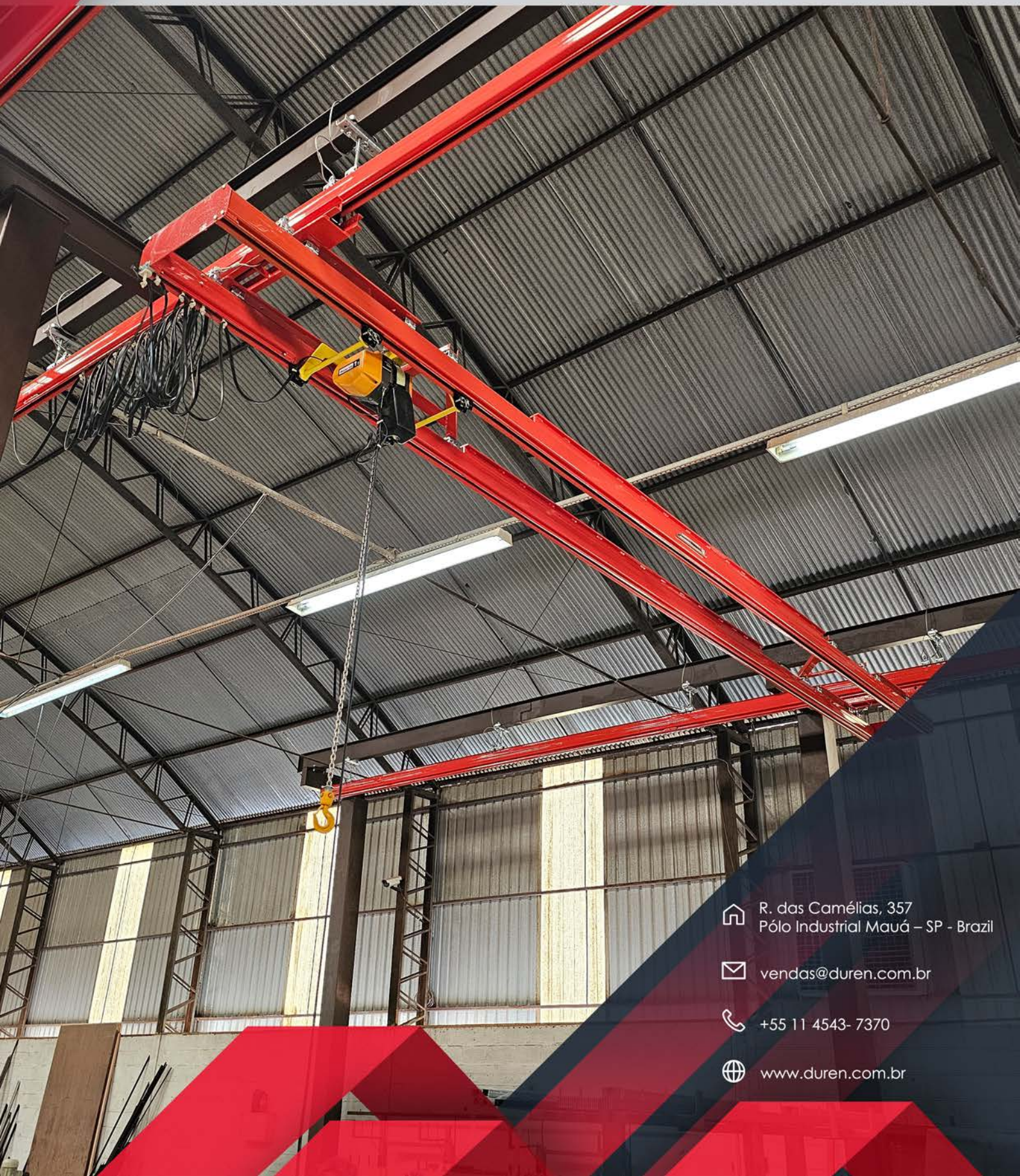
duren

MATERIALS HANDLING SOLUTIONS

CATALOG

MODULAR SYSTEM DR II



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GENERAL OVERVIEW

With the growing industrial expansion and aiming to achieve light load handling processes, combined with agility in load manipulation, Duren began activities with the construction of modular DR systems since 1995 in the national market, reaching various industrial segments with high quality and performance products.

The technology applied in DR modular systems allows for installations with less robustness and versatile arrangements, facilitating future layout changes for overhead material transport. The cost-benefit of using the DR Modular System compared to conventional overhead cranes or monorail systems (I-beam) offers numerous advantages in terms of installation, operation, and, especially, maintenance.

DR modular systems have great versatility in combinations of load ranges and areas for material handling. They can be employed in fully manual systems (low-friction profile dragging) as well as automated systems, adapting to customer needs.

Dimensioned according to DIN 15018, DIN 4132, DIN 18800, NBR 8800, and NBR 8400 standards, the application of DR Systems in projects and installations must comply with current Safety regulations aimed at preventing workplace accidents, in addition to the Installation (assembly instructions) and Maintenance Manuals.

1 DR II PROFILE GENERAL DESCRIPTION

The DRII system is composed of modular components with a load capacity of up to 2000kg.

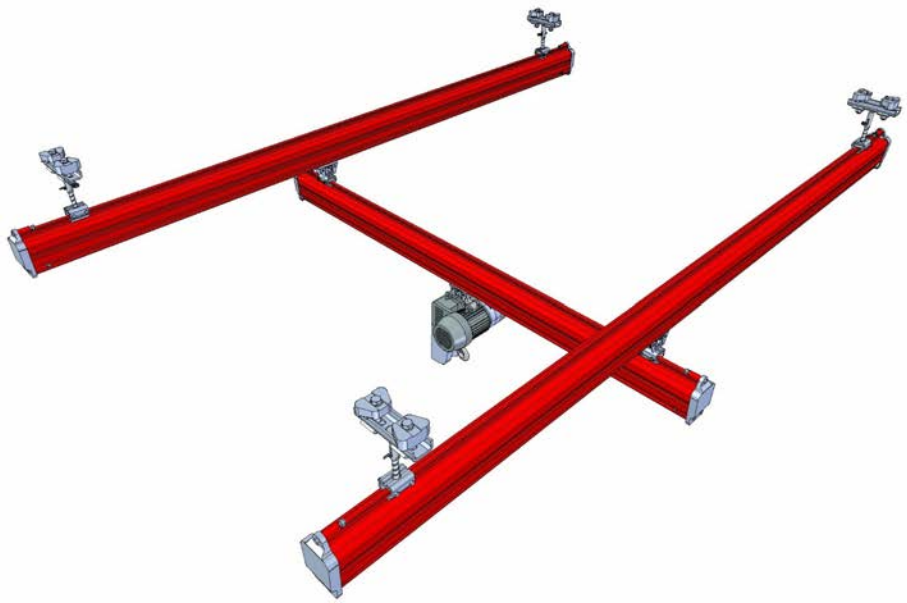
The modules allow for versatility to make modifications and/or expansions to installations. The low coefficient of friction between the trolleys and the internal wall of the profile allows for light manual movement for most applications.

The main applications of the product can be divided into:

1.1 Overhead Cranes

Used for load capacities of up to 2,000kg, its main characteristics include agile, light, and safe movement for material positioning, making it possible to cover specific areas. The runway tracks (fixed by the hangers) of the overhead cranes can be suspended directly from the building's roof structure, roof slab, or auxiliary metallic structures.

DRII Single Girder Overhead Crane

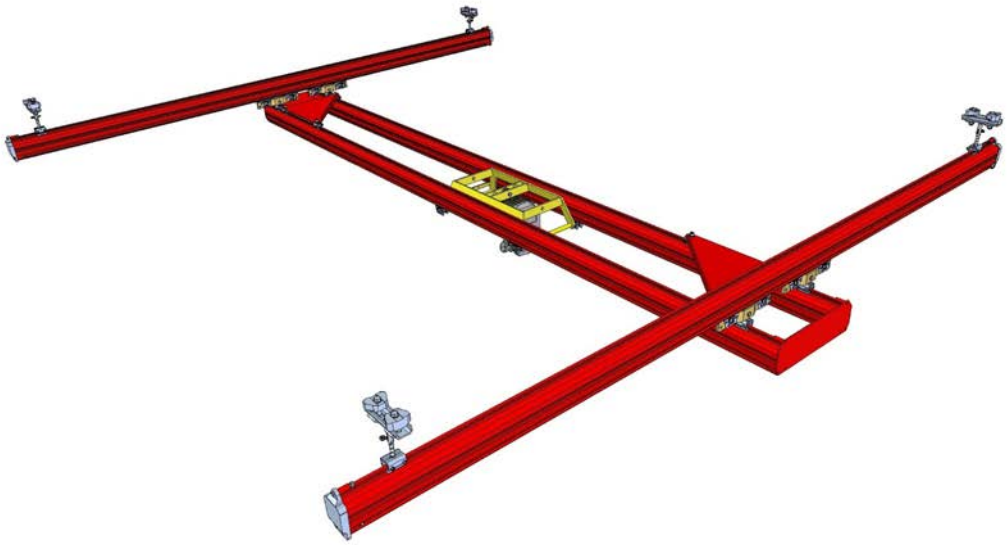


1 Optional features can be added, such as motorized translational/transversal movement, with single or multiple monorail systems and multiple overhead crane systems on the same runway track.

Consult the DRII Single Girder Overhead Crane selection table for load capacity ranges.

