications. For more details contact our sales office.



TRANSFERS

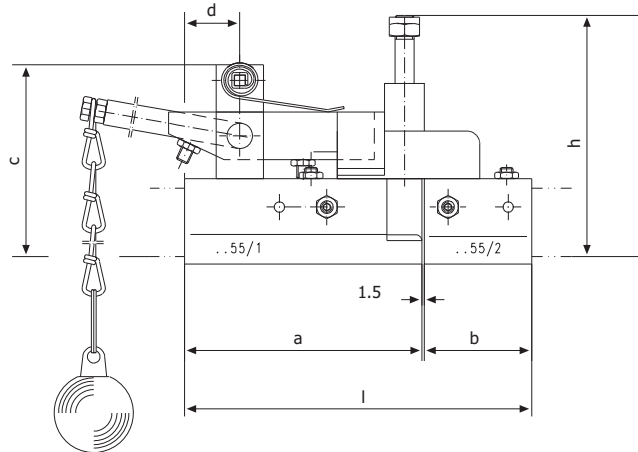
TYPE 1

| Part No | Dimensions (mm) | | | | | |
|---------|-----------------|-----|-----|-----|----|-----|
| | L | H | a | b | c | d |
| 1356 | 325 | 191 | 190 | 120 | 15 | 170 |
| 1456 | 390 | 200 | 225 | 150 | 15 | 170 |
| 1556 | 470 | 264 | 270 | 180 | 20 | 170 |
| 1656 | 530 | 282 | 310 | 100 | 20 | 170 |
| 1756 | 530 | 324 | 300 | 200 | 30 | 170 |

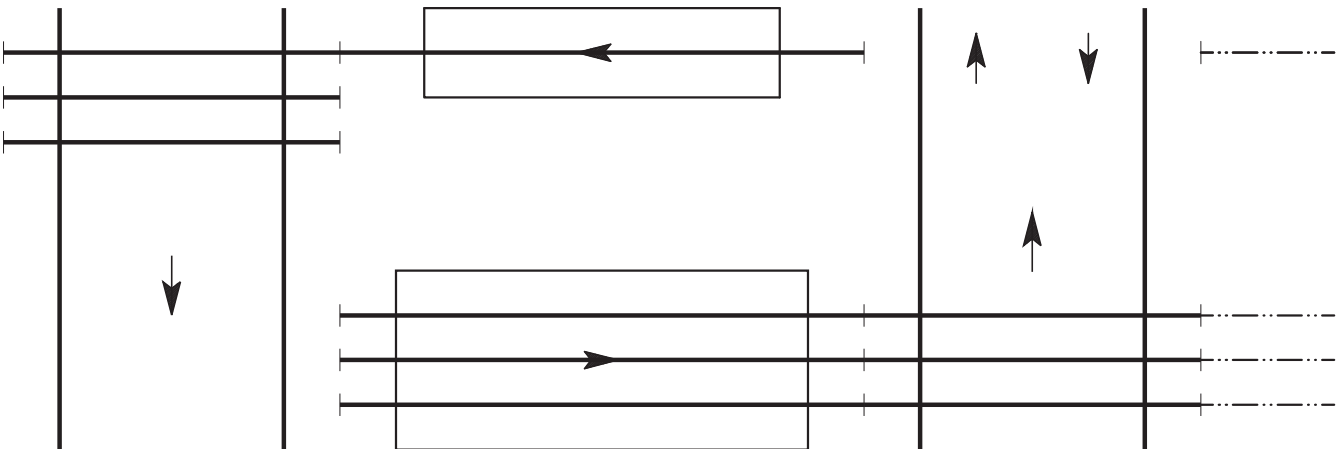


TYPE 2 - NEW

| Part No | Dimensions (mm) | | | | | |
|---------|-----------------|-----|-----|-----|-----|-----|
| | L | H | a | b | c | d |
| 1355 | 176.5 | 144 | 120 | 55 | 113 | 35 |
| 1455 | 219.5 | 152 | 150 | 68 | 121 | 35 |
| 1555 | 271.5 | 204 | 180 | 90 | 164 | 52 |
| 1655 | 311.5 | 221 | 200 | 110 | 181 | 68 |
| 1755 | 371.5 | 351 | 250 | 120 | 219 | 105 |



