

# FABA 100

## Insulated Conductor System

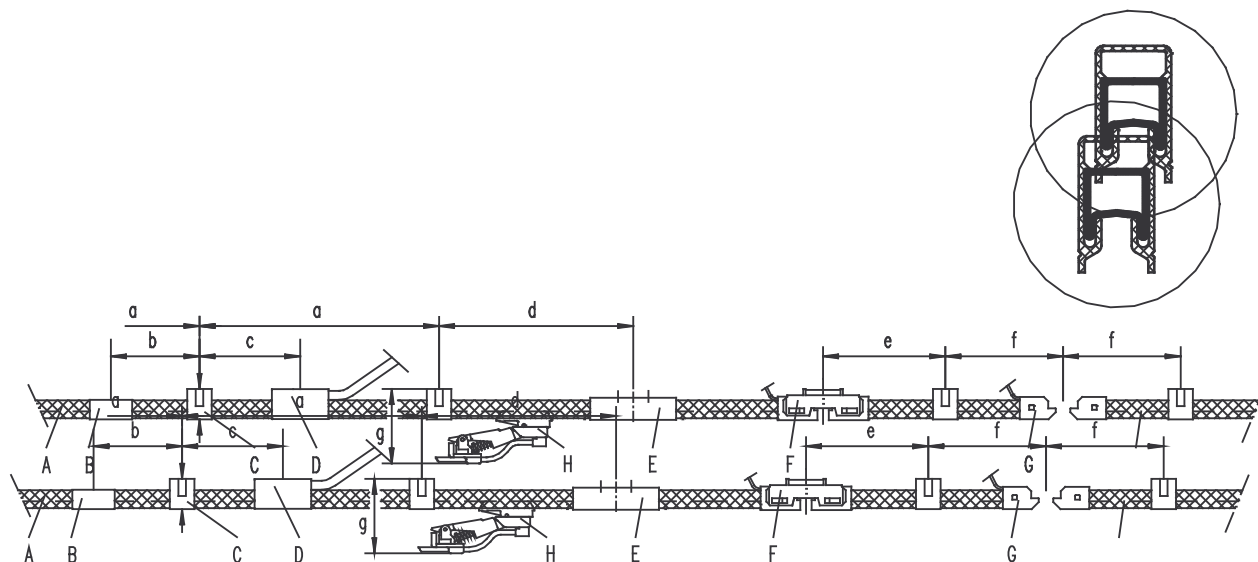
### Mounting Instructions

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## Introduction

## BASIC DIAGRAM



- Measurement a **The hanger clamp distance:** max. 800 mm in the straight sections; in bends max. 400 mm; to the end of the conductor rail min. 100mm; max. 300mm where no transfer sections are present.  
Separation of support clamps; required at least on one side as follows:
- Measurement b **For the rail connector** of the conductor rail: min. 100 mm; max. 200 mm.
- Measurement c **For the feed:** min. 100 mm; max. 200 mm.
- Measurement d **For the expansion:** min. 100 mm; max. 200 mm.
- Measurement e **For electrical separations:** min. 100 mm; max. 200 mm supported both sides.
- Measurement f **For transfer sections:** min. 50 mm; max. 100 mm.  
Please refer to the special list IS 100 U for this.
- Measurement g **The height of the system** = upper edge of support clamp to lower edge of current collector fastening  
Note: The assembly height is the height of the hanger clamp.

- A Conductor rail  
B Rail Connector  
C Hanger Clamp  
D Power Feed Connector  
E Expansion  
F Electrical Separation  
G Transfer section for switches and lifts  
H Current Collector

**with standard collector**

for the assembly height 27 = 73 mm  
for the assembly height 32 = 78 mm  
for the assembly height 40 = 86 mm

**with double arm collector**

for the assembly height 27 = 98 mm  
for the assembly height 32 = 103 mm  
for the assembly height 40 = 111 mm

**With standard small collector**

for the assembly height 27 = 71 mm  
for the assembly height 32 = 76 mm  
for the assembly height 40 = 84 mm

**with long double arm collector**

for the assembly height 27 = 108 mm  
for the assembly height 32 = 113 mm  
for the assembly height 40 = 121 mm

**With double shoe collector**

for the assembly height 27=98 mm  
for the assembly height 32 = 103 mm  
for the assembly height 40 = 111 mm

We would like to draw your attention particularly to the regulations valid in the Federal Republic of Germany:

German standards	Act about technical equipment (Equipment Safety Act)	International standards
VBG 4		Accident prevention regulation "Electrical systems and apparatus"
VBG 9		Accident prevention regulation "Cranes"
ZH 1/72		Safety instructions "Monorails"
ZH 1/525		Ordinance on Workplaces
VDE 0100 T.100	IEC 60634-1	"General requirements"
VDE 0100 T.200	IEC 60050-826	"General statements for the planning"
VDE 0100 T.410	IEC 60364-4-41	"Protection against dangerous body currents"
VDE 0100 T.420	IEC 60364-4-42	"Protection against thermal actions"
VDE 0100 T.520	IEC 60364-5-52	"Current rails" (Conductor rails)
VDE 0100 T.600	IEC/DIS 64(CO)9173	"Initial tests"
DIN EN 60204-32	IEC 60204-32	"Hoisting equipment"
VDE 0100 T.737		"Damp and wet areas and rooms, outdoor installations"
VDE 0105 T.1	IEC 60529-1989; IEC 60529	"Operation of high-tension equipment"
VDE 0470 T.1	IEC 60529	"IEC Test-finger"
DIN 40 050		"IP Protection-types"
VDI 2345		"Monorails"
VDI 3643		"Electric-Monorails"



Components of FAB A conductor rails are largely stable against gasoline, usual oils, dilute bases and dilute acids.

### General remarks

This is the description of the installation for the Insulated Conductor Rail Systems FAB A 100 for monorail tracks. For the basic description please refer to the latest edition of the Main Catalogue "FAB A Insulated Conductor Rail Systems".

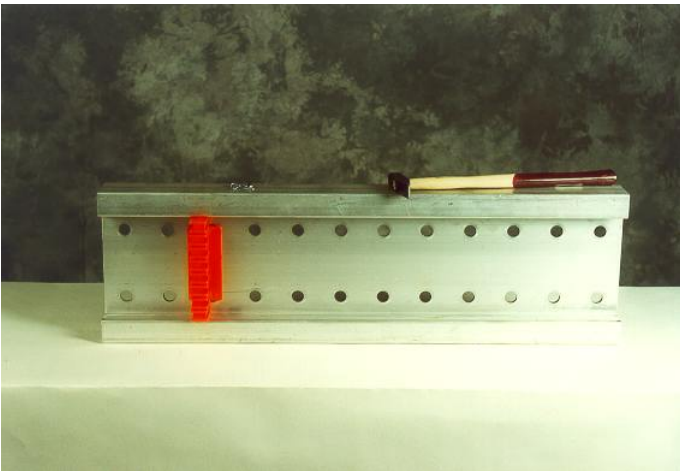
This installation instructions describe the standard type installation assuming an already prepared site. The complete Project description and technical information concerning the installation as well as the planning instructions can also be found in the Catalogue.

### Preparation activities

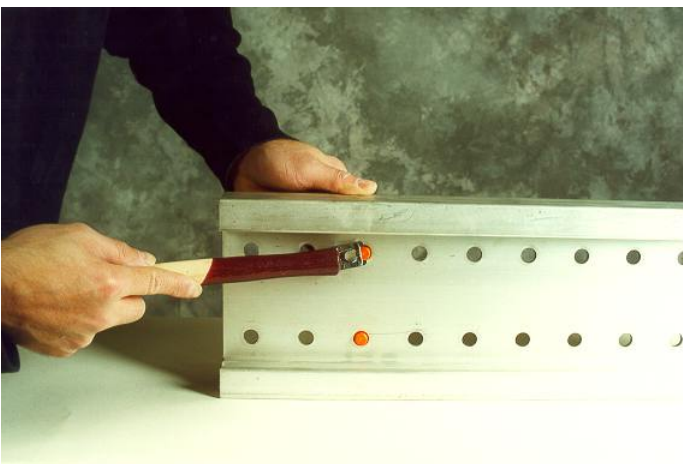
Mark a line on the monorail track with a felt pen where separations for zone sections, expansions rails, and fixing points should be located. The monorail track surface must be free from dust, oil and grease.

Before assembling the conductor rails, the tolerances of the monorail track at switches and lifts must be checked. Maximum permissible vertical and lateral misalignment is +/- 2 mm. Assemble the switches and the lift sections first, working away from these points.

All the hanger clamps are designed to fit precisely into the AMS-profile; the backsides are provided with a durable adhesive strip at the factory to prevent lateral slip in the AMS-profile (AMS = Automated Monorail System).



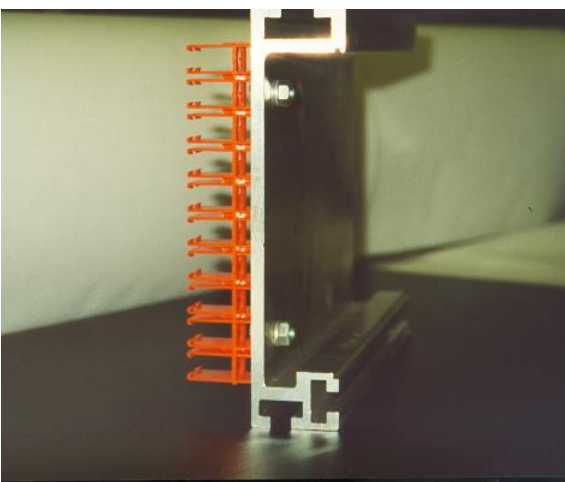
Depending on the type of the installation the hanger clamps are fastened directly or by means of the consoles to the track/conductor rail so that they align perfectly. The conductor rails are simply clipped into the hanger clamp until they snap in with a click.



The plastic plugs are passed through the pre-drilled holes in the monorail track web. Push the clips into the grooves on the plastic plugs.

### Hanger Clamp (Screw type)

For General Information refer to the Catalogue Section IS 100 K GB Page 3



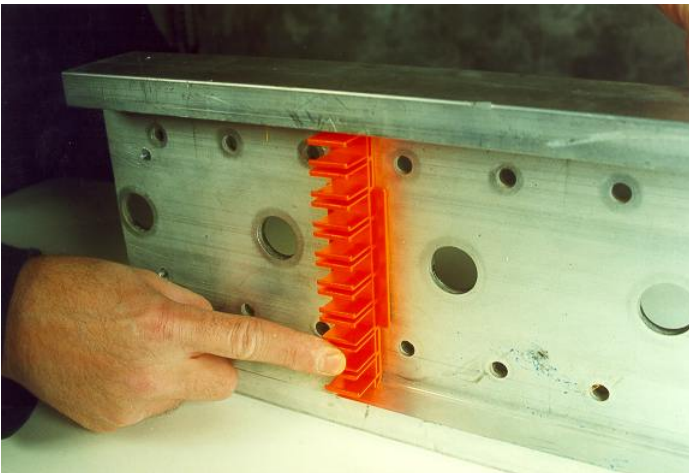
Hanger clamp are fastened to the web of the monorail using a screw-on connection. Special hanger clamps with 15mm hole spacing are provided for this application.

**Hanger - Clamp** (Clip-type)

For General Information refer to the Catalogue  
Section IS 100 K GB Pages 4,5,6



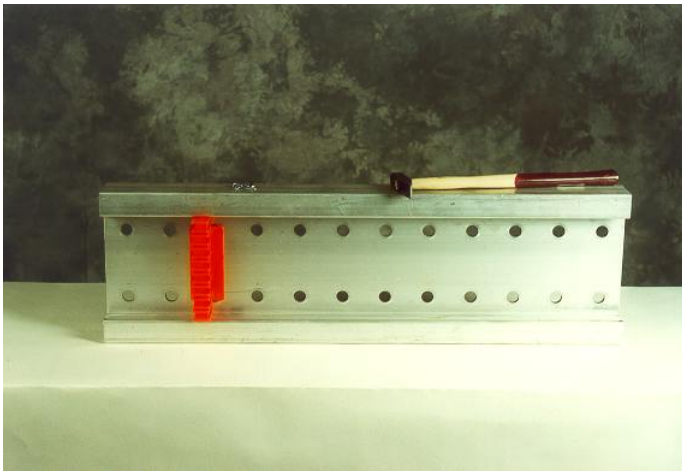
Remove the protective film before installing.



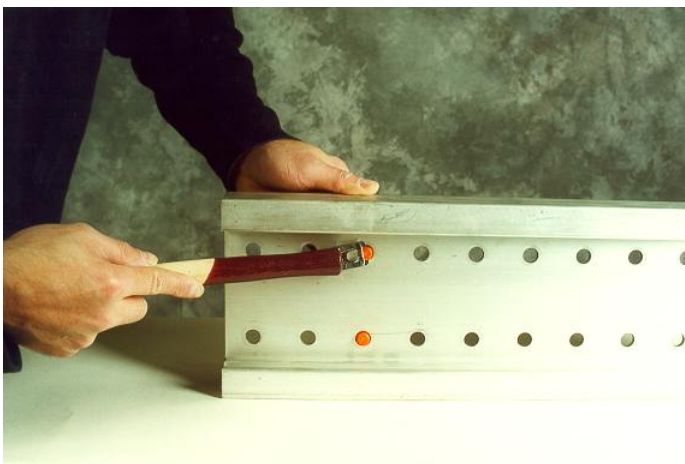
Clip the hanger clamp in the rail and press firmly till it engages.