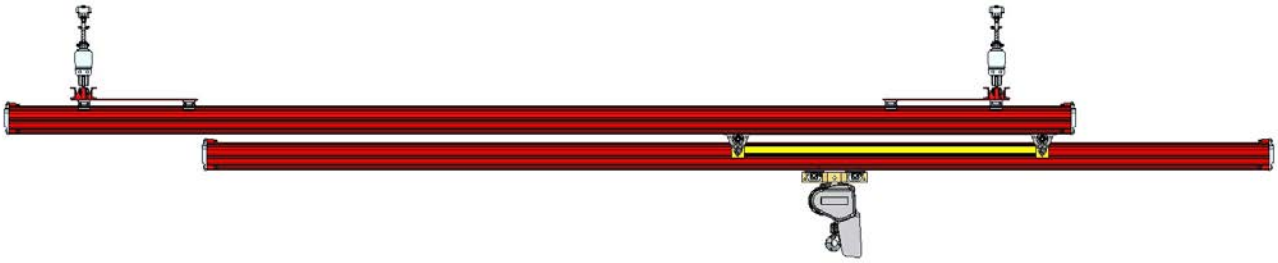
1 DR II PROFILE GENERAL DESCRIPTION

DRII Double Girder Overhead Crane



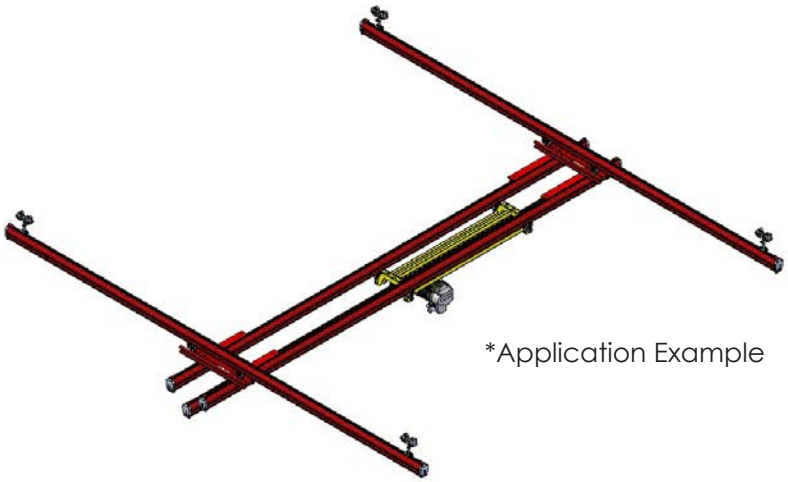
2 Optional features can be added, such as motorized or manual translational/transversal movement, with single or multiple monorail systems, and double girder trolley carriages. Consult the DRII Double Girder Overhead Crane selection table for load capacity ranges. DRII

Telescopic Double Girder Overhead Crane



1 DR II PROFILE GENERAL DESCRIPTION

DRII Double Girder Overhead Crane



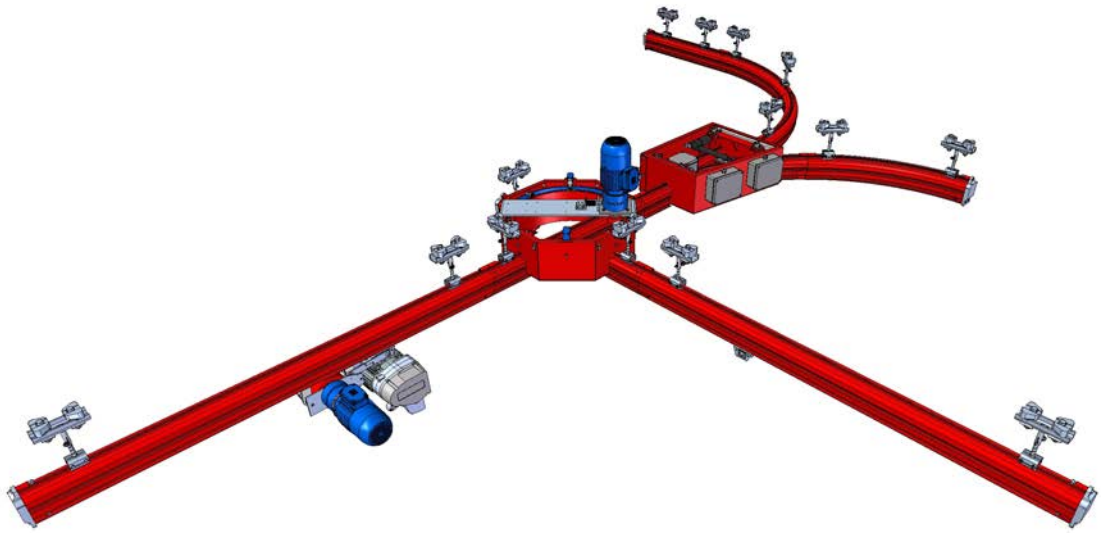
*Application Example

3 Optional features can be added, such as motorized translational/transversal movement with single or multiple monorail systems, and telescopic double girder trolley carriages.

1 DR II PROFILE GENERAL DESCRIPTION

1.2 DRII Monorail

Consists of a linear material handling solution for loads up to 2000 kg. The variation of components allows for flexible routing for the monorail's path, fully meeting the needs for load movement reach, from straight sections, curved segments, and direction changes, through manual or automated applications.

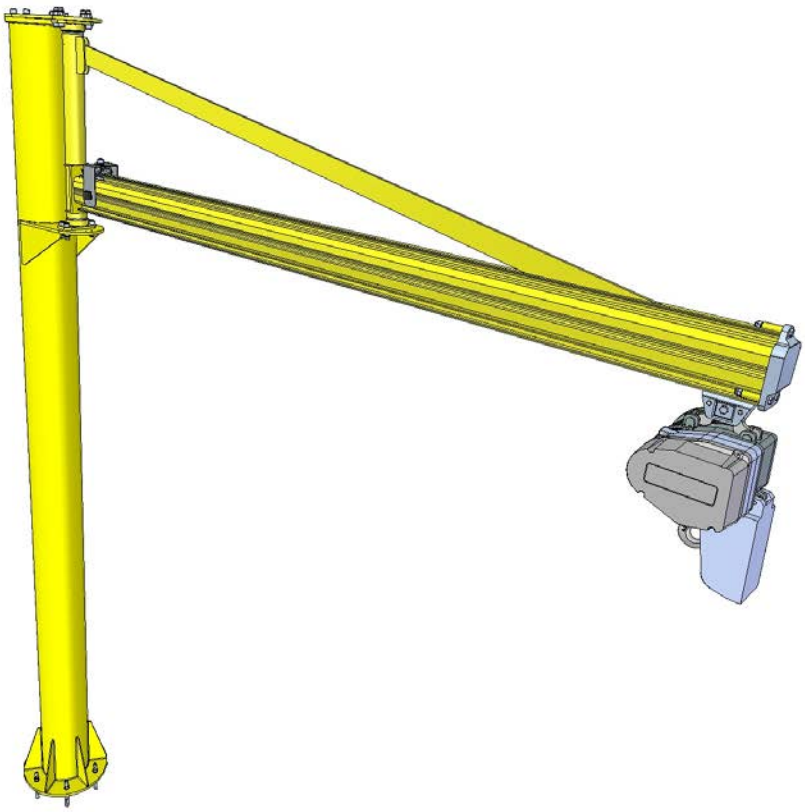


3 Optional features can be added, such as curves, track switches (manual, electric, or pneumatic), with one or multiple monorail drives along the runway track. For more information, consult the DRII Monorail selection table.

1 DR II PROFILE GENERAL DESCRIPTION

1.3 DRII Jib Crane

This type of entirely independent application allows for the movement of loads up to 1000 kg within the 270º range of the hoist's reach area. Installation can be done on various types of structures, such as the jib crane's own columns, concrete columns or walls, existing machine pillars.



4 Consult the DRII Jib Crane selection table for load capacity ranges.

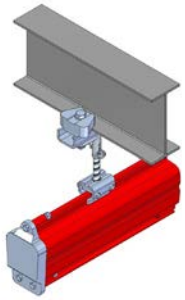
2 DRII SUSPENSION

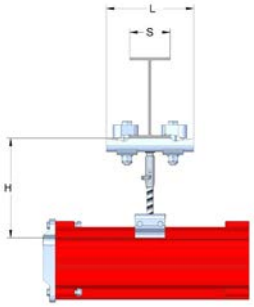
The suspension is the component whose function is to suspend the DRII structural profile using the support structure as an anchorage.

It consists of a set of clamps fixed to the support structure using studs, designed to ensure the stability and rigidity of the system.

Constructed in SAE 1020 with a galvanized finish without painting.

It features a height adjustment mechanism between the base structure and the structural profile, using a threaded rod with a semi-spherical nut and secured by a steel clip.





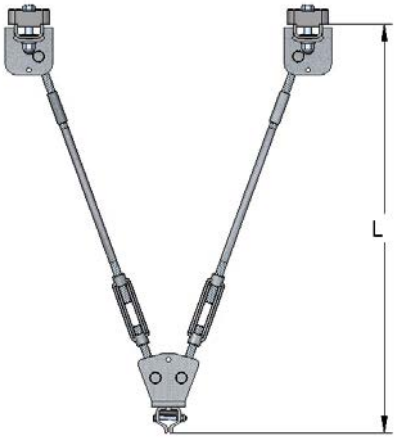
Suspension Code-	S (mm)	Base	H (mm)	Rod Adjustment (mm)	Weight (kg)
02-2000-04-H110	62 ~ 138	Base A L=220 mm	110	0	4,0
02-2000-04-H140			140	0	4,0
02-2000-04-H170			170	10	4,1
02-2000-04-H250			250	15	4,2
02-2000-04-H450			450	15	4,5
02-2000-04-H750			750	15	5,0
02-2000-04-H110	92 ~ 168	Base B L=250 mm	110	0	4,1
02-2000-04-H140			140	0	4,1
02-2000-04-H170			170	10	4,2
02-2000-04-H250			250	15	4,3
02-2000-04-H450			450	15	4,6
02-2000-04-H750			750	15	5,1
02-2000-04-H110	142 ~ 218	Base C L=300 mm	110	0	4,4
02-2000-04-H140			140	0	4,4
02-2000-04-H170			170	10	4,5
02-2000-04-H250			250	15	4,6
02-2000-04-H450			450	15	4,9
02-2000-04-H750			750	15	5,4

Load capacity: 1200 kg

3 DRII V-SHAPED SUSPENSION

The V-shaped suspension is the component whose function is to suspend and stabilize the DRII structural profile. Its application is used when large hanger extensions, starting from 600 mm rod length, are required.

It consists of a set of clamps and two tensioning rods interconnected to the V-shaped structure, constructed in SAE 1020 with a galvanized finish without painting.



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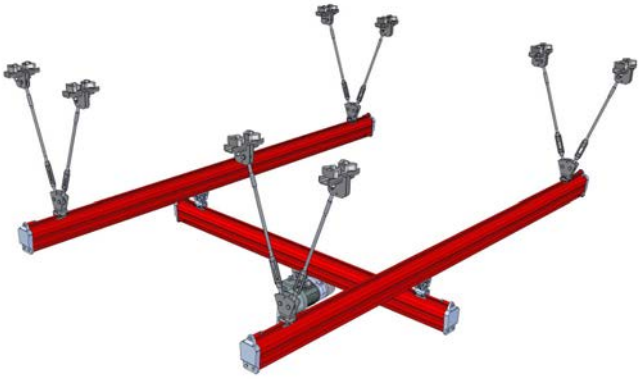


* APPLICATION EXAMPLE

Suspension Code-	L (mm)	Weight (kg)
02-2000-85L-500	500	14,1
02-2000-85L-750	750	14,5
02-2000-85L-1000	1000	14,9
02-2000-85L-1250	1250	15,2
02-2000-85L-1500	1500	15,6
02-2000-85L-1750	1750	16,0
02-2000-85L-2000	2000	29,8

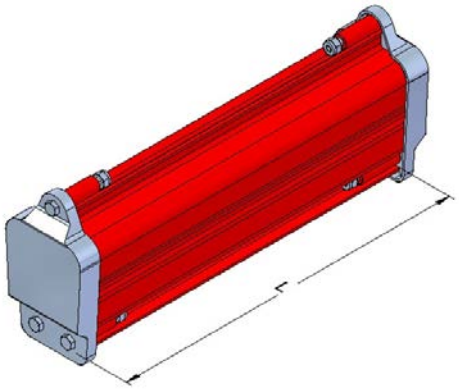
Load capacity: 1200 kg

4 DRII STRAIGHT PROFILE

The straight structural profile is the component that allows the movement of trolleys, according to the required installation layout, forming the "runway track."

