

AMECA

ENGINEERING



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APTR

(Attachment for T28)



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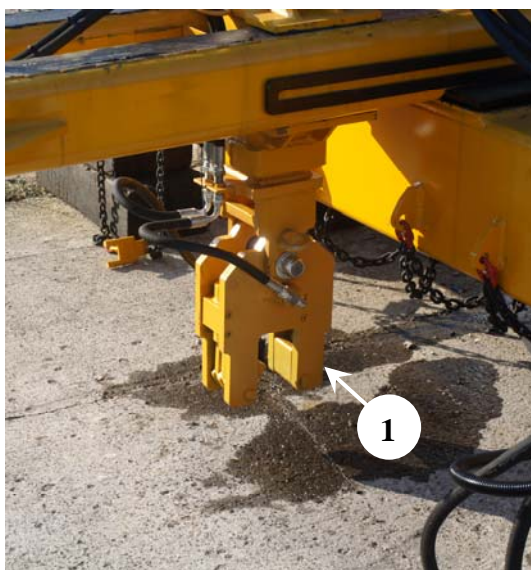
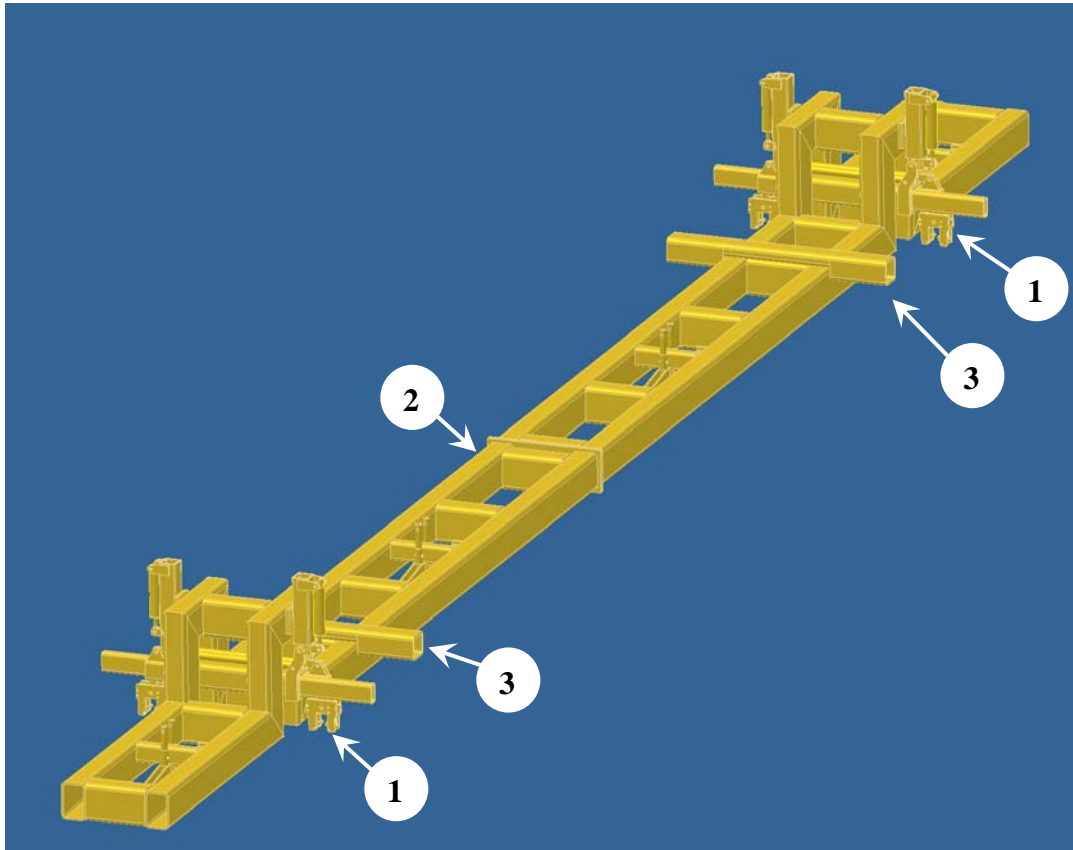
Ameca has designed and manufactured this attachment for T28 (APTR) for the purposes of laying sleepers and rails. More specifically this attachment is designed to:

- lay railways sleepers at fixed space (by means of manual fixation chains)
- lay 26 m long, rail portions by means of an hydraulic system controlled by the operator from the cabin and/or by remote control
- handle/lay long rails (by combination use of Ameca “*transport wagon*”) by means of an hydraulic system controlled by the operator from the cabin and/or by remote control
- adjust the position of the rails on ground and setting them to the desired railway gauge by means of an hydraulic system controlled by the operator from the cabin and/or by remote control

The APTR system is available in two standard versions with respectively 13 and 10 meters distance between gripping points in order to handle a maximum number of 60 reinforced concrete sleepers and four 26m long rails. Both versions are capable to handle and lay even long rails down in combination use with Ameca “*transport wagon*”).