**Hanger – Clamp** (Stud-mounting with spring clip)

For General Information refer to the Catalogue  
Section IS 100 K GB Page 7 and IS 100 B GB Page 7



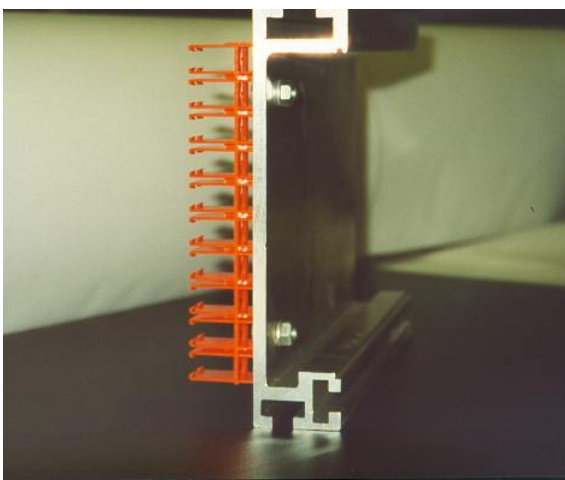
Depending on the type of the installation the hanger clamps are fastened directly or by means of the consoles to the track/conductor rail so that they align perfectly. The conductor rails are simply clipped into the hanger clamp until they snap in with a click.



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**Hanger Clamp** (Screw type)

For General Information refer to the Catalogue  
Section IS 100 K GB Page 3



Hanger clamp are fastened to the web of the monorail using a screw-on connection. Special hanger clamps with 15mm hole spacing are provided for this application.

## Conductor Rails Curves

For General Information refer to the Catalogue  
Section IS 100 B GB Pages 3,4



Figure 1

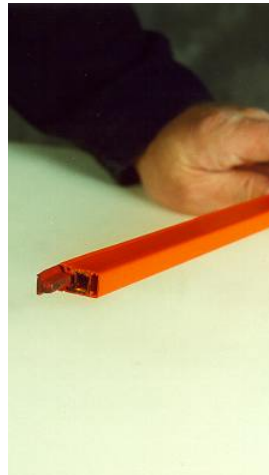


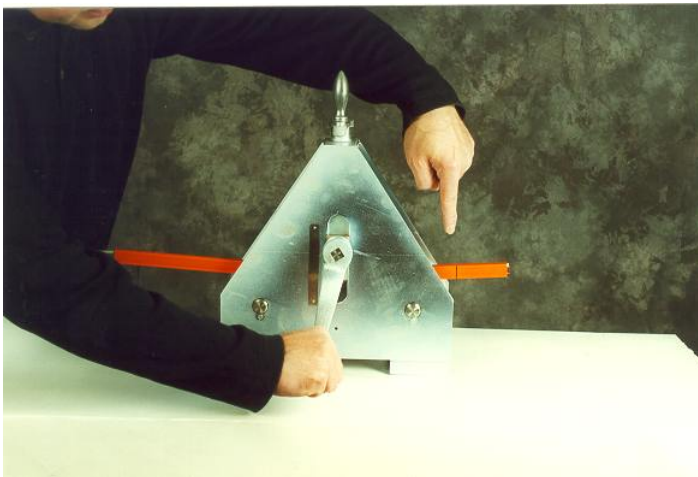
Figure 2

### Figure 1:

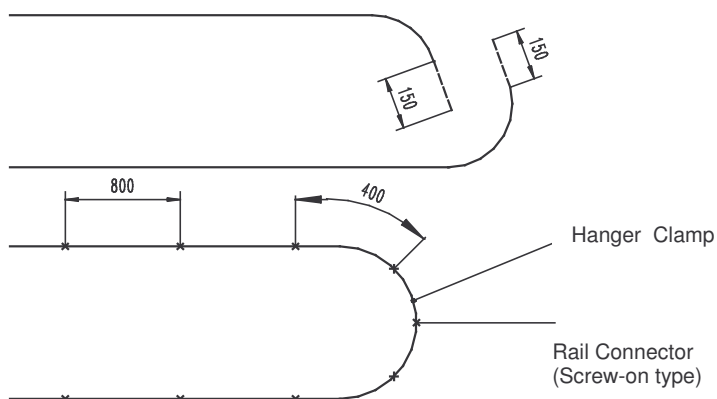
For horizontal and vertical bending insert the 7 x 3 mm black plastic strip in the space between the back of the metal rail and the insulating sleeve. When using the "screw-type" rail connectors or the separating or transfer caps, insert the strip 40 mm shorter. The strip must not be removed after bending. After bending retract the strip by 20 mm.

### Figure 2:

When bending over the wide side of the rail, the red bending profile has to be inserted into the slit of the conductor surface and the black bending strip has to be inserted into the back of the rail. Leave approx. 20 mm clear length on both ends when using the screw-on rail connectors. The red strip can be reused. The black strip must remain in the rail.



For bending on a building site, determine the length of the curve, e.g.: measure the length of the curve of the monorail track with a tape, transfer the length onto the conductor rail and make an additional 150 mm mark on the rail leaving a small amount to the end of a rail to be cut. Insert the conductor rail into the bending machine to the point where the pen mark is even with the outside of the bending machine. This corresponds to the original radius mark of 150 mm in the middle of the roller. Lower the top roller according to the required radius. Roll the rail through the machine up to the 2<sup>nd</sup> marking. It is possible to change the curve radius by reinserting the rail into the machine.



If two rail curves are to be joined, the straight ends must be cut off.



**Rail Connector** (Screw – type)

For General Information refer to the Catalogue  
Section IS 100 B GB Page 6

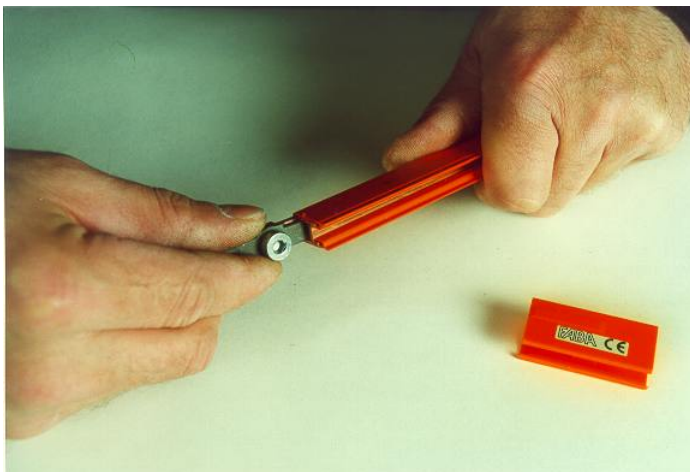


Loosen the socket head with the 4 mm Allen Key Screwdriver.

**Note:**

Use only the type of Allen Key shown as it allows sufficient torque. (Torque 6-7 Nm.)

When a twisting motion is felt on the handle the torque is then sufficient.



Loosen the clamp and slide the clamp plates in between the upper part of the copper. Slide the cover over the clamp, so that it sits firmly in the sleeving rims. Carry out the same procedure with the adjacent rail and press the connection into the hanger clamp.



Finally then, push the two rails together and only then tighten. If the rail has to be removed, again loose the connection before pulling out of the rail. This prevents buckling the steel plate of the connector. Make sure a hanger clamp is situated within 200 mm from the screw-in type connector so that the connection remains rigid.

### Rail Connector (Plug-in Type)

For General Information refer to the Catalogue  
Section IS 100 B GB Page 5



Figure 1



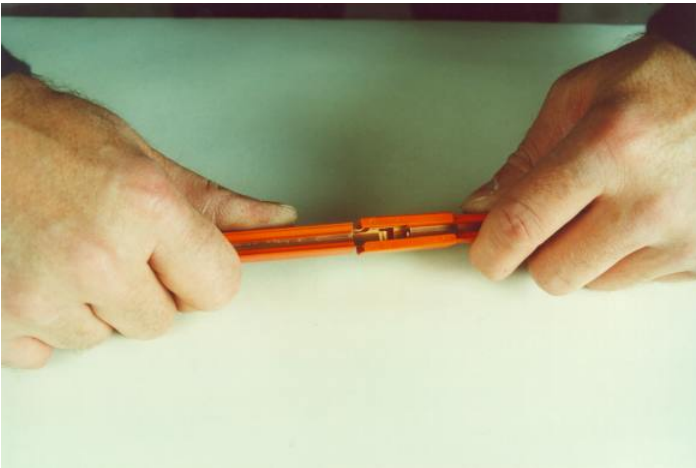
Figure 2

#### Figure 1:

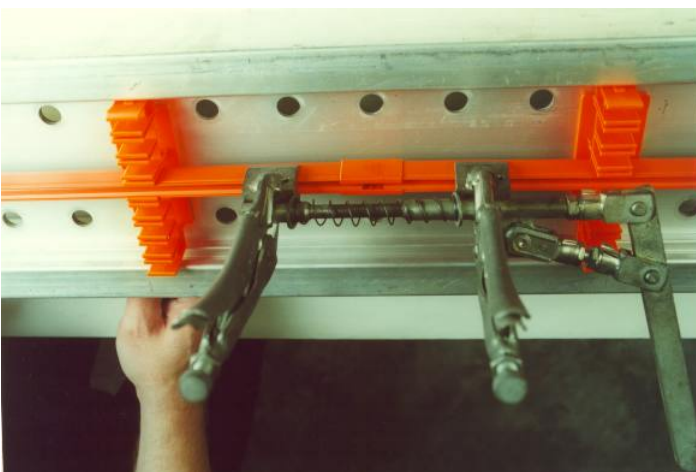
Push the plug-in rail connector into the holding tool.

#### Figure 2:

Tap in the connector till the stop point is felt. (It is situated in the middle.)



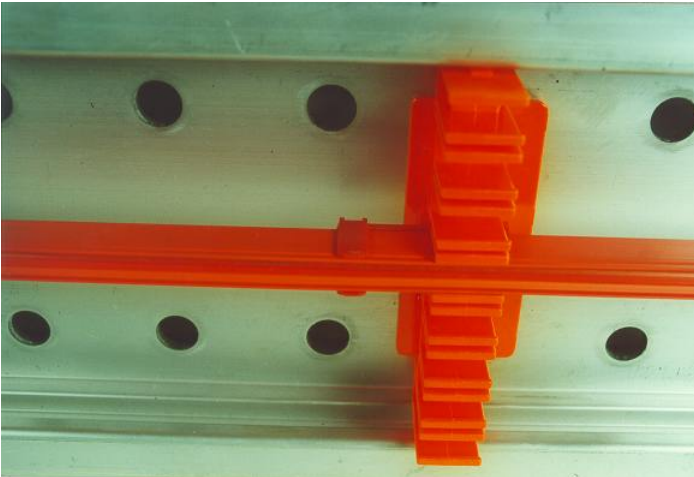
Slide the insulating splice cover into the grooves of the conductor sleeve until the stop point is reached. Press the end of the insulated cover together and align the opposite rail into the cover. Check that both insulating rims are embraced by the housing after clipping in the hanger clamps



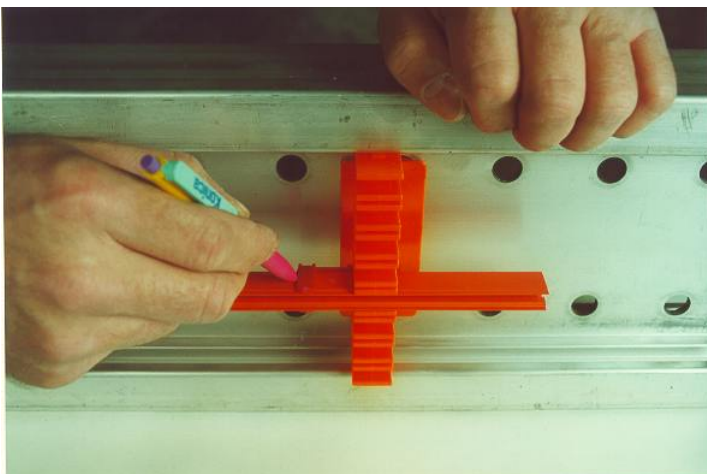
Snap the rail connecting tool fully expanded on the conductor rails, and pull the right hand lever downward until the rails are joined.

## Fixing point

For General Information refer to the Catalogue  
Section IS 100 B GB Page 12



Place the fixing clip into the hanger clamp and push the rail into the hanger clamp. If possible do not let it clip in.



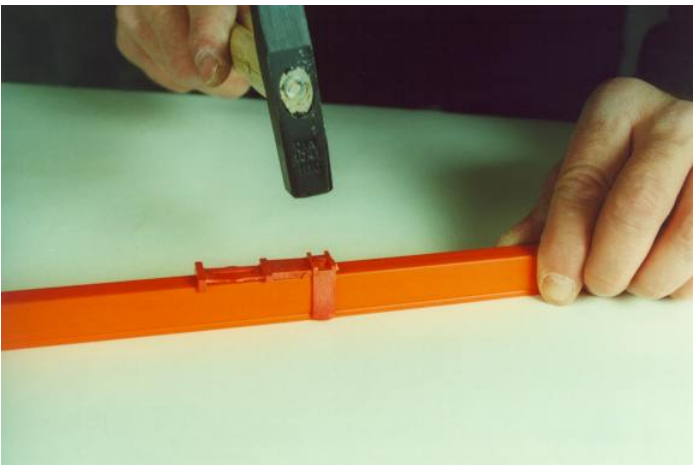
Mark the position of the fixing clip on the cover.