Construction using cold-rolled steel provides a high-quality surface finish, greater dimensional control during the manufacturing process, and a high degree of rigidity in the profile.

Painted with RAL 2002 Orange synthetic enamel.



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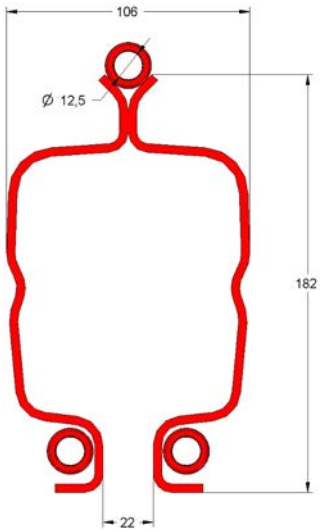
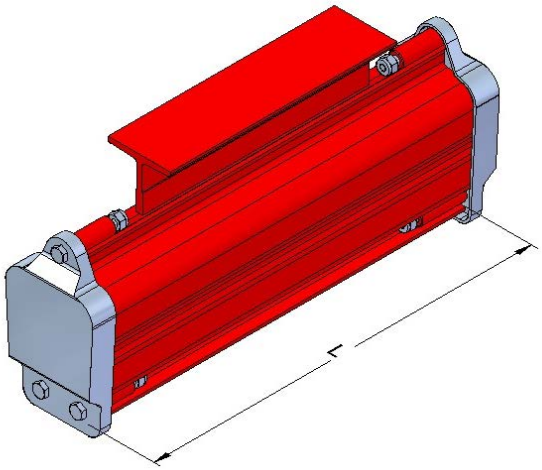
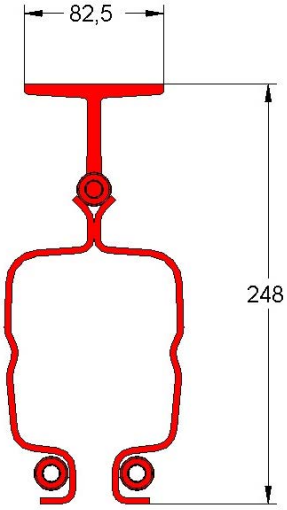


Profile Code	L (mm)	Weight (kg)
02-2000-01-01	1000	16,0
02-2000-01-02	2000	32,0
02-2000-01-03	3000	48,0
02-2000-01-04	4000	64,0
02-2000-01-05	5000	80,0
02-2000-01-06	6000	96,0
02-2000-01-07	7000	112,0
02-2000-01-08	8000	128,00

Load capacity: 2000 kg*
*Maximum load may vary depending on the type of installation. For information on special profile lengths, consult the sales department.

5 DRII-T STRAIGHT PROFILE





Profile Code	L (mm)	Weight (kg)
02-2000-40-04	4000	80,0
02-2000-40-05	5000	100,0
02-2000-40-06	6000	120,0
02-2000-40-07	7000	140,0

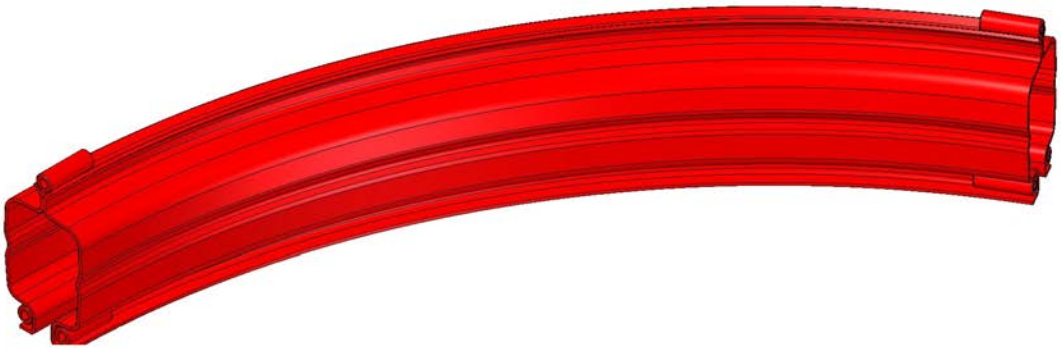
Load capacity: 2000 kg*
*Maximum load may vary depending on the type of installation.

6 DRII CURVED PROFILE

The curved profile is the component that allows deviation in the runway track course through assemblies with curves of different inclination angles such as 15°, 30°, 45°, and 60°, with a fixed radius of 1500 mm.

This component allows for flexible installation layout, enabling deviations from existing interfering structures/parts. Applied in monorail processes and overhead cranes (special applications).

Constructed in cold-rolled steel and painted with RAL 2002 Orange synthetic enamel.



SYMBOLOGY

Code	Angle of Inclination	Radius (mm)	Weight (kg)
02-2000-17	15°	1500	6,6
02-2000-18	30°	1500	12,6
02-2000-19	45°	1500	18,6
02-2000-20	60°	1500	24,6

Load capacity: 2000 kg*
*Maximum load may vary depending on the type of installation.

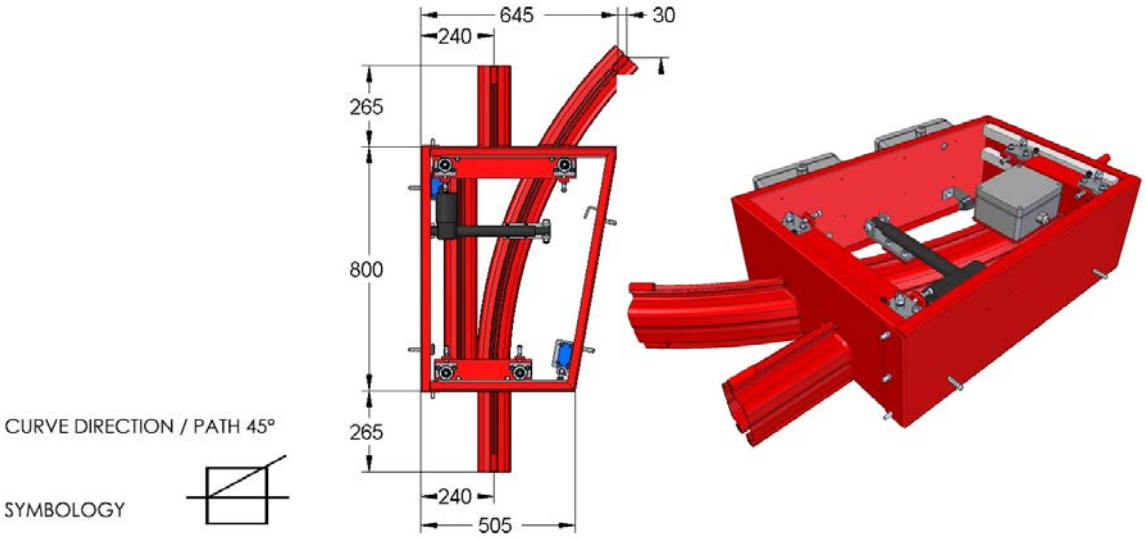
7 DRII TRACK SWITCH

The track switch is a component inserted into monorail systems that allows for a change in the runway track course to two trajectory options: a straight path and a curved path with a standardized deviation angle of 45° inside the switch.

The trolley assembly will be guided along the path to which the positioning mechanism is directed, with activation options by manual lever, electric, or pneumatic.

The ends of the switch are prepared with connections to interconnect DRII structural profiles or other DUREN components compatible with DRII profiles.

External box constructed in A-36 structural steel, with internal assembly of DRII structural profiles, and standard RAL 2002 Orange synthetic enamel paint.



Code	Movement Mechanism	Diversion Direction	Weight (kg)
02-2000-21-DM	Manual	Right	138,0
02-2000-21-EM	Manual	Left	138,0
02-2000-21-DP	Pneumatic	Right	148,0
02-2000-21-EP	Pneumatic	Left	148,0
02-2000-21-DE	Electric	Right	130,0
02-2000-21-EE	Electric	Left	130,0

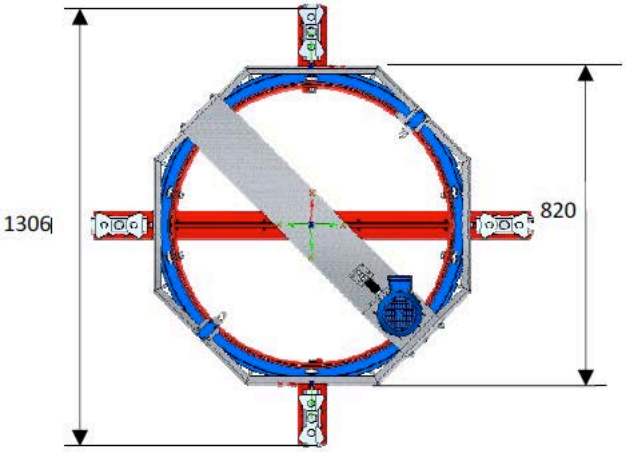
Load capacity: 2000 kg*
*Maximum load may vary depending on the type of installation.

8 DRII 90° TURNTABLE

The Turntable is a component used in monorails that allows for a change in the runway track course in a perpendicular direction, preventing cross-interference between two distinct runway tracks.