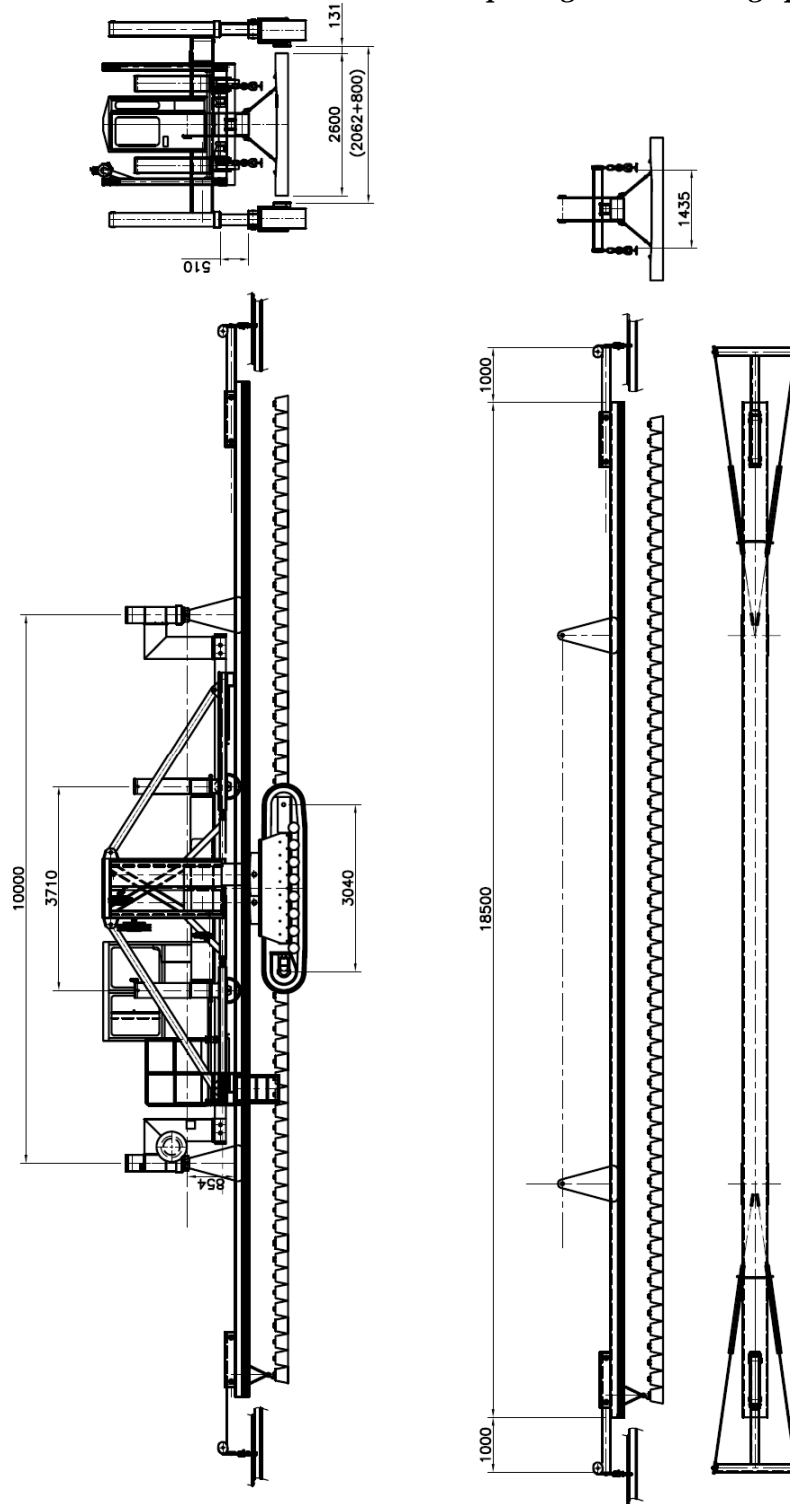
The APTR model is strictly designed for use on T28 portal cranes. However it is possible to design and supply customized version based on customers’ requests.