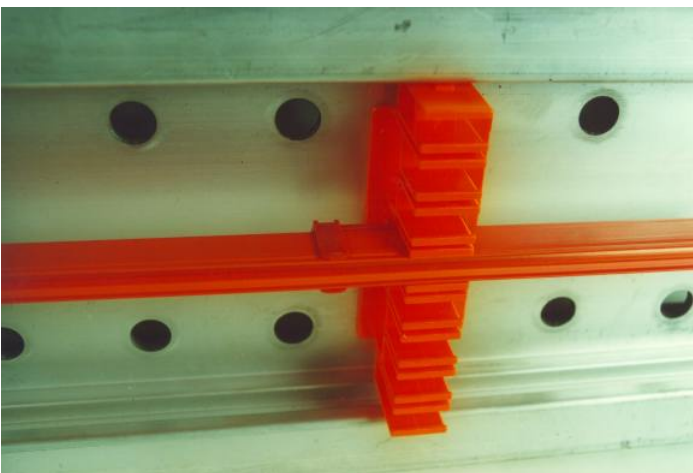
Drill a 3 mm hole through the insulation, and through the back of the metal rail. Do not drill through the contact surface.



Break off the sharpened pin to prepare it for the mounting. Place the pin in the existing hole.



Mount the fixing clip according to the marking, using it as a template. If the rail is clipped in, remove it from the hanger with a dismantling tool. Hammer fully the fixing clip into the drilled hole.



Press firmly the conductor rail with the fixing clip into the hanger clamp till it engages.

## Power Feed Connector 100A

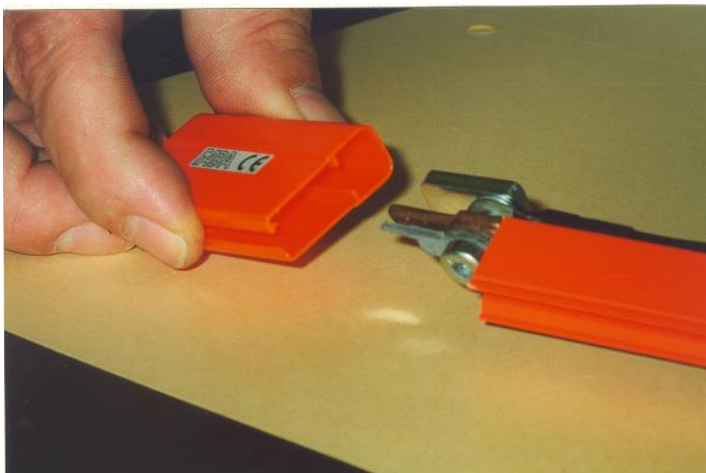
For General Information refer to the Catalogue  
Section IS 100 B GB Pages 9,10



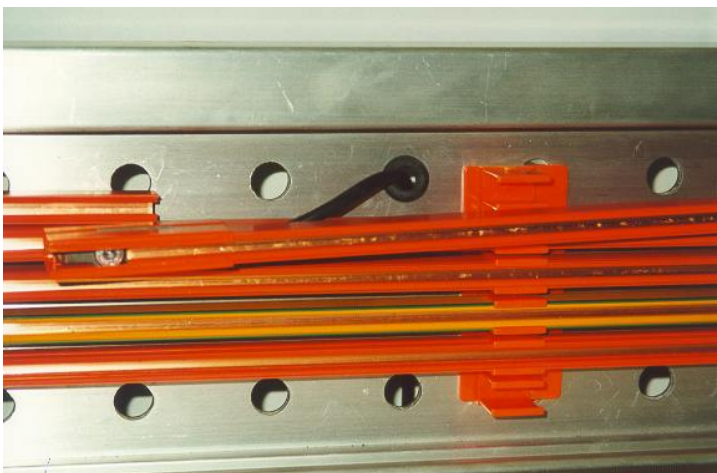
Power feed connector till 100A

Usable for assembly height 32mm or above  
(distance from monorail track to the bottom of  
the conductor rail sleeving see page 24)

Assemble the cable on the connector, as  
shown, leaving the connector screw loose.



Note that the threaded plate on the top should  
face the open end of the insulated cover. The  
feed cable is situated as shown.

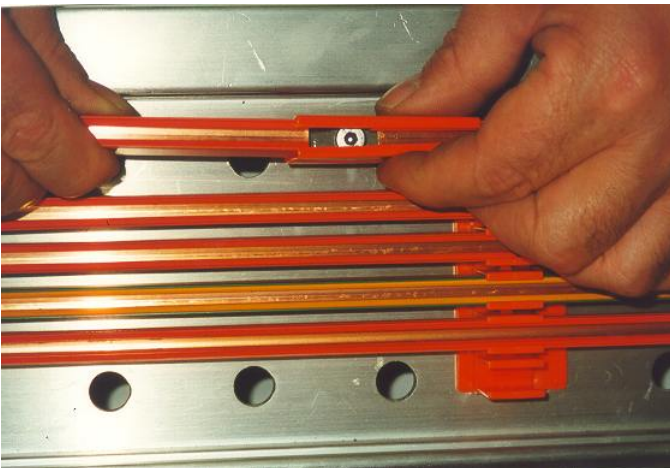


Care should be taken that the cable exit for the  
holes in the monorail web are protected by an  
insulating grommet.

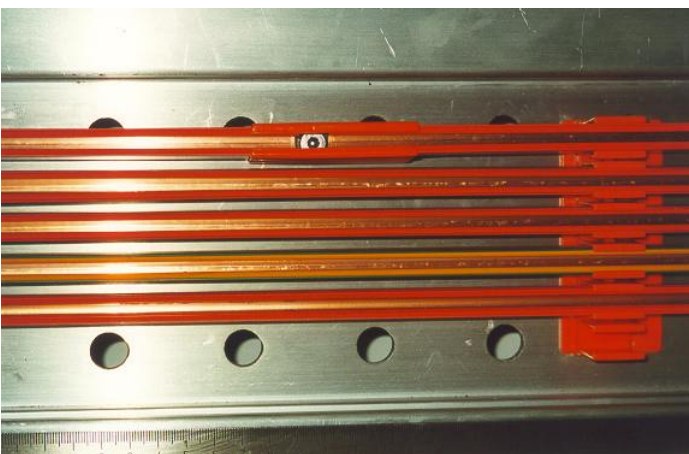
Be sure to install the feed cable with a little  
slack so that it can follow the linear expansion  
of the rail; for the installation through webs.



Slide the power feed cover over the connector pressing the cover together so that it aligns in the retaining grooves of the rail cover. Push until stop point is reached.



Taking the adjacent rail, press the cover again to align with both rail sleeving grooves. Slide both rails together.



Push joint cover slightly until it looks into the recess. Then tighten with a 4mm Allen Key. Make sure the rails are aligned and the screw head is recessed straight below the rail surface.

**Note:**

The power feed cover when assembled is off center.

## Power Feed Connector 50A

For General Information refer to the Catalogue  
Section IS 100 B GB Pages 9,10



This power feed connector for 50A is used only for 27mm height. See page 24 referring to installation heights. Install feed clamp with the cable as shown leaving it loose.



Push the cover by itself off center down over the clamp and sleeving, as shown. Push both of the cover rims separately till they engage in the sleeving. Then push the adjacent rail together in the cover and tighten. Make sure the cover is tight in the sleeving rims.

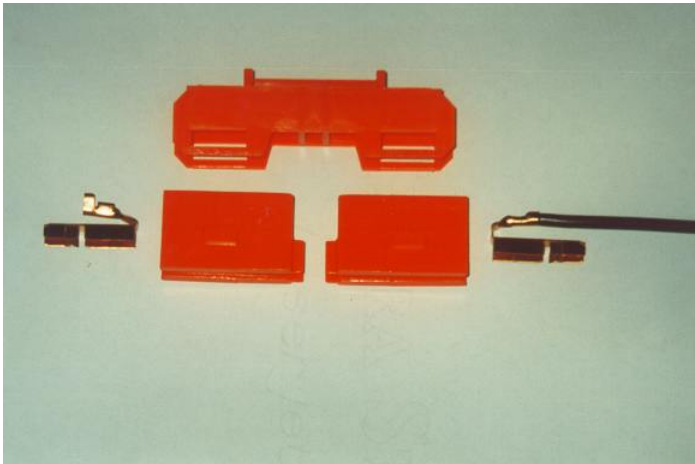


**Note:**

The cover is off the center when completed.

### Separation Unit with one feed connection

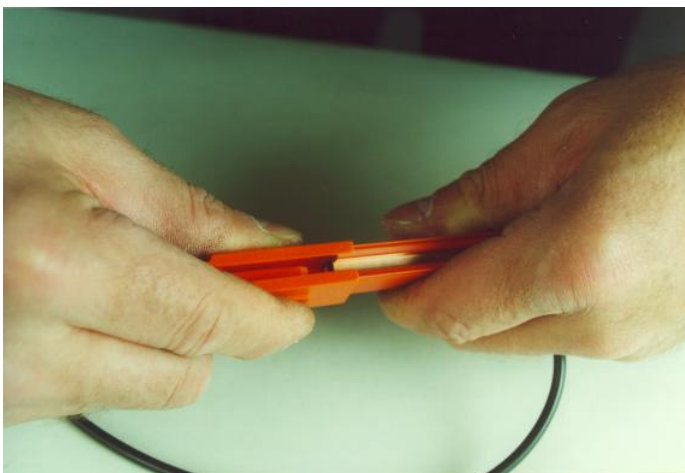
For General Information refer to the Catalogue  
Section IS 100 B GB Pages 17, 18



This picture is showing a layout of the parts required for the separation with one feed connection.

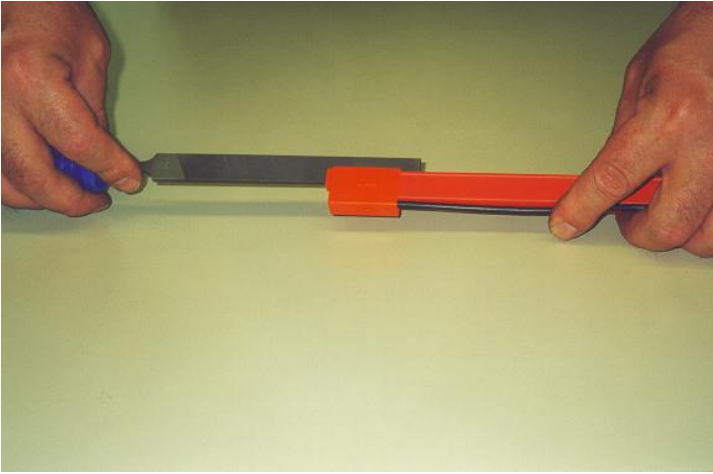


Press the terminal with the feed wire bending it down only over the insulating sleeve. This prevents kinking the terminal.

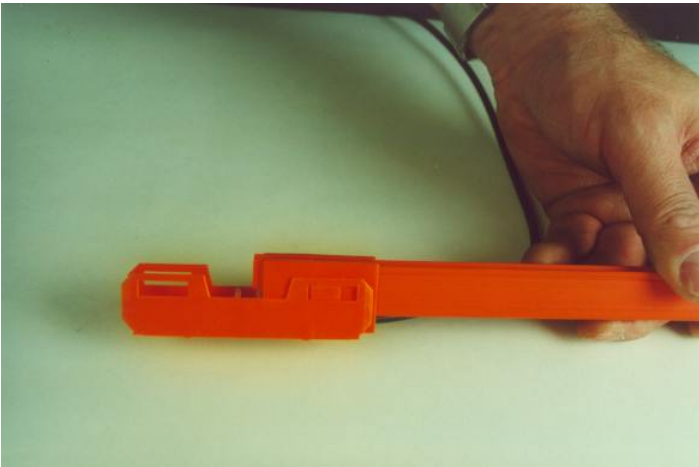


Push the rims of the cap together so that they engage in the sleeving rims and tap in.

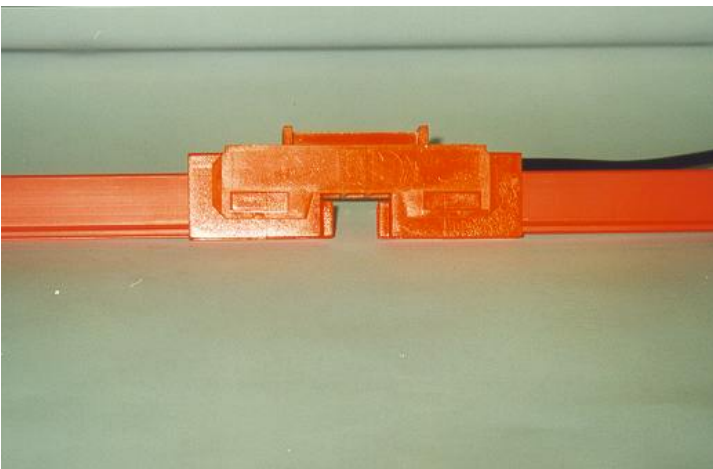




De-bur straight over the contact surface. This insures that no plastic is higher than the contact surface.