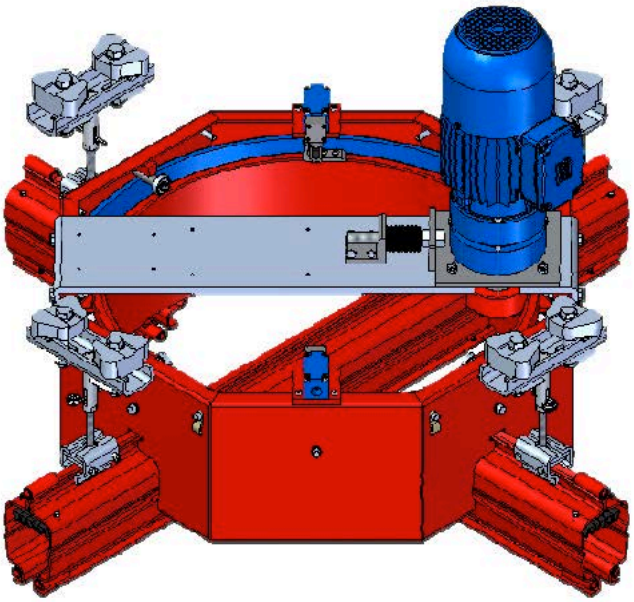
The trolley assembly will be guided along the path to which the positioning mechanism is directed, with activation options by lever, pneumatic, or motorized. The ends of the Turntable are prepared with connections to interconnect DRII structural profiles or other DUREN components compatible with DRII profiles.

The box is constructed in A-36 structural steel, with internal assembly of DRII structural profiles with standard RAL 2002 Orange synthetic enamel paint.



HORIZONTAL OR VERTICAL ALIGNMENT

SYMBOLOGY



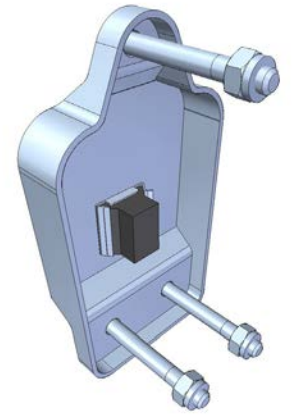
Code	Movement Mechanism	Weight (kg)
02-2000-39-M	Manual	164,6
02-2000-39-P	Pneumatic	174,6
02-2000-39-E	Electric	184,6

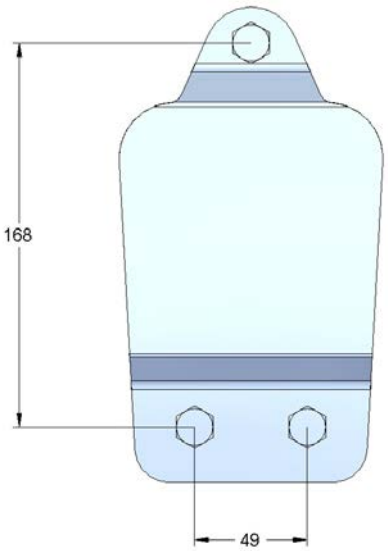
Load capacity: 1000 kg*
*Maximum load may vary depending on the type of installation.

9 DRII STOP END CAP

Component responsible for closing the DRII structural profiles and acting as a travel limit with a damping rubber.

Constructed with SAE-1020 steel plate and rubber fixed inside the cap, it is supplied with fastening elements to connect to the DRII structural profile. Galvanized surface finish.





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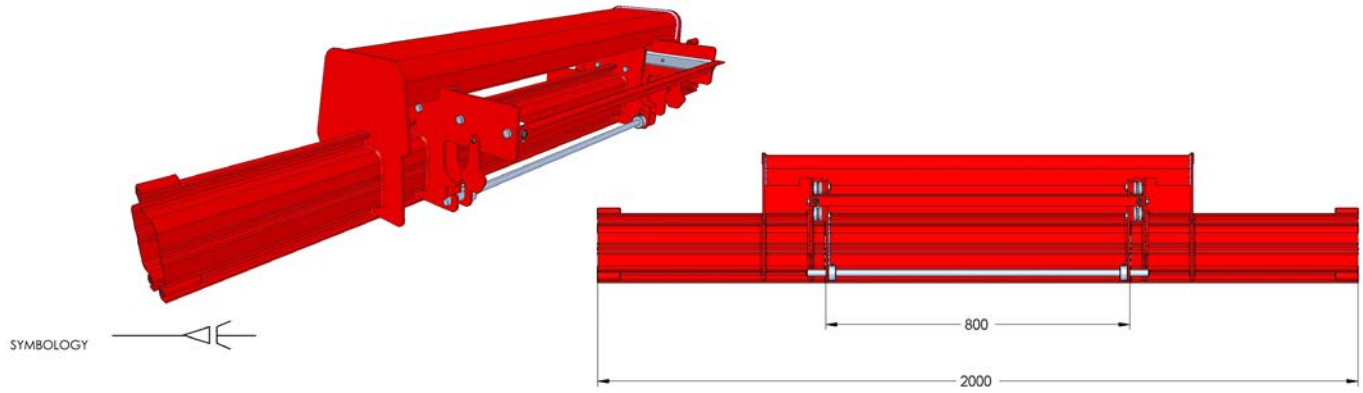
Code	Weight (kg)
02-2000-09	1,0

10 DRII INSPECTION AND MAINTENANCE STATION

The inspection trolley is a component used in monorails that allows for the disassembly of trolleys and/or electric hoists, facilitating the removal of these components for periodic inspections and maintenance. Through manual activation, the internal structural profile is disconnected from the runway track (the trolley must be positioned within the course of the inspection trolley).

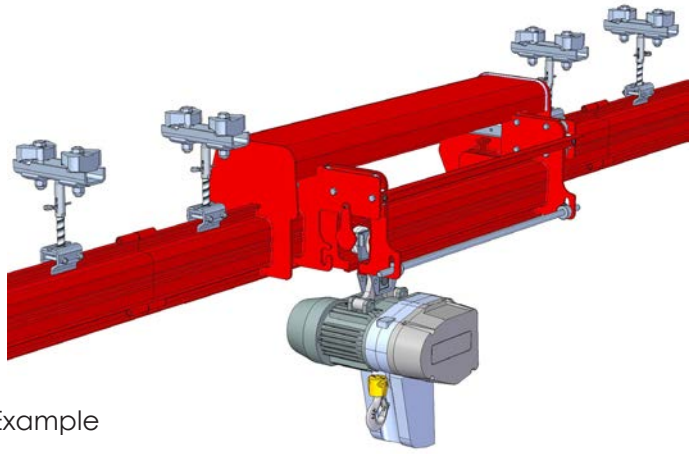
This component has protection devices against operating errors if the installation has other trolleys running on the same runway track, blocking the passage of trolleys when the inspection trolley is activated.

Protective box constructed in A-36 structural steel, with internal assembly of DRII structural profiles, with standard RAL 2002 Orange synthetic enamel paint.



Code	Movement Mechanism	Weight (kg)
02-2000-69	Manual	83,4

Load capacity: 1000 kg*
*Maximum load may vary depending on the type of installation.



*Application Example

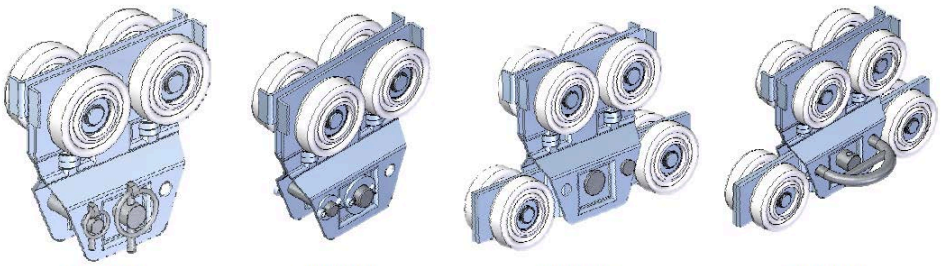
11 DRII TROLLEY

The DRII trolley is the assembly that performs translational and transversal movement on the runway track.

The assembly consists of a stamped steel plate (trolley structure) where sub-components are mounted with 04 polymer wheels, shielded steel bearings, and motion transmission axles operating with low noise levels.

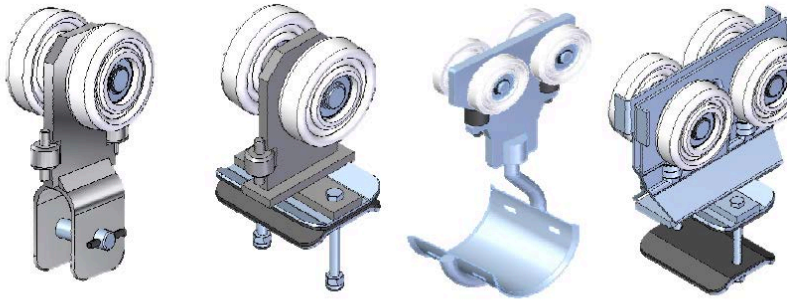
It offers manual or electric movement options (monorail drive).

Trolleys for load suspension - *Load capacity limited to 600kg



02-600-11 02-2000-50 02-2000-26 02-2000-72

Trolleys with cable suspension support - Load capacity limited to 100kg



02-2000-13 02-2000-14 02-2000-15 02-2000-37

Code	Description	Weight (kg)
02-600-11	Standard Trolley	1,8
02-2000-13	2-wheel Safety Cable Carrier Trolley	1,0
02-2000-14	2-wheel Standard Cable Carrier Trolley	1,3
02-2000-15	4-wheel Cable Carrier Trolley	1,5
02-2000-26	Stabilizer Trolley	3,5
02-2000-37	Standard Cable Carrier Trolley	2,1
02-2000-50	Pin Trolley with Cotter Pin (or Clevis Pin Trolley)	1,8
02-2000-72	Stabilizer Trolley with Safety Handle	3,6

12 DRII TRAVEL DRIVE

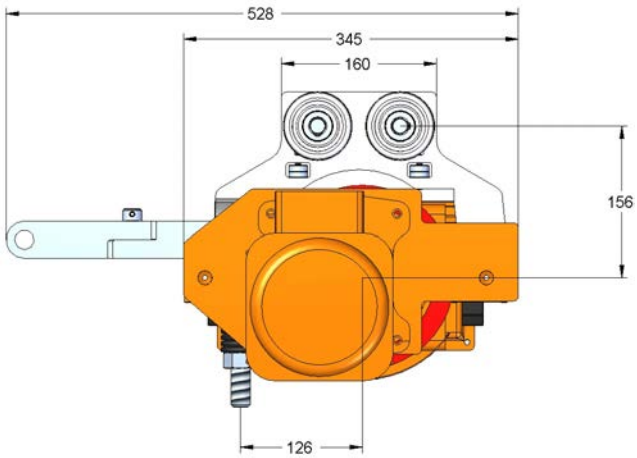
It is a motorized system coupled to the trolley that allows electric movement via push-button or remote control activation.