APTR – Product overview



- 1) Hydraulic system for grippers safe operation in the negative direction. Operation of each of the 4 grippers occurs separately and independently both vertically (up/down) and transversally (to the sides). This allows easier and safer handling of the rails during unloading/laying operations and setting at desired gauge.
- 2) Central beam carrying the chains for manual fixation the concrete sleepers;
- 3) Fastening channels for securing the main grippers of the T28. The standard position of these channels is at 10 or 13 m spacing depending on the type of T28 where you need to install your APTR.

**Drawing nr. 22090095 – T28 complete with APTR for laying sleepers and rails
(typical installation on a T28 with 10 m spacing between the grippers)**



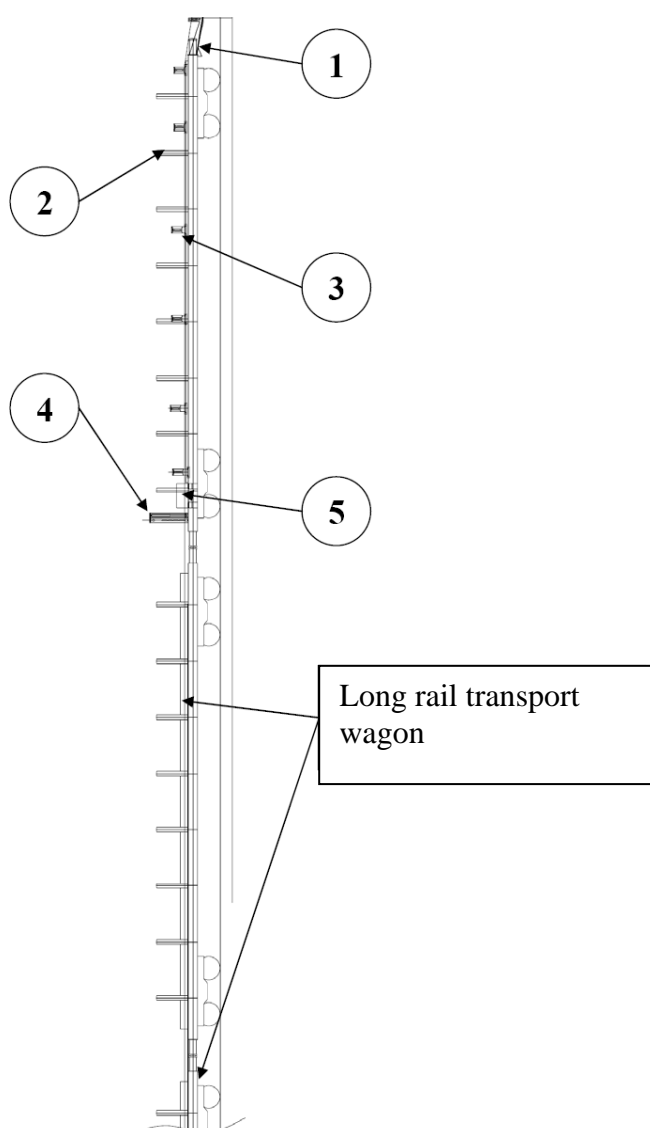
Transport wagon

(Optional, supplied in conjunction with ATPR)

A wagon can be specifically modified and equipped (based on customer's specifications) with the following provisions in order to use a T28 w. ATPR to lay and set the long rail at gauge.

A T28 fitted with an ATPR grips the rails loaded on the wagon by ways of the ATPR grippers and lays them down by performing travel and concurrently shifting the rails through the guides down onto ground. The system works either by letting the wagon travel while the T28 w. ATPR remains parked in the same position or by letting the T28 w. ATPR move while the wagon remains parked. The latter is the most practical system in new railway construction as T28 cranes with ATPR can travel on crawlers which makes travel and handling of rails possible even when no service track is available for the wagon to come forward.

Handling Long Rails - System overview



- 1) Wagon tail bracket (1 piece).
- 2) Customized number of safety side stanchions (unless already available on your wagon).
- 3) Customized number of single long-rail slides installed on the wagon at variable spacing (manual adjustment). The number of slides depends on the type of wagon
- 4) Mobile "Frame" (1 piece) for installation on the wagon. This frame allows optimized sliding of the long rail against the slides. 3 hydraulic cylinders controllable from ground operators are used to provide trouble-less operation.
- 5) Power unit (diesel engine + pump + control valve with three sections + tanks). This unit is located underneath a mobile, rugged casing for installation/removal on/off the wagon.