Clip the completed feed connection into the sliding holes of the housing.



Picture showing a completely assembled separation with one feed wire. Expansion setting is to be carried out by leaving open every third separation and installing a fixing clip. This sequence should be carried out the whole length of the conductor rail. Where separation expansions have been set no additional expansion is required within 30 meters, except building expansions. If the system is installed with the contact surface facing downwards as shown, 2 hanger clamps must support each section of a rail to prevent a seesaw effect on the unit.

### Separation Unit without feed connection

For General Information refer to the Catalogue  
Section IS 100 B GB Pages 17,18



Irrespective of whether a feed wire is required, **the wire terminal must be installed** as this wedges the transfer cap tight.



Insert the wire terminal and snip off the longer part of the terminal end piece leaving the small section free or tap the terminal slightly down with a hammer. The separation cap has now room to slide over the terminal.



Press the rims of the cap together so that they align in the grooves of the sleeving, and de-burr straight to the contact surface.

## Expansions

Expansion splices are suitable for 50A and require no bridging cables. They must be installed every 30m in the middle of straight sections. Expansions must not be installed in curves. Distances above 20 meters between switches or lift sections must have an expansion in the middle. Lift or switch sections are to be considered as fixed points.

Hanger clamps must support the expansion housing on both sides. Maximum distance is 200mm. Where separation caps are assembled on signal rails with the expansion gaps set (see page 18), expansion rails are not necessary, except on building expansions.

Figure 1: Standard Expansion splice max 50A with the built in spring contacts

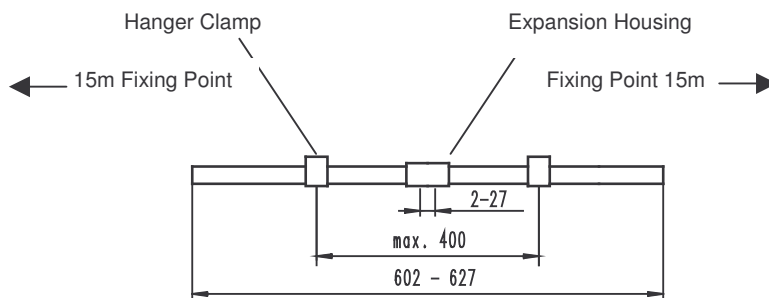
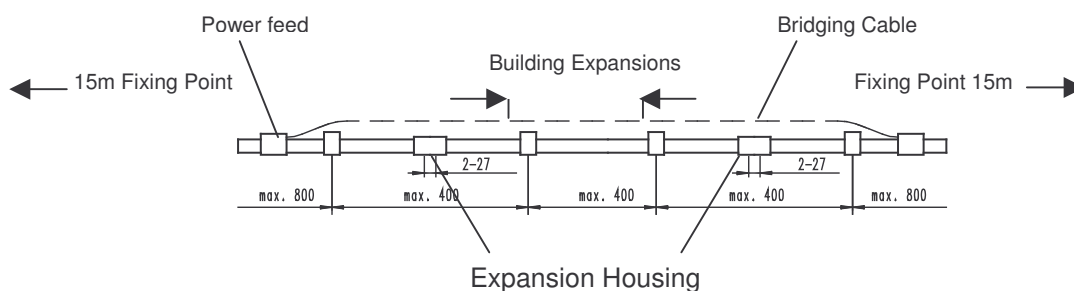


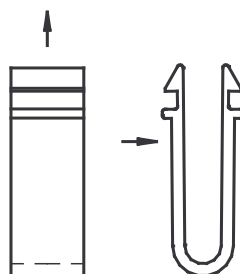
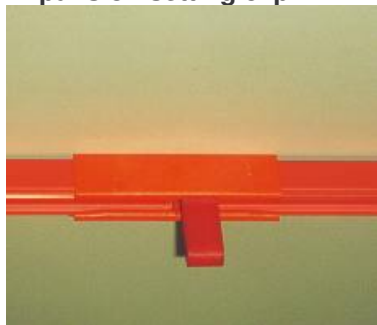
Figure 2: Building Expansion layout using two expansions splices



### Note:

Bridging cables for building expansions are 1600mm long and are required for above 50A. They are connected to feed connections spaced at 1500mm apart on the conductor rails. For the standard expansion applications the bridging cable is one meter.

### Expansion setting clip



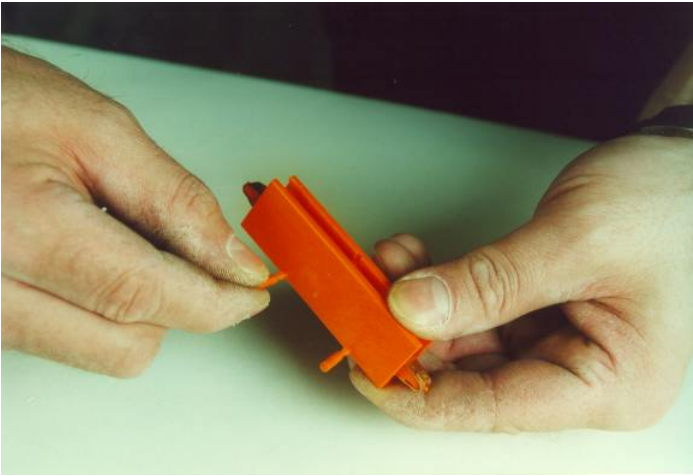
### Expansion Clip Setting Guide

- Room temperature under 15°C - 2 clips
- Room temperature from 15°C – 30°C - 1 clip
- Room temperature above 30°C - 1/2 clip

Pull the expansion apart and insert the yellow clip as to the guide above in each expansions housing. After inserting the clip push the rails together and install the fixing point 15 meters away. Switches and lift sections are to be considered as a fixed point. The clip must be removed after the fixing points have been installed.

## Expansions

For General Information refer to the Catalogue  
Section IS 100 B GB Pages 14,15,16



Picture showing the spring loaded 50A pre-assembled expansion housing. Remove both pins from the housing.

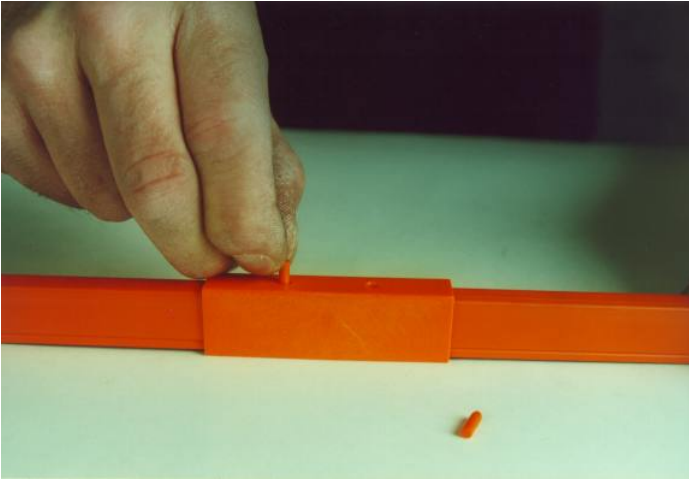


Use two de-burred conductor rail ends. Slide the housing into the conductor rails to the stop point in the middle.

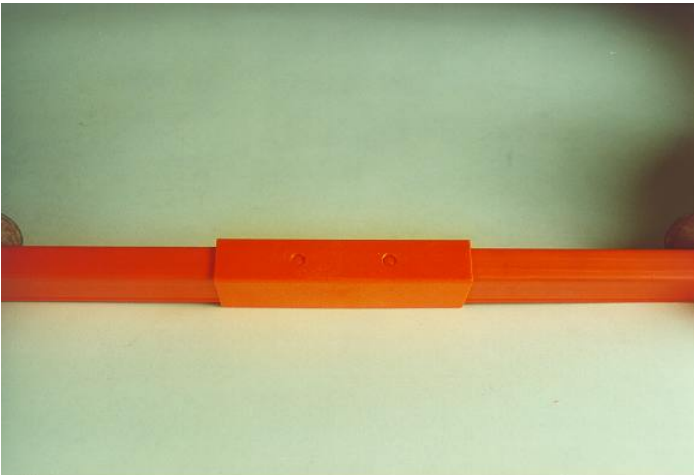
Make sure the cover engages both rims of the sleeving.



Using the housing as a template drill through the existing holes into the top layer of copper only (use a 3mm drill).



Push both pins fully through the housing using a smaller diameter drill end or likewise.



Check that both rails slide freely back and forth and remove all residues from drilling



Open the rails apart and place the expansion setting clip as follows: see page 20.

## Transfer Points for Sliding Switches and Lift Sections

For General Information refer to the Catalogue  
Section IS 100 B GB Pages 19, 20



Before marking the monorail track for drilling the holes, check the assembly height of the hanger clamp.  
See page 25.

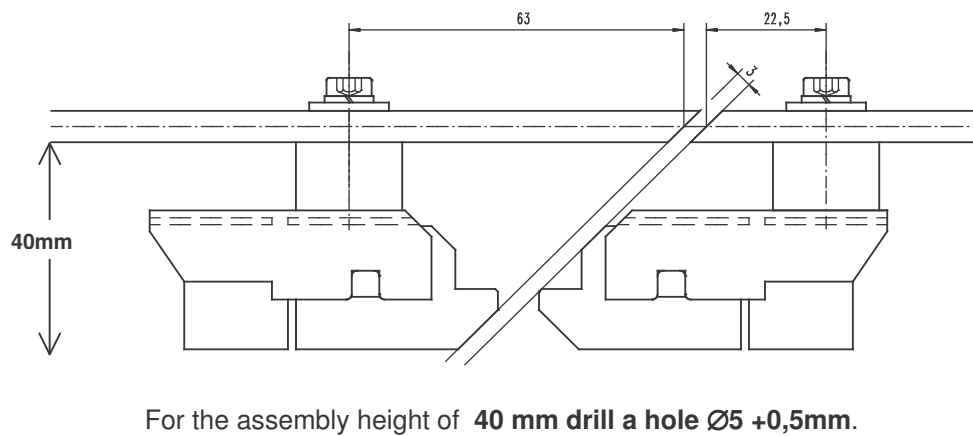
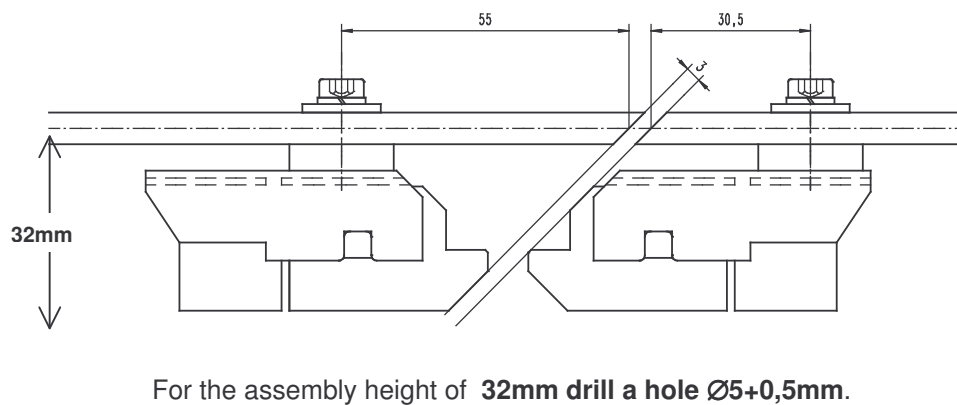
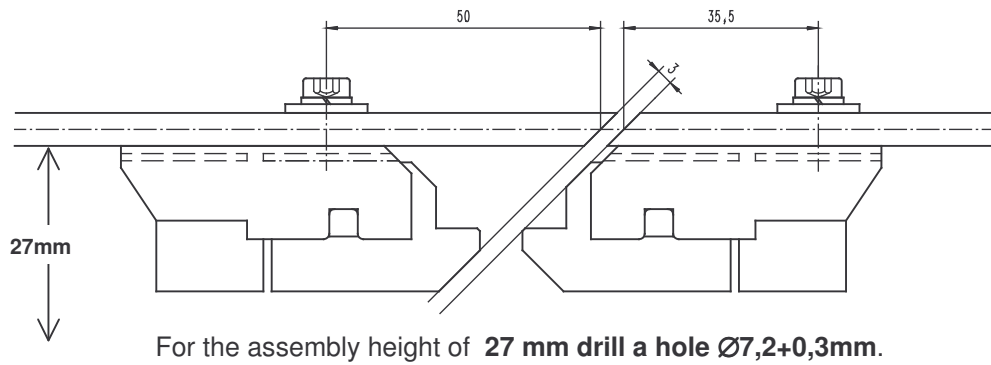


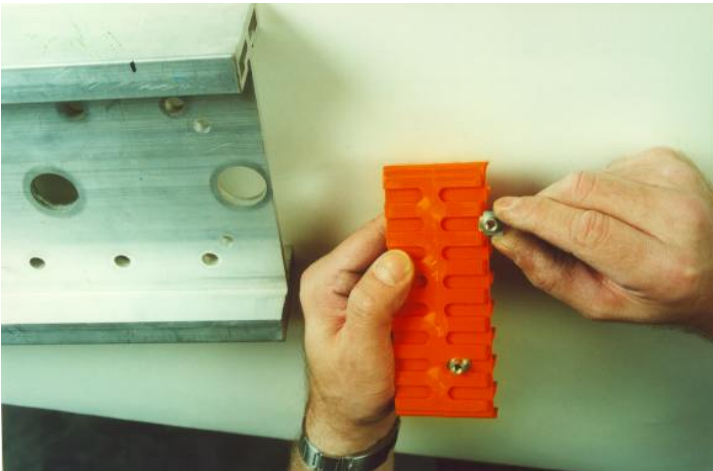
Use the drill jig at the straight edge and mark a line across the monorail track web. Slide the drill jig holes over the line on the web and drill two holes  $\text{Ø}5\text{mm} - 5,1\text{mm}$ . The jig can be removed once you have made two indents with the drill.