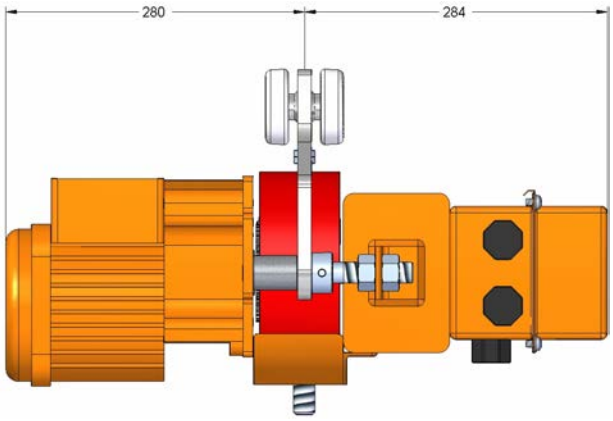
The monorail drive has a motor-brake system, gear set, axles, and a polyurethane wheel. The wheel remains in contact with the structural profile, ensuring efficient movement through friction.

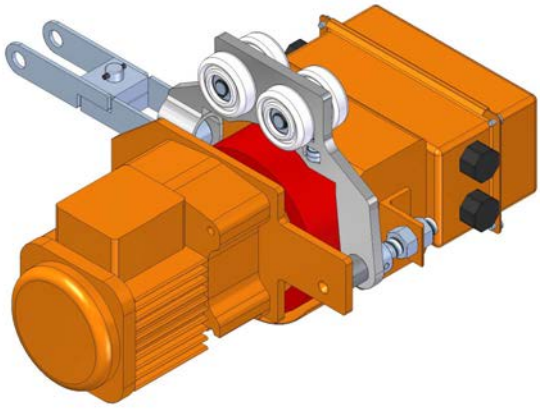
Motor activation via integrated frequency inverter, with adjustable advance speed

It can be applied in various systems such as monorails (straight profiles, curved, track switches, Turntables), single girder overhead cranes (transversal and/or translational movement), and double girder overhead cranes (transversal and/or translational movement).

Painted with Munsell N7.5 R7/14 yellow synthetic enamel.







SYMBOLOGY

Code	Application	Speed (m/min)	Weight (kg)
02-2000-99	Monorails and Overhead Cranes	5,0 (Low) 20,0 (High)	47,7

• For other types of motorization, consult the sales division.

Main Product Technical Characteristics

Three-phase motor

Supply voltage:	220 / 380 / 440 VAC - 50/60 Hz
Current 50Hz:	3,0 A / 2,3 A / 2,3 A
Current 60Hz:	2,9 A /2,2 A / 2,2 A
Rotation:	1400 RPM @ 50z / 1600 RPM @ 60Hz
Power:	0,4 kW / 0,54 CV
Number of poles:	4
Protection degree:	IP-55
Insulation:	Class F

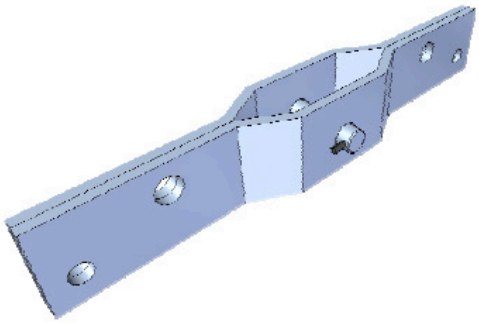
Frequency Inverter

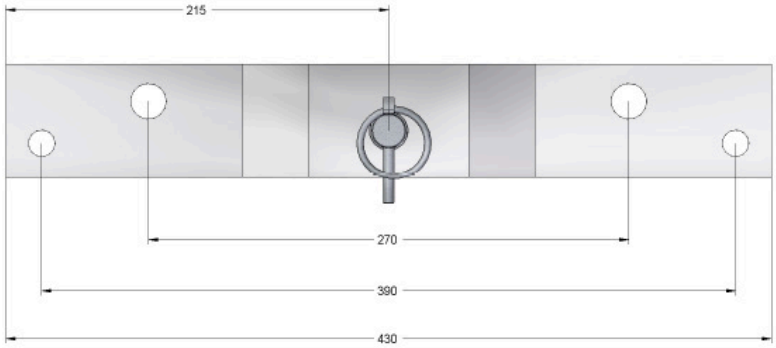
Input voltage:	220 / 380 / 440 VAC - 50/60 Hz
Input current 50Hz:	3,9 A / 1,2 A / 1,2 A
Output current 50Hz:	3,5 A /1,2 A / 1,2 A
Input current 60Hz:	2,9 A /1,2 A / 1,2 A
Output current 60Hz:	3,0 A /1,2 A / 1,2 A
Power:	0,4 kW / 0,54 CV
Protection degree	IP-20

13 DRII TROLLEY UNION

It is the mechanism that allows the union between two movement trolleys, enabling load distribution between the interconnected trolleys.

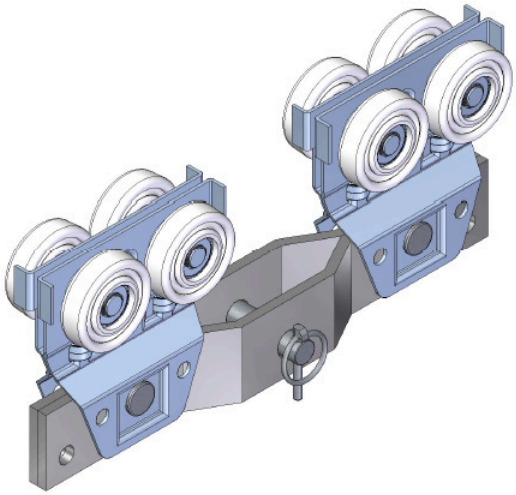
Constructed with stamped steel plate and fixed between the trolleys by pins, and hoists or load suspension devices can be fixed in the center of the element.





Code	Application	Weight (kg)	Load Capacity (kg)	Characteristic
02-1200-12	Monorail and overhead cranes (straight sections)	3,7	1200	Rigid

SYMBOLOGY



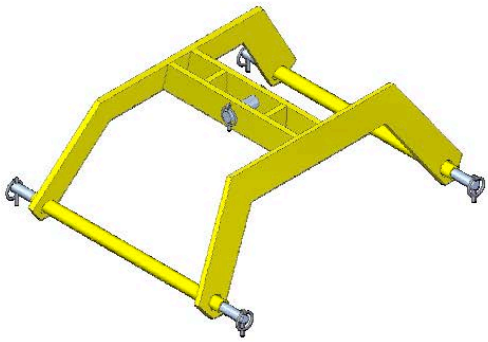
* APPLICATION EXAMPLE

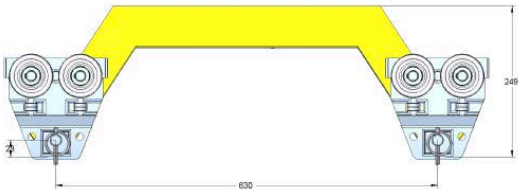
14 DRII DOUBLE GIRDER CRAB

It consists of a steel structure with carbon steel plate cross members and tubular bars for interconnection between the trolleys at the ends, forming the chassis.

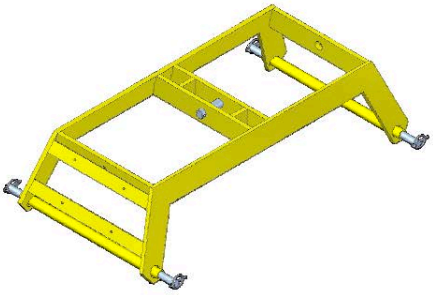
This device allows for load distribution among the four movement trolleys.

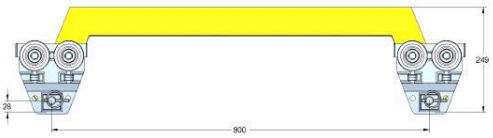
A locking pin is added to the center of the double girder carriage for fixing the electric hoist. Standard Munsell 5Y 8/12 safety yellow paint.



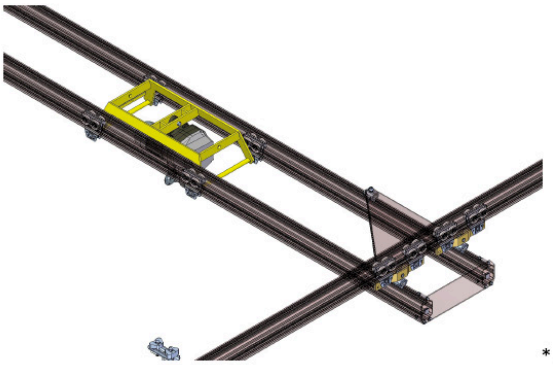


02-2000-27-1T





02-2000-27-2T



SYMBOLOGY 

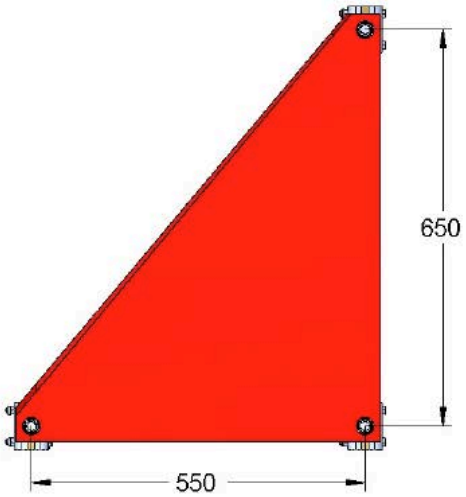
* APPLICATION EXAMPLE

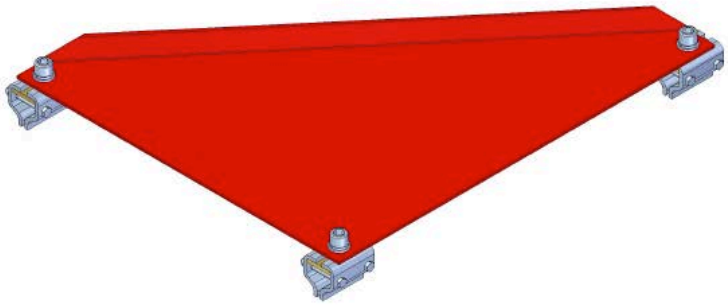
Code	Application	Weight (kg)	Load Capacity (kg)
02-2000-27-1T	Double Girder Crab	29,0	1000
02-2000-27-2T	Double Girder Crab	36,1	2000

15 DRII DIAGONAL PLATE

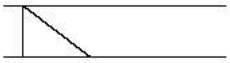
It is a component that integrates the double girder bridge system to reinforce the structure, preventing twisting and deformation, thereby ensuring the stability of the overhead crane's transversal movement.