Typical Layouts

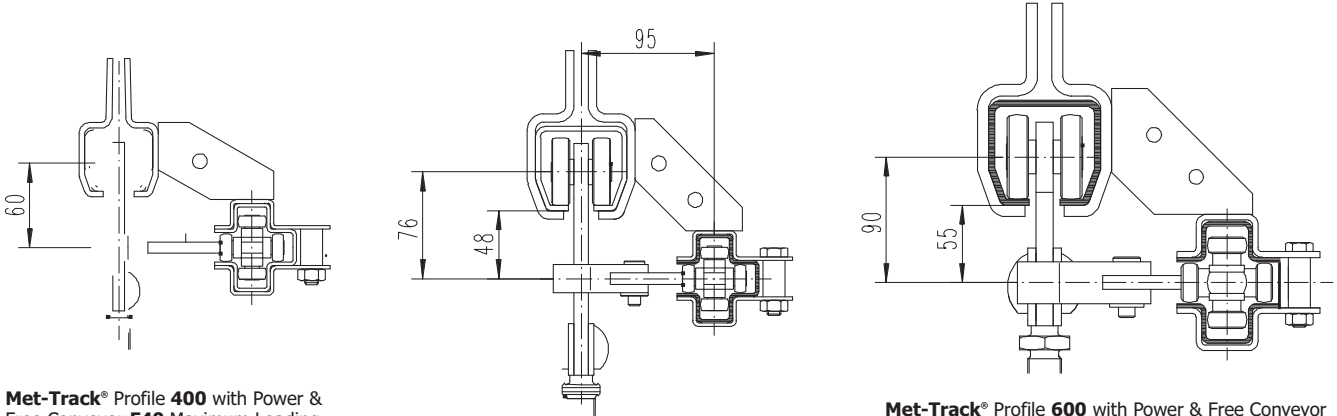


POWER & FREE CONVEYORS

The addition of our F40 or F60 conveyor track offers the ability to transform any manual **MET-TRACK®** system in to a high performance Power & Free system. All our power and free options can be fitted to new and existing installations.

The use of this system is ideal for transportation of loads in areas of high temperatures and aggressive substances, the bridging of height differences or the monitoring and control of production line work through-put.

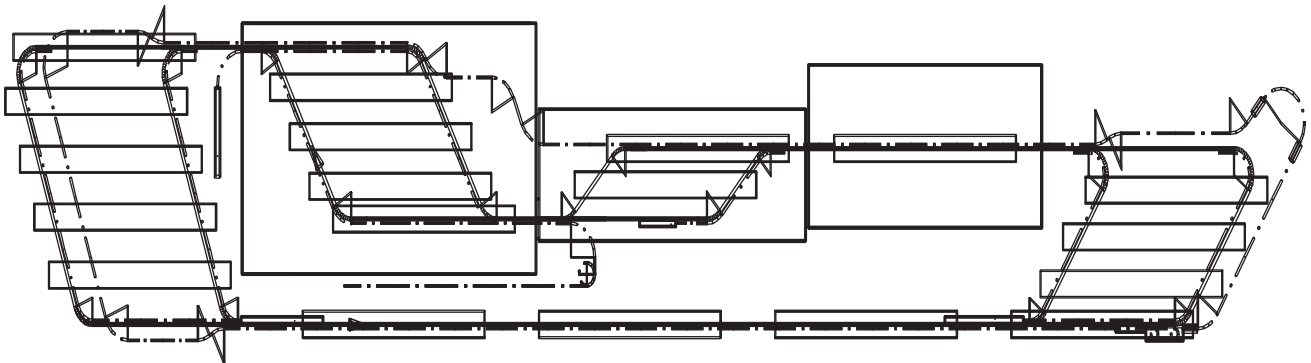
For further information on our circular conveyors and power and free conveyors please consult our sales office.



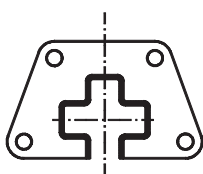
Met-Track® Profile 400 with Power & Free Conveyor **F40** Maximum Loading 160kg

Met-Track® Profile 500 with Power & Free Conveyor **F40** Maximum Loading 400kg

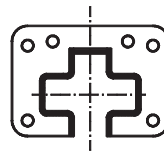
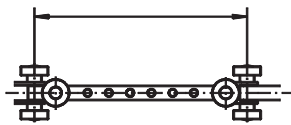
Met-Track® Profile 600 with Power & Free Conveyor **F60** Maximum Loading 1500kg



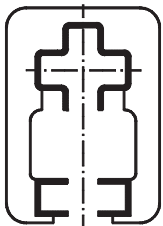
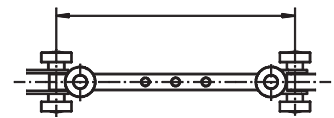
Example Layout, showing various work areas and the transportation routes created utilising our conveyor systems.