Slide the drill jig holes over the line on the web and drill two holes  $\text{Ø}5\text{mm} - 5,1\text{mm}$ . The jig can be removed once you have made two indents with the drill.

Drill spacing instructions for different height systems

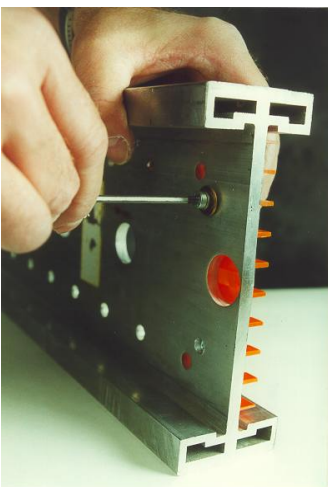




Place the two square retaining nuts into the sliding holes of the bracket.



Place the spacer piece (if required) over the nuts used when the overall height is 32mm and above. The spacer piece is used to equal the height of the hanger clamp. The Hanger clamp can vary from system to system. Place the nuts through the pre-drilled holes in the web.

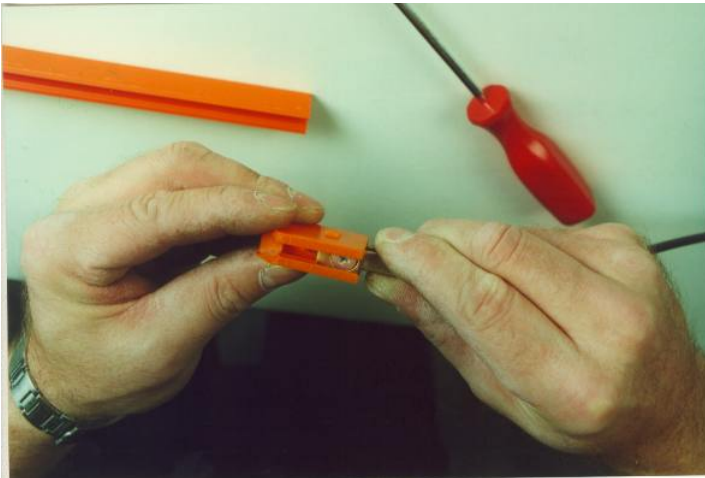


Using the nuts and bolts provided tighten slightly the unit, as the unit must be slid later for alignment.

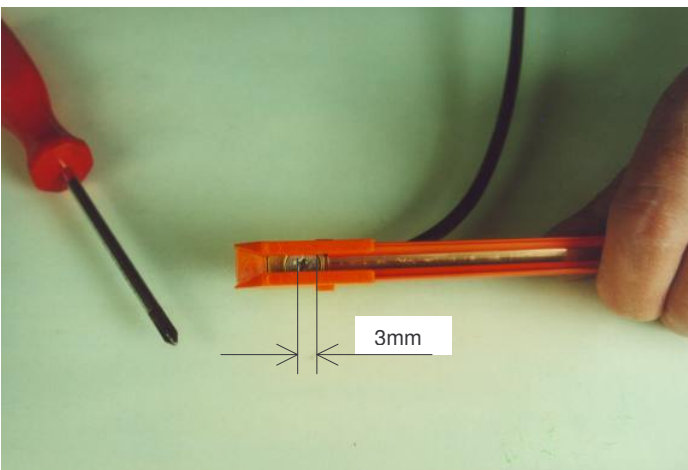


### Transfer Caps with feed cable

For General Information refer to the Catalogue  
Sections IS 100 B GB Pages 19, 20 and IS 100 U GB



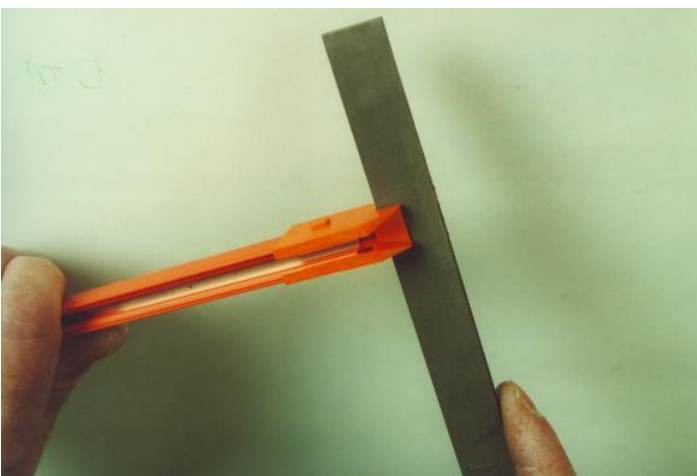
Install the feed cable ring terminal under the nut of the feed clamp leaving the connection loose. Slide the clamp into the transfer cap till it locks in the recess in front.



Slide the unit still loose into the conductor rail so that it engages in the rims of the sleeving. Tighten with a Phillips screwdriver and smooth off straight with a file. Caps can be adjusted 3mm to align in the holding bracket.

### Transfer Caps without feed cable

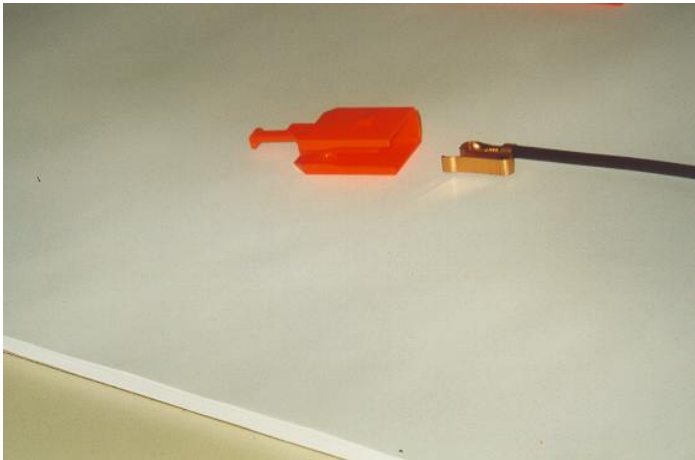
For General Information refer to the Catalogue  
Sections IS 100 B GB Pages 19, 20 and IS 100 U GB



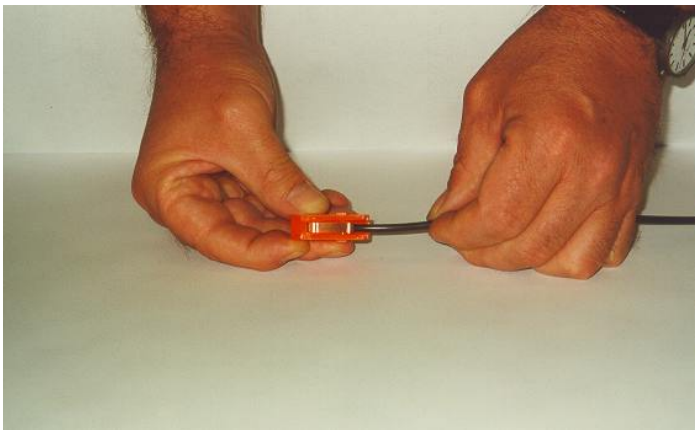
Tap in the transfer cap with a side of the file and de-burr straight to the contact surface. All tap-in caps can be removed by tapping with quick short blows on the side of the cap with a file.

### Transfer Caps with adjustable 4 mm feed wedge terminal

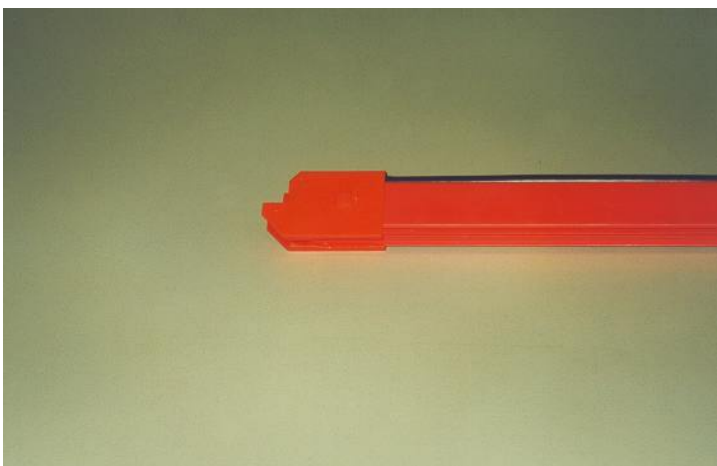
For General Information refer to the Catalogue Sections IS 100 B GB Pages 19, 20 and IS 100 U GB



Parts shown required for a transfer cap with one feed connection. If a feed connection is not required the terminal must still be used for the installation. This would allow an additional 4mm adjustment on the "unfed" side. Cut crimping area off before installation.

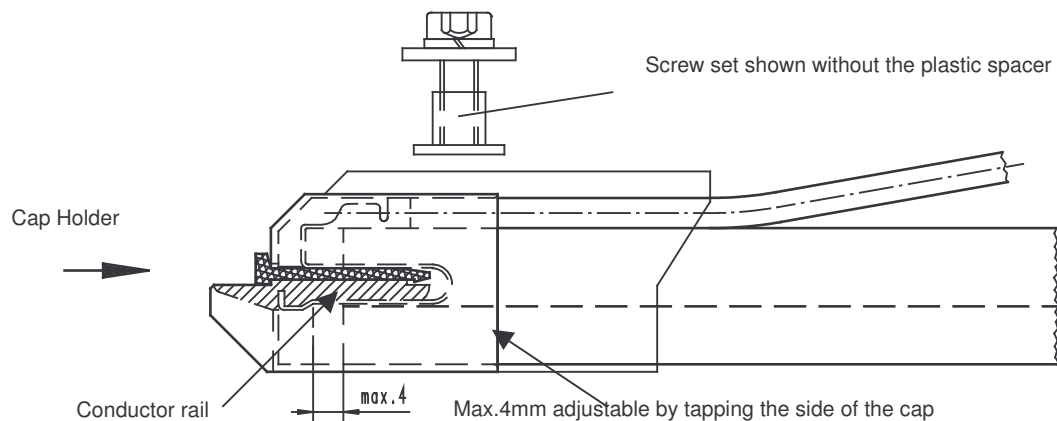
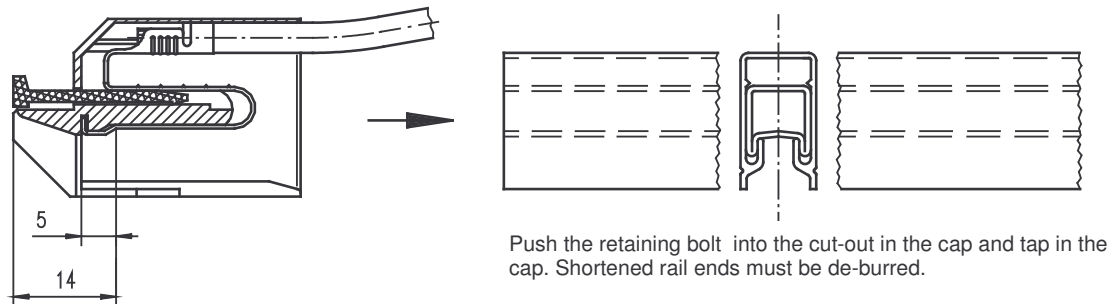
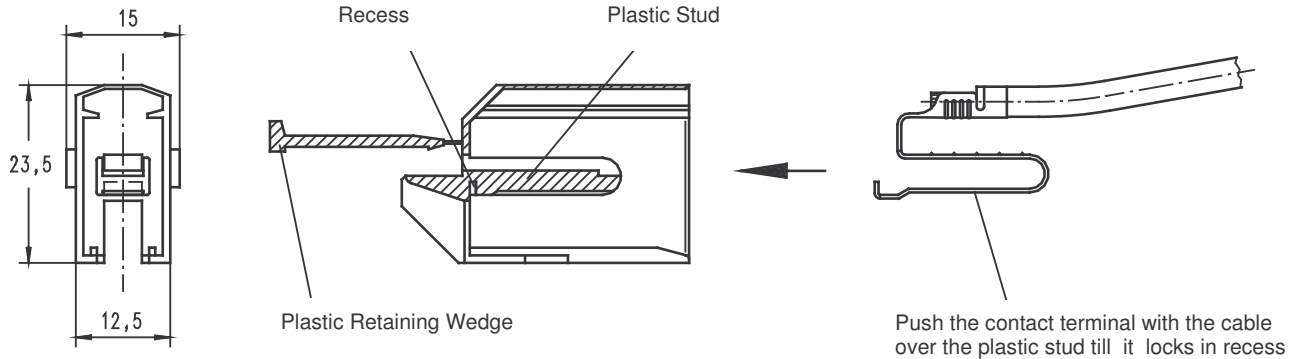


Push the contact terminal with cable over the plastic stud and push upward till it locks in the recess.