Constructed in SAE-1020 and painted with RAL 2002 Orange synthetic enamel.

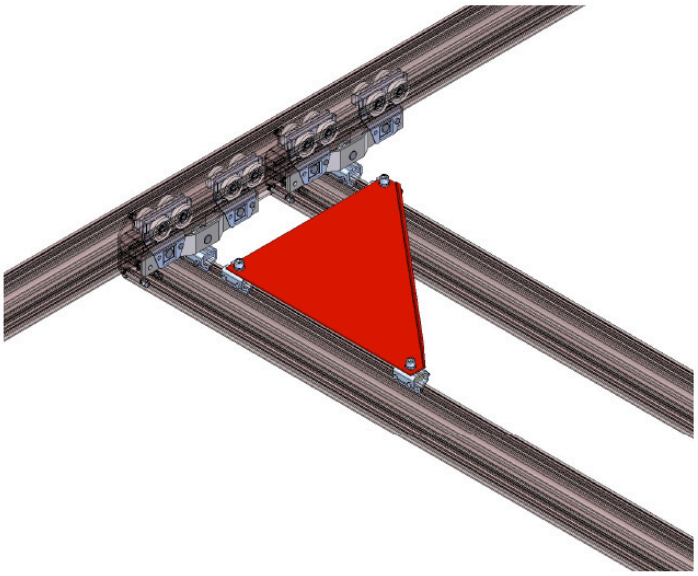




SYMBOLOGY



Code	Weight (kg)
02-2000-22	13,4



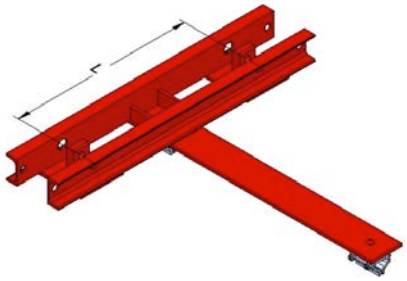
* APPLICATION EXAMPLE

16 DRII RIGID END CARRIAGE

When motorization is required on the overhead crane's runway track, reinforcement is needed at the ends, where rigid steel cross members, called rigid end carriages for overhead cranes, are added. This feature increases the rigidity of the overhead crane structure, preventing twisting when longitudinal movement is requested.

Generally applied to single girder overhead cranes, and when applied to double girder overhead cranes, it can be replaced by the combination of diagonal plates assembly with end plates with bumpers. Constructed in structural profile and SAE-1020 steel plates with standard RAL 2002 Orange synthetic enamel paint.

16.1 Single Girder Rigid End Carriage



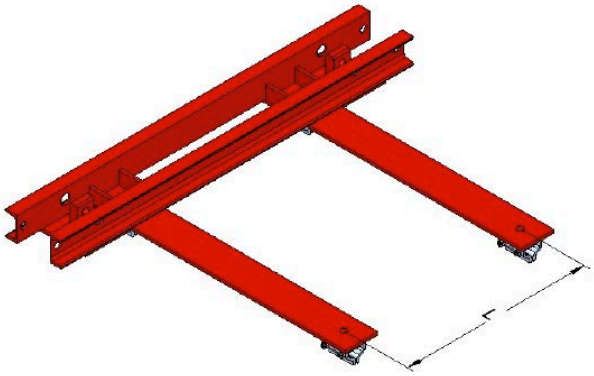
SYMBOLOGY 

Code	L (mm)	Application	Load Capacity (kg)	Weight (kg)
02-2000-60-L1250	1250	Single Girder Overhead Crane	1000	31,5
02-2000-60-L1050	1050	Single Girder Overhead Crane	1000	29,2
02-2000-60-L900	900	Single Girder Overhead Crane	1000	27,4
02-2000-60-L800	800	Single Girder Overhead Crane	1000	26,2
02-2000-60-L650	650	Single Girder Overhead Crane	1000	24,5
02-2000-60-L550	550	Single Girder Overhead Crane	1000	24,3
02-2000-60-L450	450	Single Girder Overhead Crane	1000	22,1

Trolleys and accessories are not included in the product code.

16 DRII RIGID END CARRIAGE

16.2 Double Girder Rigid End Carriage



SYMBOLOGY 

Code	L (mm)	Application	Load Capacity (kg)	Weight (kg)
02-2000-61-L1000	1000	Double Girder Overhead Crane	2000	38,2
02-2000-61-L915	915	Double Girder Overhead Crane	2000	38,2
02-2000-61-L800	800	Double Girder Overhead Crane	2000	36,1
02-2000-61-L762	762	Double Girder Overhead Crane	2000	36,1
02-2000-61-L650	650	Double Girder Overhead Crane	2000	34,5
02-2000-61-L610	610	Double Girder Overhead Crane	2000	34,5
02-2000-61-L550	550	Double Girder Overhead Crane	2000	33,5

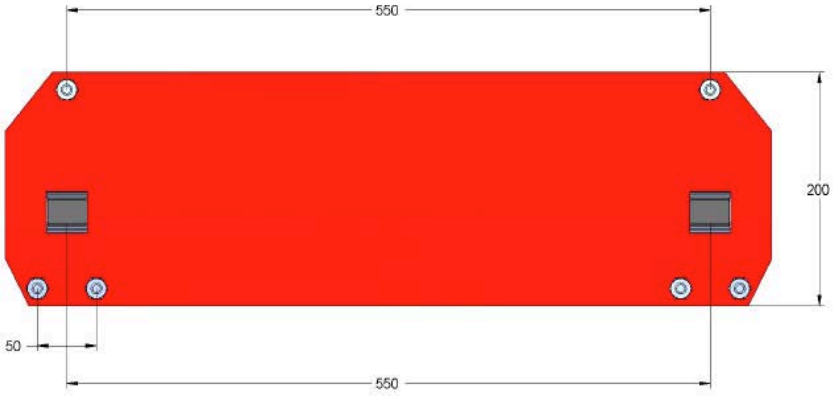
Trolleys and accessories are not included in the product code.

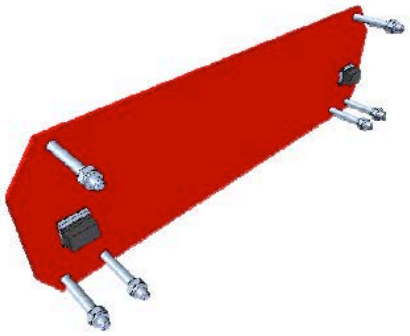
* APPLICATION EXAMPLE

17 DRII END PLATE WITH BUFFERS

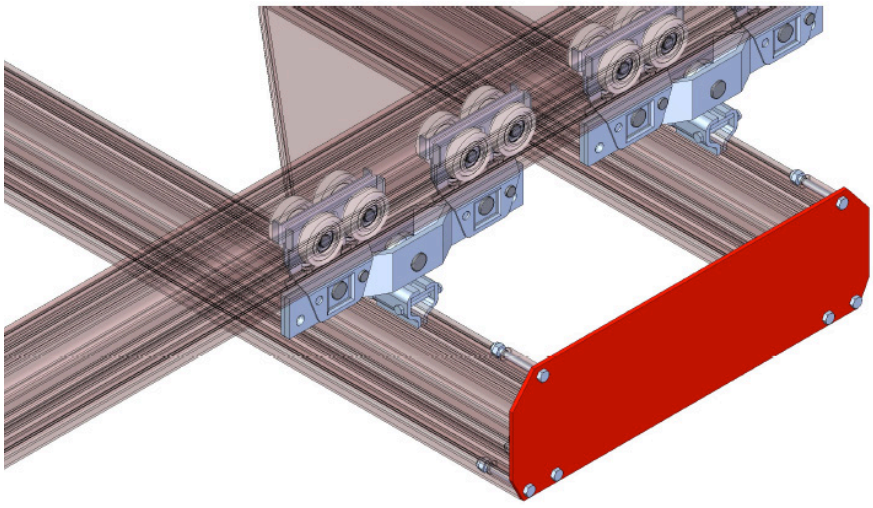
It is a component that integrates the double girder bridge system for closing the DRII overhead crane's runway track and establishes the travel limit for the double girder carriage's movement. .

Constructed with SAE-1020 steel plate and damping rubbers fixed inside the cap, it is supplied with fastening elements. RAL 2002 Orange synthetic enamel paint.





Code	Weight (kg)
02-2000-31	6,9



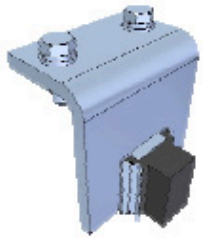
APPLICATION EXAMPLE

18 DRII TRAVEL LIMIT STOPPERS

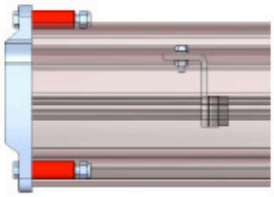
These devices are designed as travel limiters on the runway track, whether in overhead cranes or monorails, preventing collisions between trolleys.

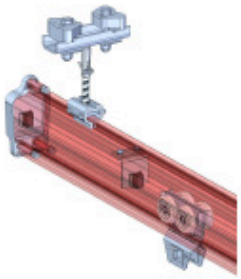
It can also be used as a redundant safety item, installing this device before the stop end cap.

Constructed in steel plate (galvanized) with rubber to absorb impacts, it is fixed by two fastening elements through the runway track profile.