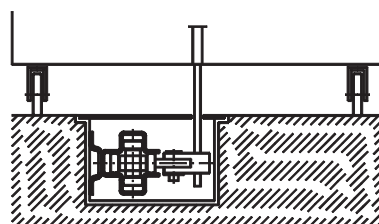
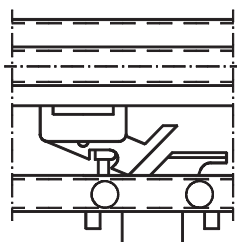
Conveyor Track **F40**



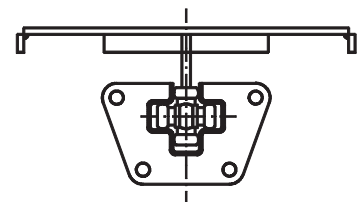
Conveyor Track **F60**



Power & Free **F40-2**



Underfloor Conveyor Type **F40/F60**



Suspended Conveyor **F40-S & F60-S**



POWERFEED SYSTEMS

- Festoon Systems
- Standard & Custom Reeling Drums
- Cable & Hose Drag Chains
- Conductor Systems
- Collector Columns
- Flexible Cables
- Plug & Sockets
- Pendant Control Stations
- Radio Remote Pendants
- Worm Gear Limit Switches
- Foot Switches

SAFETY SYSTEMS

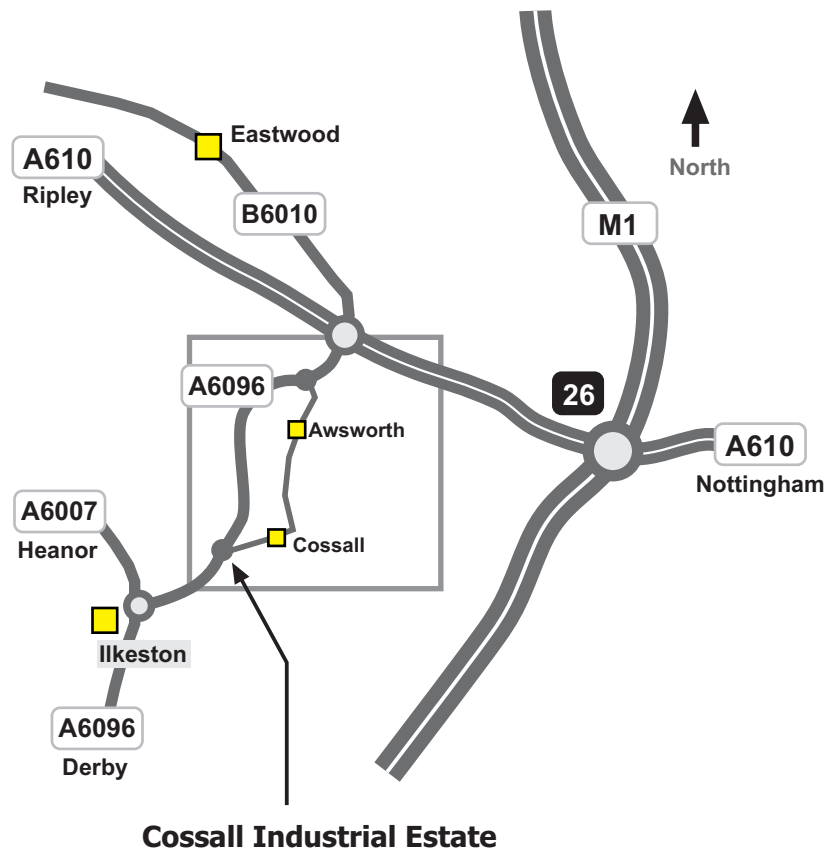
- Vertical Fall Arrest Ladder Systems
- Safetrack Horizontal Track Systems
- Horizontal Wire Systems

MECHANICAL HANDLING

- **MET-TRACK®** Light Cranes
- **MET-TRACK®** Monorails & Conveyors
- **MET-TRACK®** Sliding Door Gear
- **MET-TRACK®** Custom Track Systems
- **Alu-Lift®** Portable Aluminium Gantry
- Tool Balancers

OFFSHORE DIVISION

- Cable & Hose Drag Chains
- Cable & Hose Festoon Systems
- Cable & Hose Booms
- Cable & Hose Reeling Drums



M117-0117

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