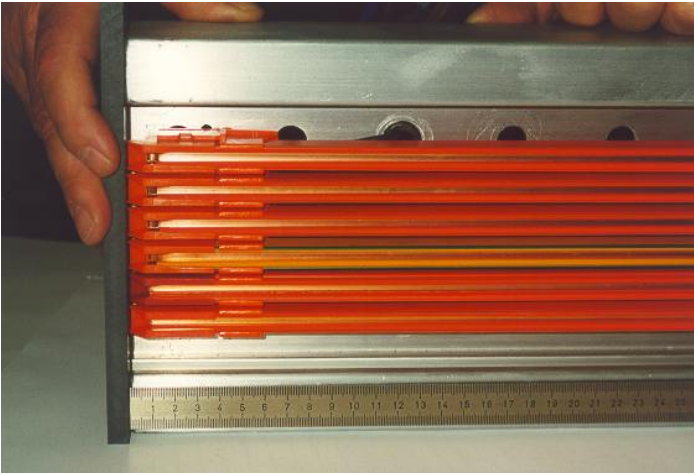
Push the retaining wedge fully into the slit in the cap. Tap in the cap so that both sleeving rims are engaged. The cap can be adjusted by tapping on the side with a file.

Used: For the phase and ground Rails FAB A100

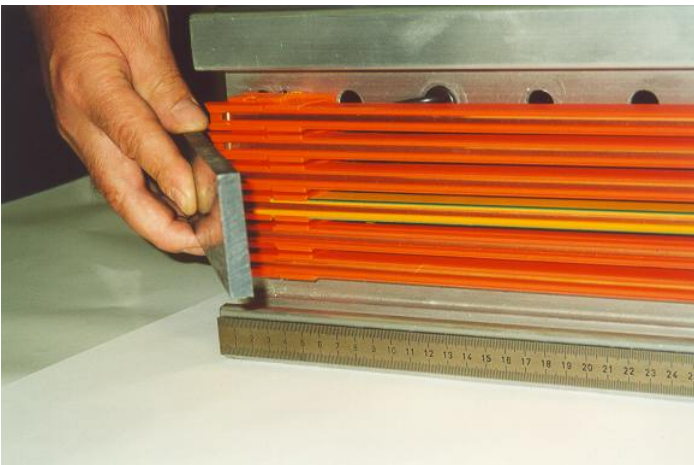


Adjust the caps till they align with cut-out in holder. (Transfer caps are 4mm adjustable.) Lock into the cut-out in the holder bracket. Line up assembly to cut on monorail track and tighten screw-set behind.

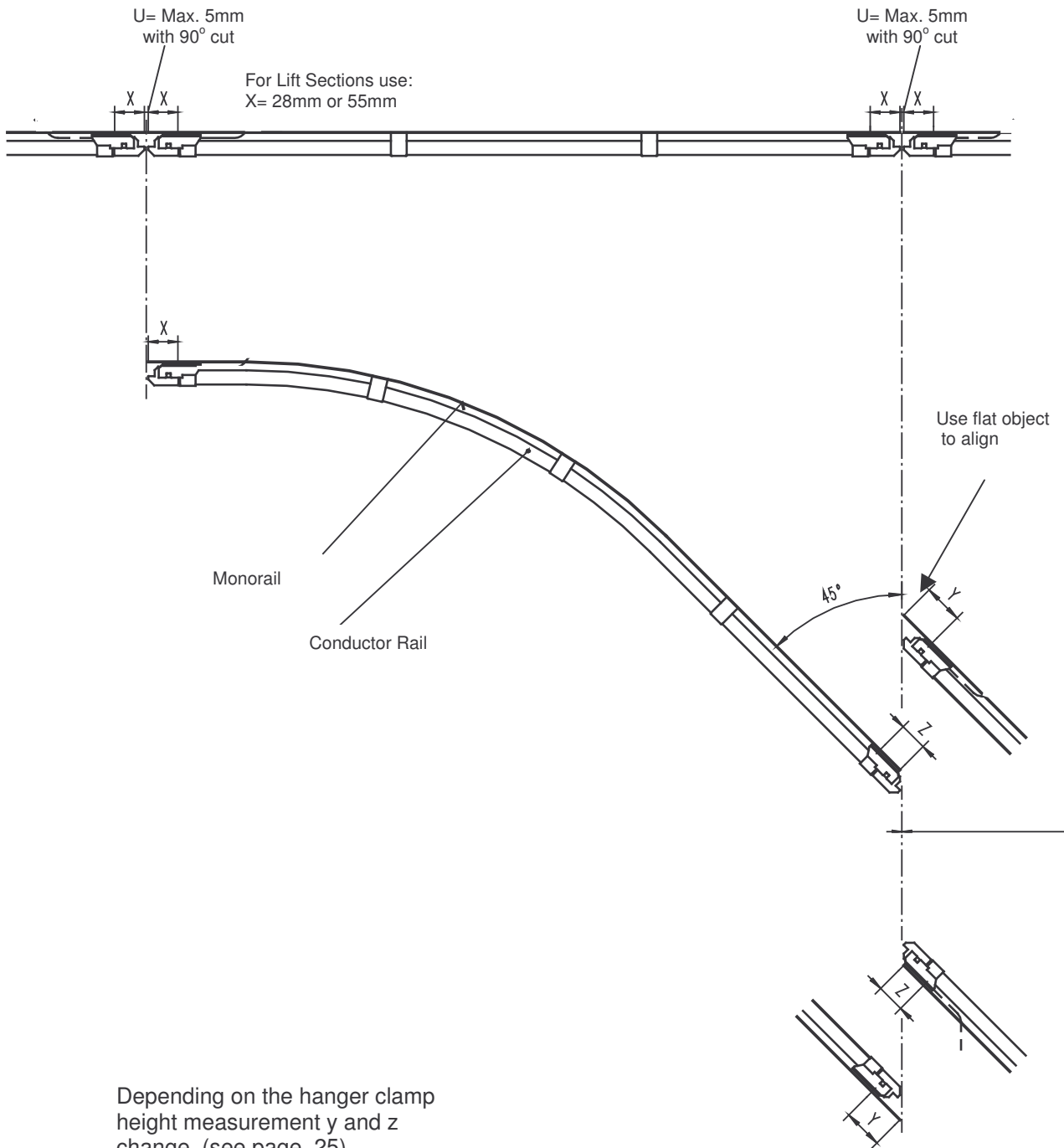
## Transfer Assembly Line up Procedure



Using a flat object tap the unit flush with the cut on the monorail and tighten the retaining screws behind.



For the 45° angled cuts place a flat object on the cut on the monorail. Adjust the unit till the 45° angle on the caps correspond with the flat object and tighten behind.



Depending on the hanger clamp height measurement y and z change (see page 25)

Height	y	z
27mm	50	38
32mm	55	33
40mm	63	25

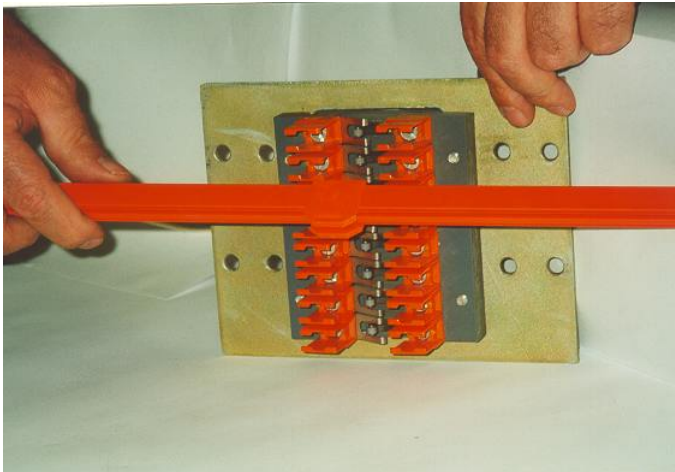
## Collector Shoe Wear Indicator

For General Information refer to the Catalogue  
Section IS 100 M GB

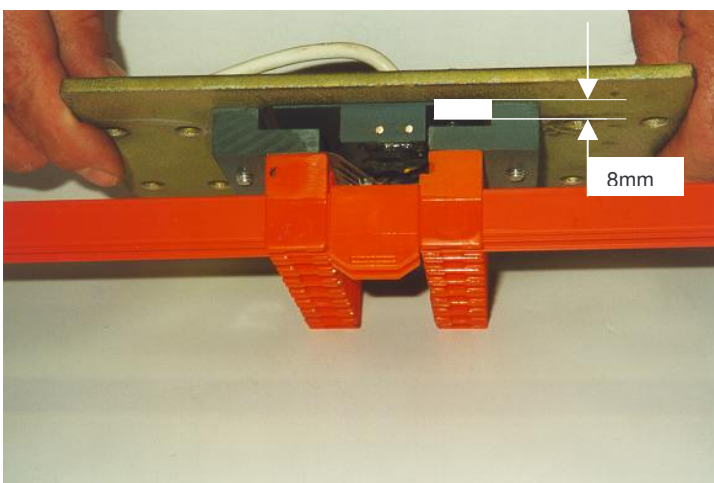


Before assembling the unit a cut out must be made in the monorail web. Three nuts are used for the micro switch timing. (Factory set) If a change is required counter lock the two left hand nuts, and set the right hand nut to 8mm and lock.

The setting is shown in the drawing delivered with the indicator as well as the dimensions for the cut-out, and the holes to be drilled.



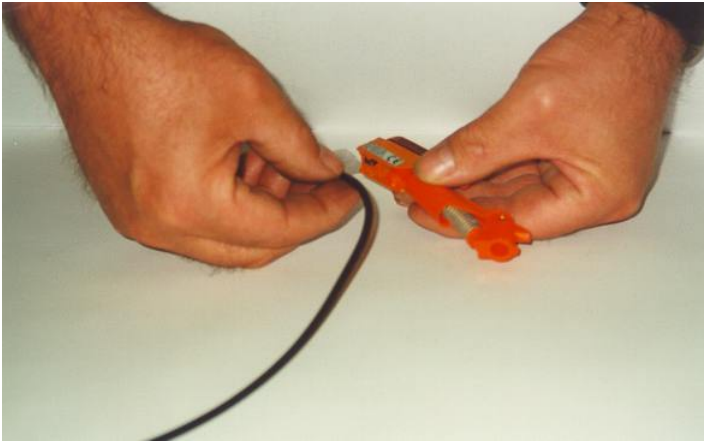
This is the front view of the collector shoe wear indicator prior to the installation of the conductor rails.



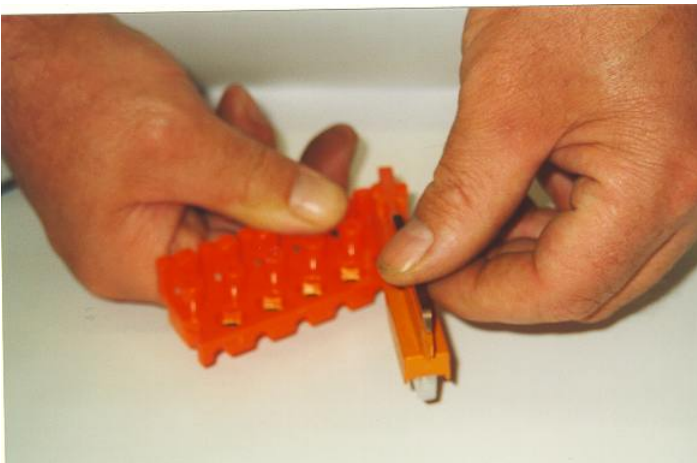
Place the plastic plunger over the rail, and clip it in between the two hangers. Make sure the plunger moves up and down freely. By loosening the 8 screws behind, and sliding the hanger clamps apart, one can provide more play sideways for the plunger. Retighten after setting.

**Current Collector** (Standard Type)

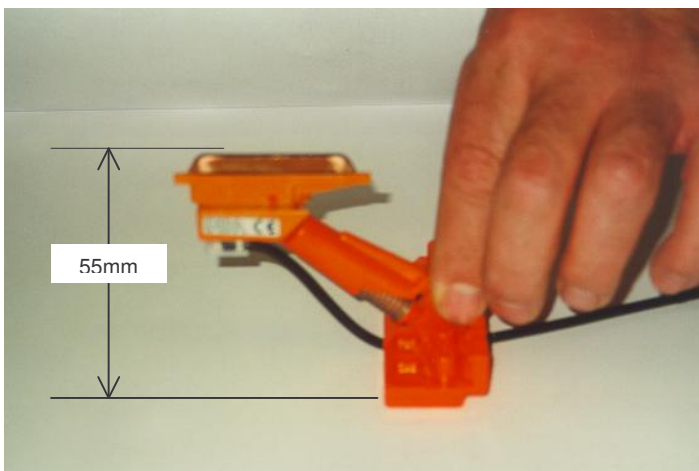
For General Information refer to the Catalogue  
Section IS 100 B GB Pages 21-29



Push angled connector on the lead cable into the collector shoe terminal.