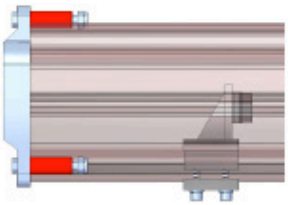


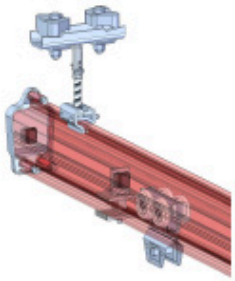
02-2000-25

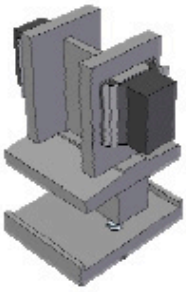




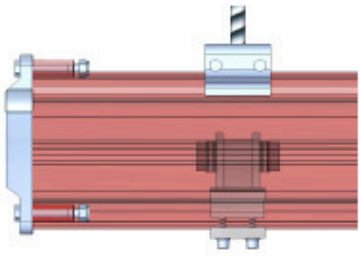
02-2000-73

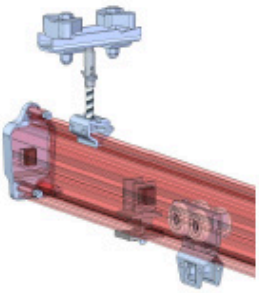






02-2000-75



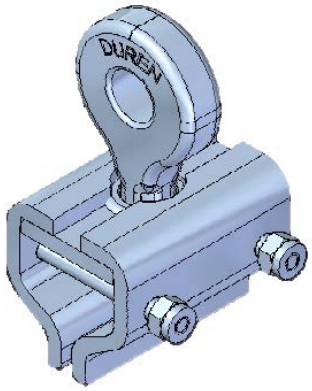


SYMBOLOGY

Code	Application	Weight (kg)
02-2000-25	Simple Bumper	0,5
02-2000-73	Adjustable Single Bumper	1,2
02-2000-75	Adjustable Double Bumper	1,5

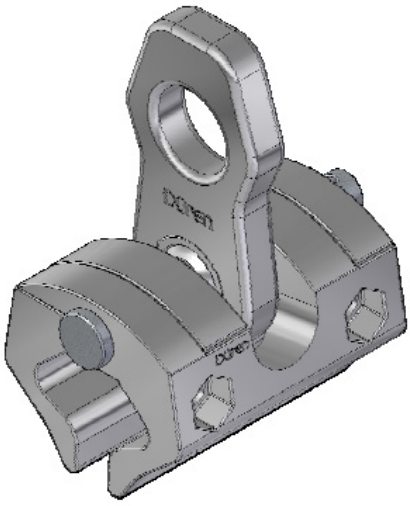
19 DRII SUSPENSION EYE

Element for suspending the runway track allows free movement of the overhead crane and has a clamp for fixing to the DRII structural profile.



Code	Application	Weight (kg)	Load Capacity (kg)
02-1400-13	Single Girder Overhead Crane Double Girder Overhead Crane	1,2	1400

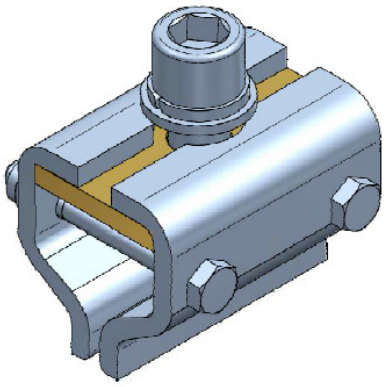
20 DRII TONGUE SUSPENSION EYE BOLT



Code	Weight (kg)	Load Capacity (kg)
02-1400-95	1,0	1400

21 DRII NON-ARTICULATED CLAMP

Element for fixing accessories in the modular system.

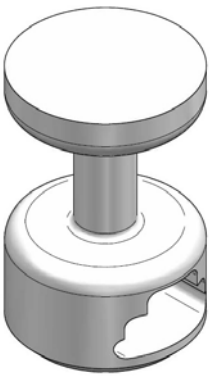


Code	Weight (kg)
02-2000-80	1,0

22 SLIDING SHOES

These are accessories used for supporting and organizing electrical cables in mobile overhead crane systems.

The shoe is inserted inside the profile and made of lightweight (polyurethane) low-friction material, which follows the system's movement course..



Code	Weight (kg)
02-2000-57	0,35

Código	Weight (kg)
02-2000-24	0,20

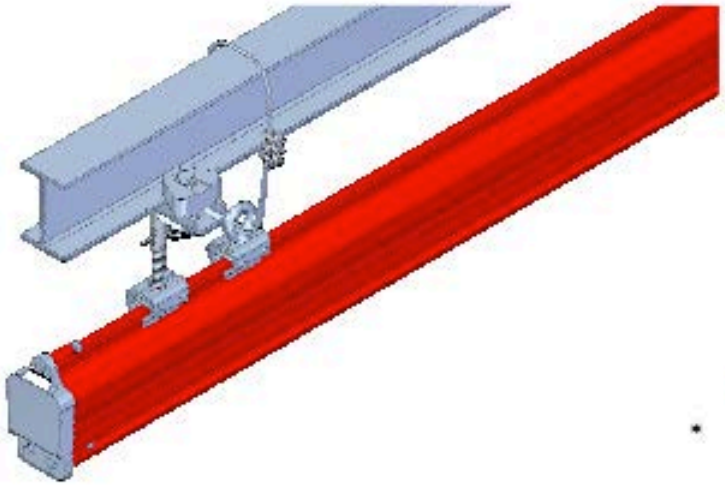
23 DRII SAFETY ACCESSORIES

In single/double girder overhead crane and monorail systems, additional safety accessories can be included in the installation.

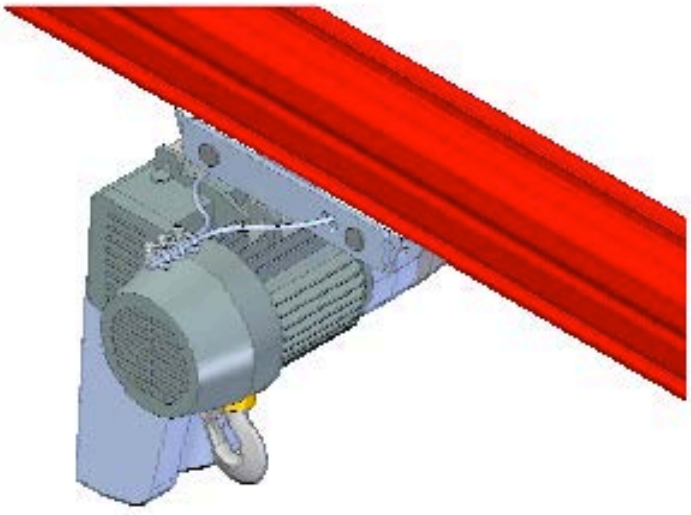
Considered as redundant safety items, acquired as optional and applied to specific sets contained within the overhead crane or monorail system. They can be divided into: Steel cables and Fixing bars.

Steel Cable Safety Kit: Stranded steel cables fixed by three metal clamps at the ends of the cable.

Below are some typical assemblies:

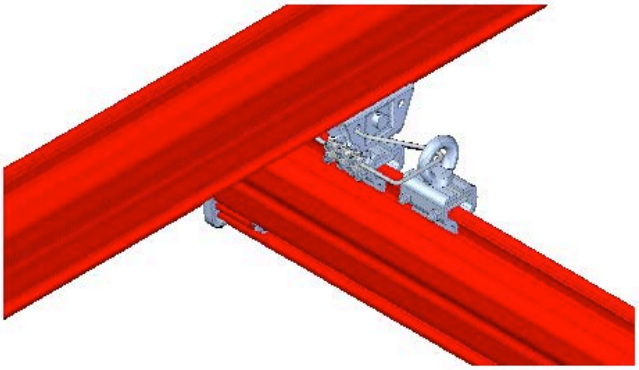


02-2000-62
* SAFETY KIT FOR SUSPENSION

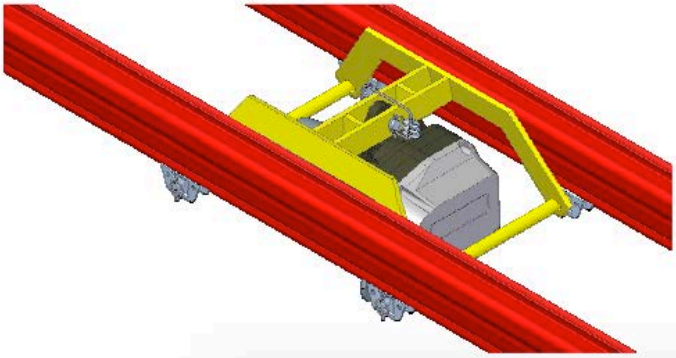


02-2000-43
* SAFETY KIT FOR HOIST

23 DRII SAFETY ACCESSORIES



02-2000-63
* SAFETY KIT FOR OVERHEAD CRANE



02-2000-47
* SAFETY KIT FOR HOIST ON DOUBLE GIRDER TROLLEY

Fixing Bar Safety Kit: Constructed with stamped steel plate and fixed between fixing clamps on the DRII profile, with a galvanized finish without paint.

Code	Application	Weight (kg)	Load Capacity (kg)
02-2000-43	DRII Safety Kit for Hoist	3,9	600
02-2000-62	DRII Safety Kit for Hanger / DRII Safety Kit for Pendant	1,4	1200
02-2000-63	DRII Safety Kit for Overhead Crane	1,3	600
02-2000-47	Safety Kit for DRII Double Girder Trolley	0,3	600

24 DIMENSIONING TABLE

Profile DR	Dpr	125kg					
		PR Single Girder			PR Double Girder		
		Dc	Dp		Dc	Dp	
			I-C	II		I-C	II
DRI-C	1	0,8 - 0,85	4,3	8,0			
	2	1,75 - 1,85	4,2	8,0			
	3	2,60 - 2,85	4,1	8,0	2,00 - 2,85	3,6	8,0
	4	3,40 - 3,85	4,0	8,0	2,70 - 3,85	3,5	8,0
	5	4,20 - 4,60	3,9	8,0	3,30 - 4,85	3,3	8,0
	6				4,50 - 5,85	3,2	8,0
	7				5,60 - 6,20	3,1	8,0
	8				5,00 - 5,10	3,0	8,0
	9				6,00 - 6,20	2,9	8,0
DR II	1	0,75 - 0,75	4,1	8,0			
	2	1,60 - 1,75	3,8	8,0			
	3	2,20 - 2,75	3,6	8,0	1,60 - 2,75	2,5	8,0
	4	2,8 - 3,75	3,4	8,0	2,20 - 3,75	2,4	8,0
	5	3,30 - 4,75	3,2	8,0	3,00 - 4,75	2,4	7,9
	6	3,70 - 5,75	3,0	8,0	3,50 - 5,75	2,3	7,4
	7	4,10 - 6,75	2,8	8,0	4,00 - 6,75	2,2	7,1
	8	5,20 - 7,75 [2]	2,5 [1]	80	6,60 - 7,75	2	6,8
	9				7,80 - 8,75	1,9	6,5
	10				7,00 - 7,60	1,8	6,3
	11				8,00 - 8,80	1,7	6,0
	12				9,00 - 10,00		6,0
DRII-T	1						
	2						
	3						
	4						
	5						
	6						
	7						
	8						
	9						

