

MONORAIL BRAKING WAGON

for heavy type hanging monorails
BTs type



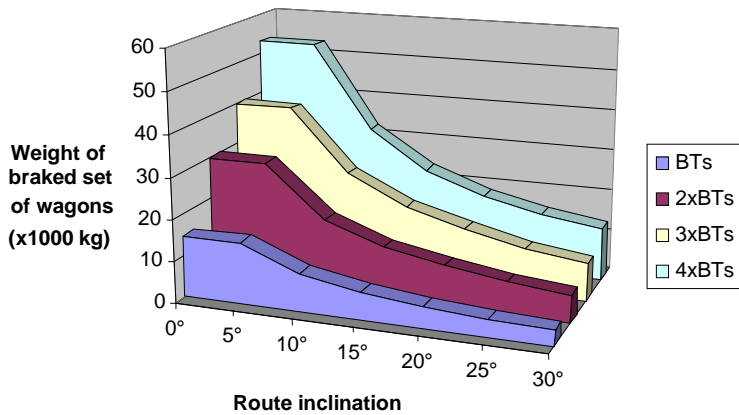
BTs consists of the main and auxiliary braking wagons (interconnected both mechanically and hydraulically) and has been designed for the operation on hanging monorail of a heavy type (series ZD24, A, B, C, etc.) being used for haulage with a hanging locomotive, pertinently driven with infinite and/or open rope. **BTs** functioning secures the set of wagons and its elements (load-bearing wagons, loads, cabins for transport of persons, etc.) against going off and endangering the operational safety upon exceeding maximum permitted transport velocity such a way, that it would grip the rail section with its grips.



Technical Data:

- Operational velocity 0 - 2 m/s
- Maximum speed for giving the order to brake 3,2 ±4% m/s
- Maximum route inclination 30°
- Minimum static braking force 52 kN
- Maximum braking stopping distance under a load as per the Graph 11 m
- Maximum delay for transport of persons 9,81 m/s²
- Minimum weight of braked set of wagons for transport of persons 2000 kg
- Weight 200 kg
- Working environment featured with dangerous atmospheric conditions as per the standard ČSN EN 1127-2 2

Weight of attached set of wagons depending on operational inclination of the hanging monorail route



Route inclination	Max.weight of braked set of wagons (x1000kg)			
	BTs	2xBTs	3xBTs	4xBTs
0°	15	30	40	53,3
5°	15	30	40	53,3
10°	9,2	17,8	25,2	32,5
15°	6,7	12,8	18	23,4
20°	5,2	9,8	14,1	18,4
25°	4,3	7,7	11	15,3
30°	3,7	6,3	9	13,1

This supplement to the Instruction Manual determines the rules for possible connecting the monorail braking wagons of **BTs** type into couples, triplets, quadruple and/or more for the purpose of special haulage extraordinary heavy loads. Interconnection consists of mechanical and hydraulic elements.