To assemble collector on the mounting base, place the collector 30 degrees to the side. Press the collector head down and pivot to the middle. Pass the wire through the base-plate cut-out. The cable must not exert any tensile, compressive, or torsion stress on the collector. The shoe must be completely free to rotate and pivot.



Tighten the base-plate after aligning the current collectors level with the conductor rails. The collector cables must have free movement under the base-plate. If the cables are taut shoe wear is uneven and excessive. Collector heads should be positioned centerline to the carrier drive.

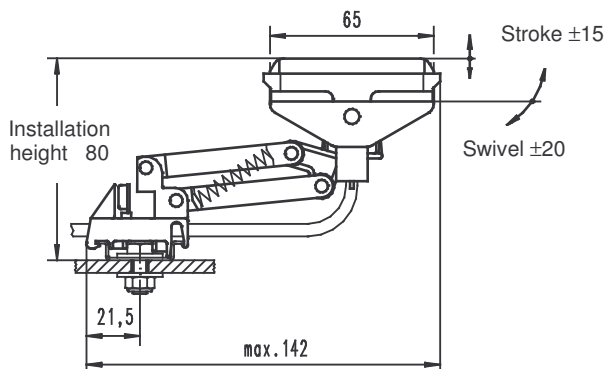
The installation height is 55mm.

**Double Arm Collector (Standard Monorail Version)**

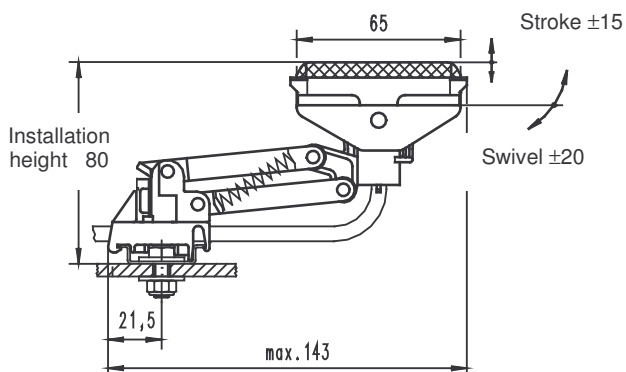
Installation height 80mm

with a screw connection M4 till 30A

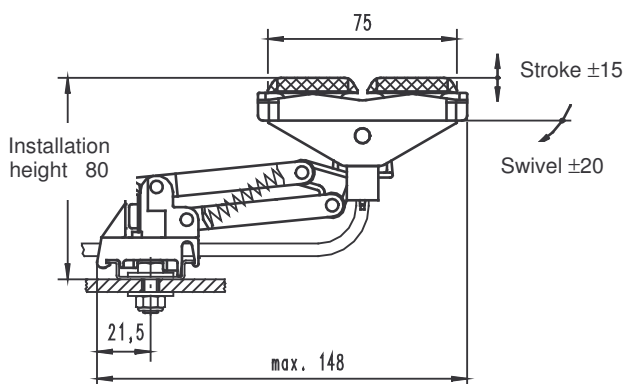
with a plug terminal 4.8 x 0.8 till 20A



with a screw connection M4 till 50A



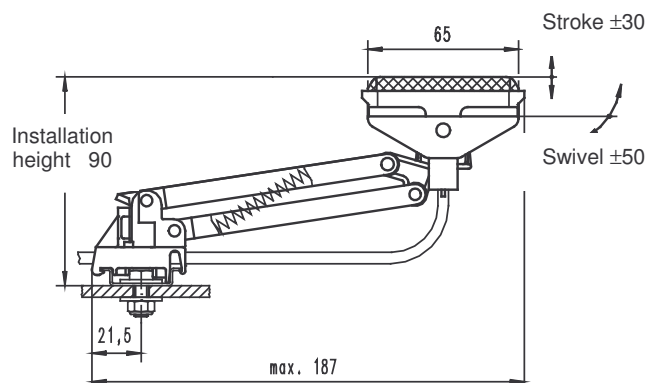
with a spade socket 4.8x 0.8 till 20A

**Double Arm Collector (Longer Version for Cranes)**

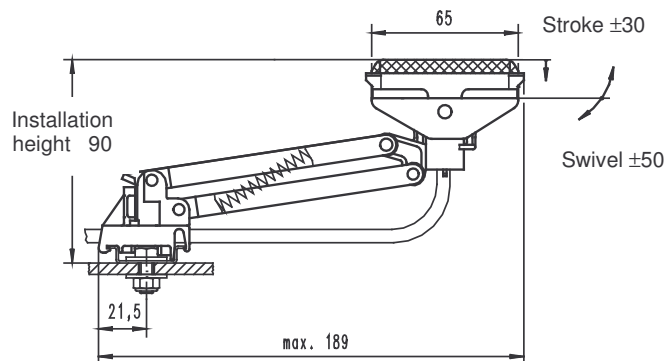
Installation height 90mm

with a screw connection M4 till 30A

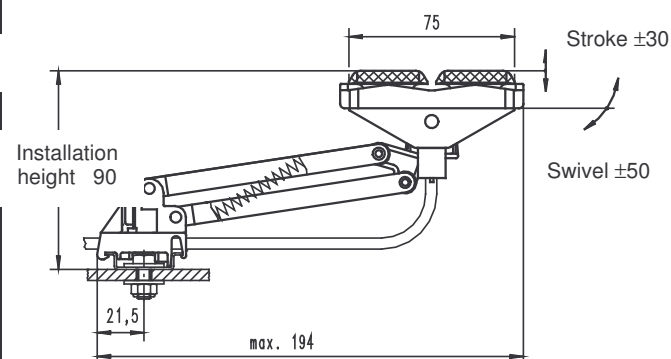
with a spade plug terminal 4.8 x 0.8 till 20A



with a screw connection M4 till 50A

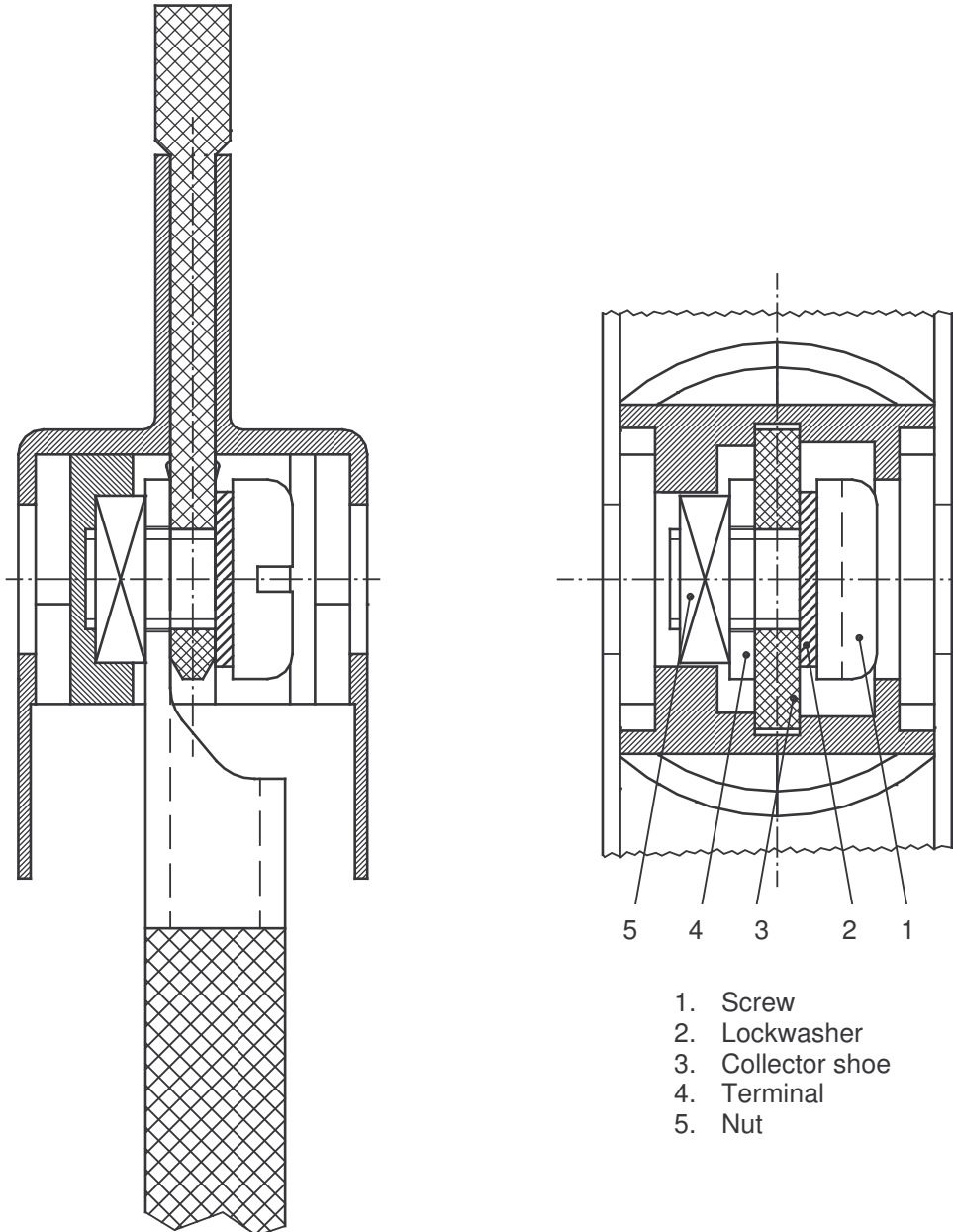


with a spade socket 4.8x 0.8 till 20A



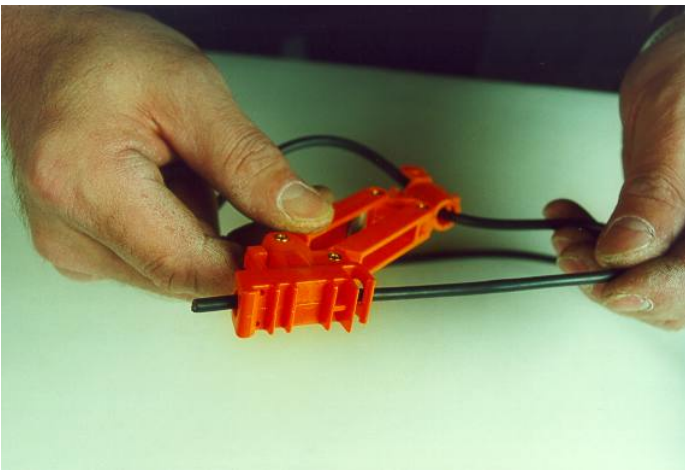


## Cable Connection for the Single arm collector





To remove the head push the head downwards and swivel outwards with a **quick motion**.



Insert the cable through the top pivot and pass it through the round hole in the plastic base making sure the cable is not twisted or pulled taut.



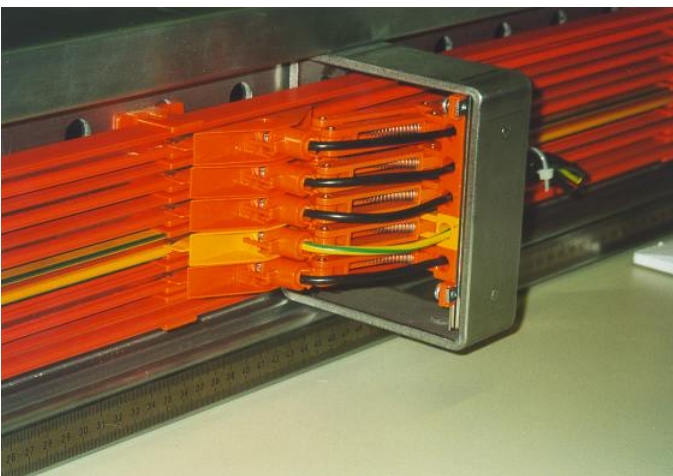
Push spade terminal firmly on the connection underneath and clip the collector head back onto the body.



To install the plastic mounting unit on the steel retaining profile clip rear plastic tongue in steel rim and pivot forwards, till it snaps firmly.



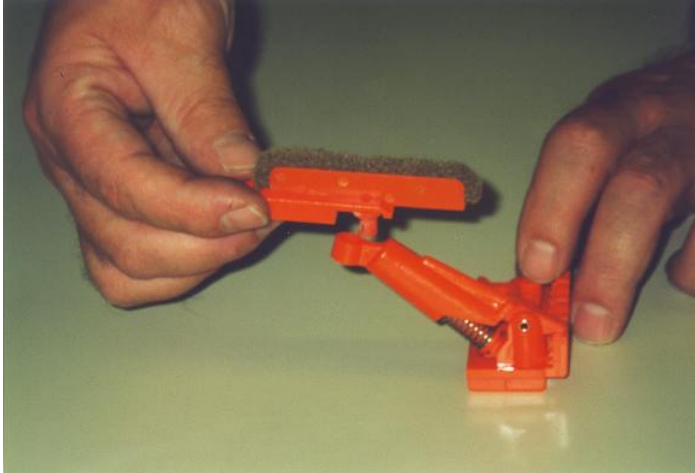
To assemble or disassemble collector on mounting unit push the connector 30 degrees down to the side and pivot to the middle and pass the cable through the hole in the mounting unit. Screw on the red plastic retaining straps on both sides. This prevents lateral slip. The ground collector is higher for safety reasons. Cables must have free movement and must not be twisted or pulled taught.