24 DIMENSIONING TABLE

Profile DR	Dpr	250kg					
		PR Single Girder			PR Double Girder		
		Dc	Dp		Dc	Dp	
			I-C	II		I-C	II
DRI-C	1	0,8 - 0,85	2,5	8,0			
	2	1,80 - 1,85	2,4	8,0			
	3	2,70 - 2,85	2,4	8,0	2,10 - 2,85	2,5	7,9
	4				2,90 - 3,85	2,4	7,7
	5				3,70 - 4,85	2,3	7,6
	6				4,30 - 4,70	2,1	7,3
	7						
	8						
	9						
DR II	1						
	2	1,70 - 1,75	2,4 [1)]	8,0			
	3	2,50 - 2,75	2,4 [1)]	8,0	1,85 - 2,75	2,0 [3)]	6,5
	4	3,20 - 3,75	2,3 [1)]	8,0	2,50 - 3,75	1,9 [3)]	6,2
	5	3,90 - 4,75	2,4 [1)]	8,0	3,10 - 4,75	1,8 [3)]	5,9
	6	4,50 - 5,75	2,0 [1)]	7,8	3,65 - 5,75	1,7 [3)]	5,7
	7	5,10 - 6,75	2,0 [1)]	7,5	4,10 - 6,75	1,7 [3)]	5,5
	8	6,00 - 7,45 [2)]	2,6 [1)]	6,0	6,60 - 7,75	1,7 [3)]	5,3
	9				7,80 - 8,75	1,6 [3)]	5,2
	10				7,0 - 7,60	1,5 [3)]	5,0
	11				8,00 - 8,80	1,5 [3)]	5,0
	12				9,00 - 10,00		5,0
DRI-T	1						
	2						
	3						
	4						
	5						
	6						
	7						
	8						
	9						

24 DIMENSIONING TABLE

Profile DR	Dpr	500kg					
		PR Single Girder			PR Double Girder		
		Dc	Dp		Dc	Dp	
			I-C	II		I-C	II
DRI-C	1	0,70 - 0,85 [4]	1,5 [3]	5,4			
	2	1,60 - 1,60 [4]	1,5 [3]	5,4			
	3				2,20 - 2,85	1,6 [3]	5,2
	4				3,00 - 3,20	1,5 [3]	5,1
	5						
	6						
	7						
	8						
	9						
DR II	1						
	2	1,75 - 1,75	1,5 [3]	5,4			
	3	2,65 - 2,75	1,5 [3]	5,3	2,00 - 2,75	1,4 [3]	4,6
	4	3,50 - 3,75	1,4 [3]	5,2	2,80 - 3,75	1,4 [3]	4,5
	5	4,30 - 4,75	1,4 [3]	5,0 [1]	3,50 - 4,75	1,4 [3]	4,3
	6	5,10 - 5,75		5,0 [1]	4,20 - 5,75		4,3
	7	5,80 - 6,00		5,0 [1]	4,80 - 6,75		4,2
	8				6,60 - 7,75		4,1
	9				7,80 - 8,50		4,0
	10				7,00 - 7,60		3,9
	11				8,00 - 8,50		3,8
	12						
DRII-T	1						
	2						
	3						
	4						
	5						
	6						
	7	5,80 - 6,75 2)		4,7 [1]			
	8						
	9						

24 DIMENSIONING TABLE

Profile DR	Dpr	1000kg					
		PR Single Girder			PR Double Girder		
		Dc	Dp		Dc	Dp	
			I-C	II		I-C	II
DR II	1	0,60 - 0,75 [2]		3,1 [1]			
	2	1,60 - 1,75 [2]		3,1 [1]			
	3	2,50 - 2,75 [2]		3,1 [1]	2,30 - 2,75		3,1
	4	3,40 - 3,50 [2]		3,1 [1]	3,50 - 3,75		3,0
	5				3,80 - 4,75		3,0 [3]
	6				4,80 - 5,75		3,0 [3]
	7				5,60 - 6,20		3,0 [3]
	8						
	9						
	10						
	11						
	12						
DRII-T	1						
	2						
	3						
	4	3,40 - 3,75 [2]		3,1 [1]			
	5	4,40 - 4,75 [2]		3,1 [1]			
	6	5,50 - 5,75 [2]		3,0 [3]			
	7	5,90 - 6,50 [2]		2,7 [3]	6,00 - 6,75		2,8 [3]
	8				7,00 - 7,75		2,8 [3]
	9				8,00 - 8,75		2,7 [3]
	10						

24 DIMENSIONING TABLE

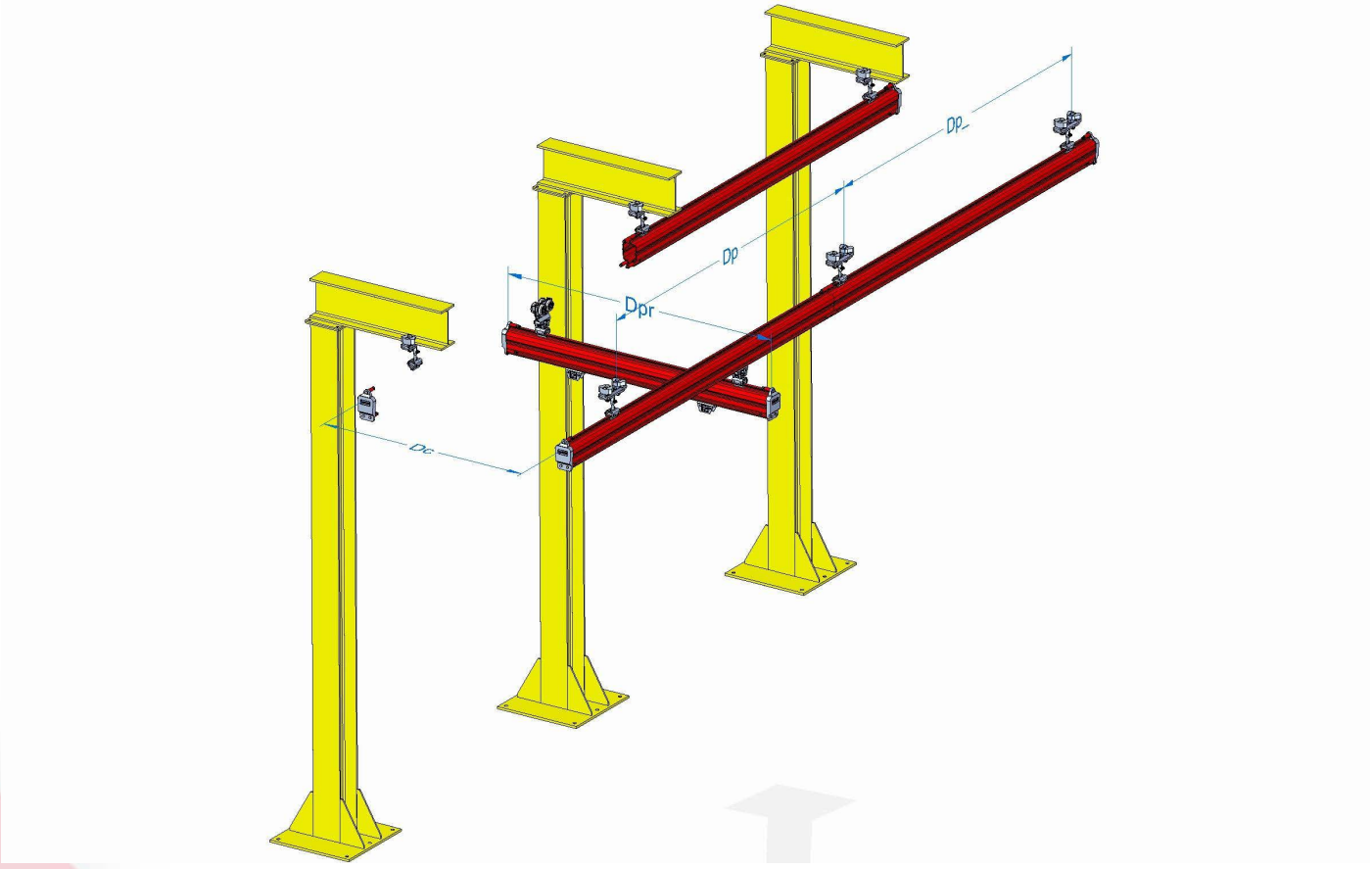
Profile DR / Dpr		1600kg					
		PR Single Girder			PR Double Girder		
		Dc	Dp		Dc	Dp	
			I-C	II		I-C	II
DR II	1						
	2				1,2 - 1,75		1,2 [3)]
	3				2,1 - 2,75		1,1 [3)]
	4				3,00 - 3,75		1,1 [3)]
	5				3,9 - 4,6		1,1 [3)]
	6						
	7						
	8						
	9						
	10						
	11						
	12						
DRII-T	1						
	2						
	3						
	4						
	5				4,00 - 4,75		0,7 [3)]
	6				5,00 - 5,75		0,7 [3)]
	7				5,00 - 5,75		0,7 [3)]
	8				7,0 - 7,5		0,7 [3)]
	9						
	10						

24 DIMENSIONING TABLE

Profile DR	Dpr	2000kg					
		PR Single Girder			PR Double Girder		
		Dc	Dp		Dc	Dp	
			I-C	II		I-C	II
DR II	1						
	2				1,20 - 1,75		0,7 [3)]
	3				2,10 - 2,75		0,7 [3)]
	4				3,00 - 3,65		0,7 [3)]
	5						
	6						
	7						
	8						
	9						
	10						
	11						
	12						
DRII-T	1						
	2						
	3						
	4						
	5				4,00 - 4,75		0,7 [3)]
	6				5,00 - 5,75		0,7 [3)]
	7				6,00 - 6,75		0,7 [3)]
	8						
	9						
	10						

25 DIMENSIONING TABLE (LEGEND)

1. Two trolleys joined by a connecting beam on each side of the overhead crane.
2. Two trolleys joined by a connecting beam.
3. Four trolleys joined in two pairs by a connecting beam on each side of the overhead crane.
4. Four trolleys joined in two pairs by a connecting beam and a load bar between the pairs.

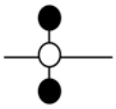


26 SYMBOL SUMMARY FOR COMPONENTS

Straight Profile


Curved Profile


Hanger
(or Pendant Hanger)


V-shaped Hanger


End Stop Cap
(or Stop Cap)

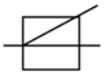
Rigid End Carriage
Single Girder

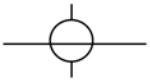

Rigid End Carriage
Double Girder

Profile Joint
(or Profile Splice)

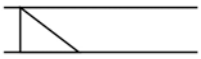
Bumper
(or End Stop)


Trolley


Diverter Box /
Junction Box


90° Swivel Base /
90° Rotating Base


Double Girder
Crane Trolley

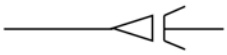

Diagonal Plate

Monotractor (often a single-drive
unit for a trolley)


Power Supply

Electrical Busbar /
Busbar System

Current Collector Trolley


Inspection Drawer


Trolley Connection Beam /
Trolley Linking Crossbar