Picture showing a complete mounted collector. Mount center drive roller.

## Cleaning Collectors

For General Information refer to the Catalogue  
Section IS 100 B GB Page 24



Cleaning collectors are to be installed separately on a base plate and have the same installation height with base plate 55mm as the standard collector (see page 32). At least five sets are required for an average system being 150 meters or one set for every 30 meters.

**Note:**  
Used for back and forth operations.

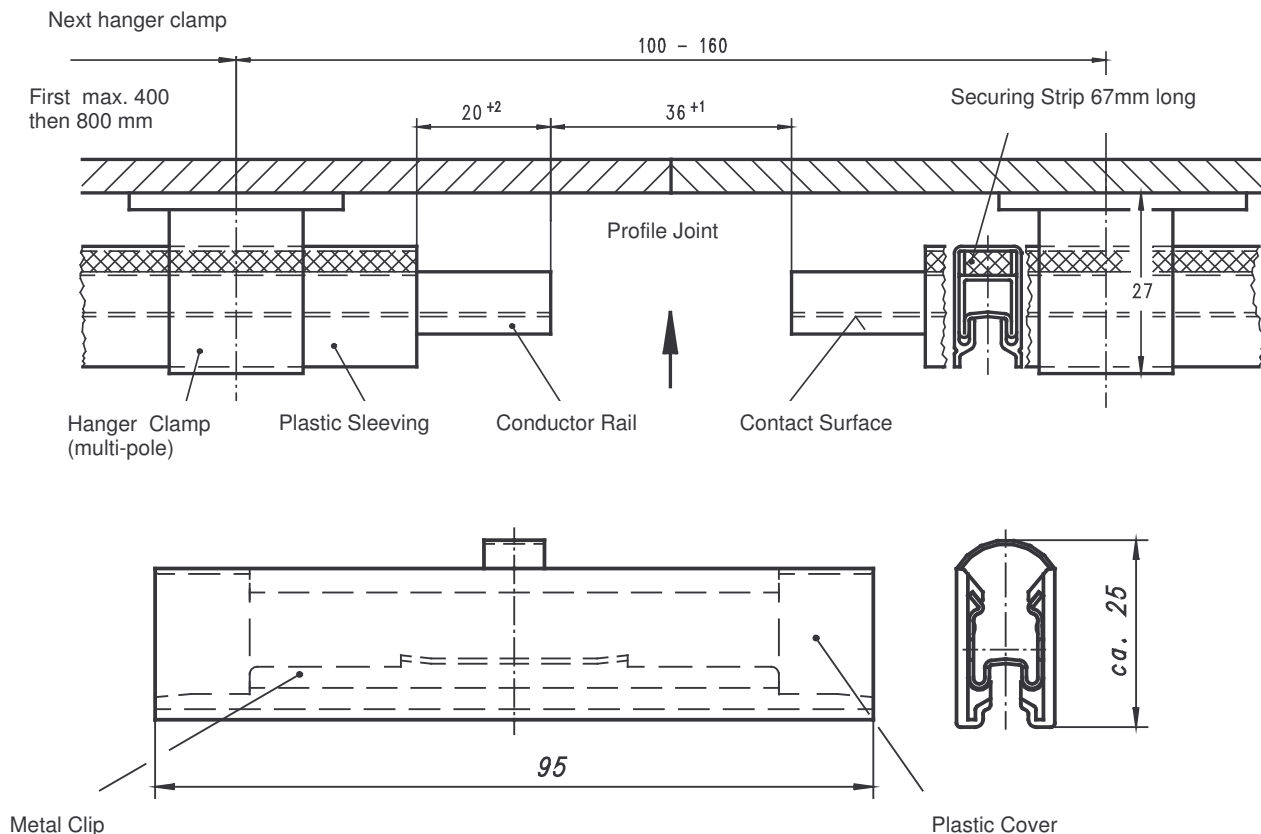


Cleaning collectors cannot transfer electrical current and are to be mounted to the follow part of the carrier, center roller. Cleaning collectors are not suitable for continuous use and must be controlled continuously for wear. Once the system is cleaned they must be removed.

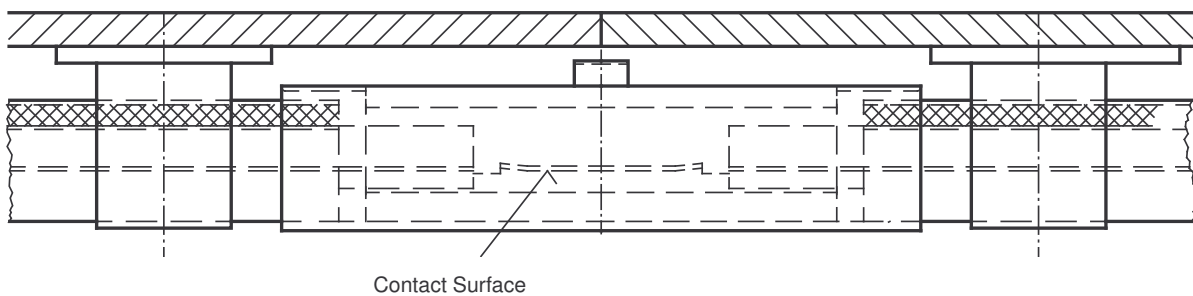
**Note:**  
Used for one direction only. The plastic tie gives added holding properties at switches and transfer points.

## Prefabricated Conductor Rail System

### Layout of the Prefabricated Conductor Rails



### Conductor Rail Connector after Installation



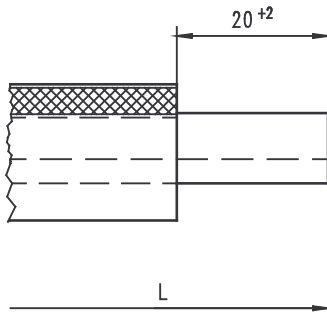
#### Conductor Rail Connector

Single unit comprising of the (metal clip/cover). The metal clip insures a mechanical and electrical bridging of the corresponding conductor rail end. After placing the metal clip in the middle of the tool, it is placed over the plastic sleeving and then tapped in with the installation tool.

#### Expansion Range $\pm 4$ mm

The conductor rail must be secured in the middle with a fixing clip on the prefabricated section.

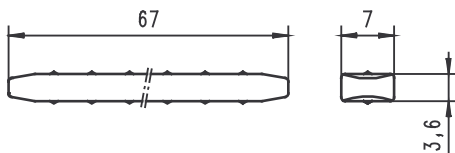
Conductor Rail: Lengths 2990 or 4990mm long



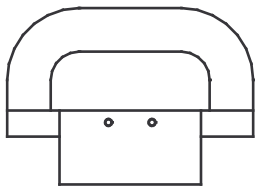
Standard length sleeving must be shortened on the site.

Track length + 36mm cut-out  
space left free for connector

Securing Strip: Order No. 241000060



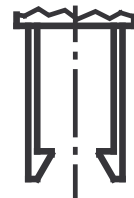
Two pieces are required for each rail connector.



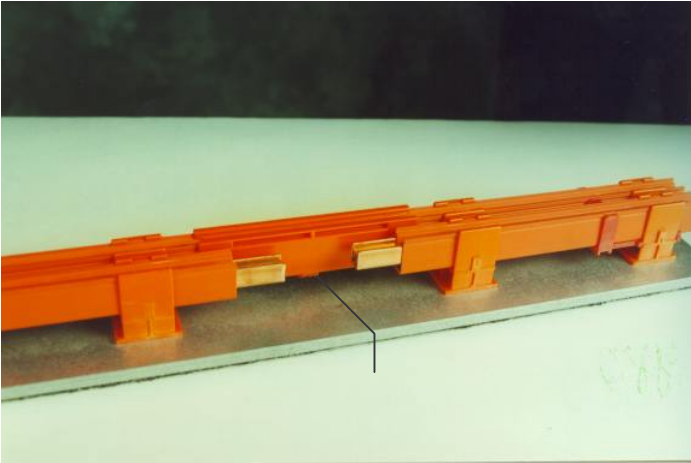
Side view of  
the tool



Installation  
Tool with  
position of  
connector  
Order No.  
241046085



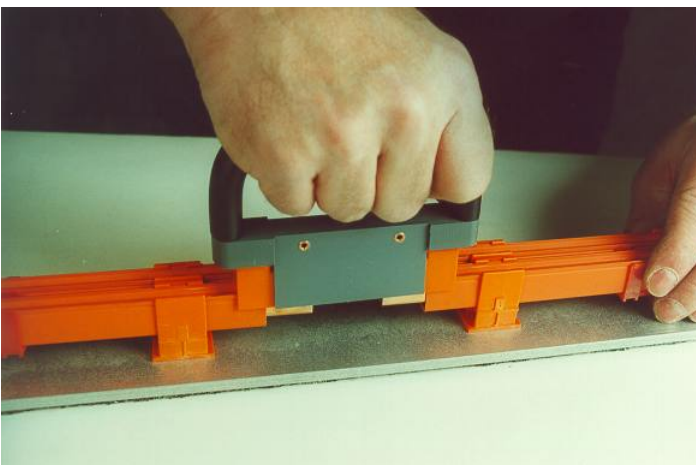
Dissemble  
Tool:  
Order No.  
241046086



Situate the conductor rail ends 18mm back from the monorail track joint (black line). Shorten the conductor rail sleeving on both ends to  $20^{+2}$  mm as shown in the drawing.



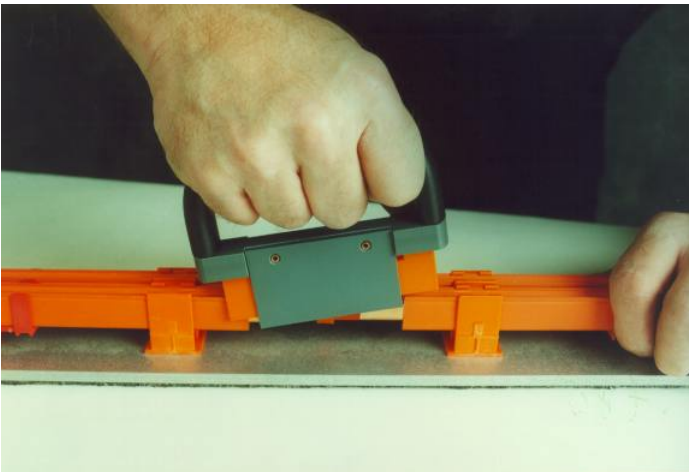
After the appropriate length of the conductor rails have been cut. Slide the plastic strip 67mm direct above copper and below sleeving in the conductor rail end. This prevents the rail being pushed backwards into the sleeving.



Place the rail connector over the sleeving in the middle of the open rail gap and tap the handle with plastic hammer using a short quick blow. Make sure the connector is completely level with the contact surface after completion.

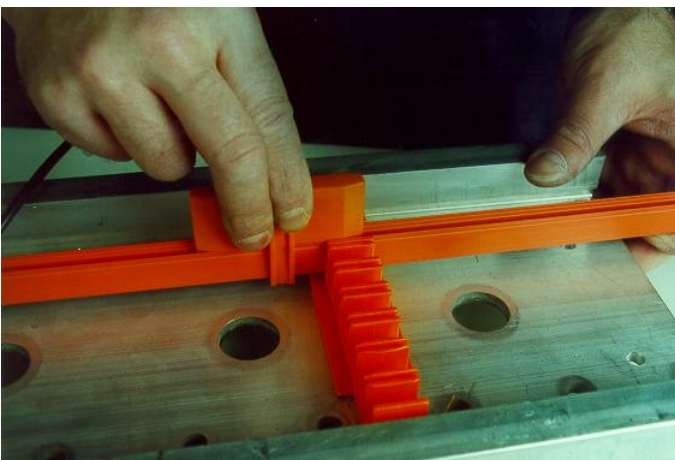


Inside view of the installation tools. Left hand side is the installation tool. Right hand side is the disassemble tool.



If the connector has to be removed, using the tool without the rim inside, snap the tool over the connector. Using a quick turning motion remove the connector. Should the plastic bow be broken on the connector it is still reusable. (the bow is only for assembly purposes.)

### Removing the Conductor Rail from the Hanger Clamp



Slide the dismantling wedge along the conductor rail to pry apart the hanger jaws. Do not use a screwdriver or other tools that can damage the insulating cover.



## End Check

- Are all the screws tightened?
- Are all the burrs removed?
- Are all the cables connected tightly?
- Do the switches and lifts sections close correctly without interference?
- Are the air gaps set correctly on the switches and lifts?
- Are all the fixing points assembled to anchor rail sections?
- Are all the gaps correct where the expansion points are situated?
- Is there a hanger clamp within 200mm from a rail separation?
- Have the yellow expansion setting clips been removed?

## Maintenance Check

### Every three months

1. Check the transfer caps at switches zone and lift sections for damage. Change if needed.
2. Check the brush wear on the collectors. Change when the brush is worn down to 1mm.

### Every six months

1. Check that alignment of switches are corrected. Transfer caps tolerances being +/- 2mm in these areas.
2. Check that no oil is on the track. This will cause bad data transfer. Clean with oil free solvent.
3. Check that cables are firm on the current collectors and are not twisted or taught.

### Every year

1. Check all the nuts and bolts are tight.
2. Clean track with cleaning collectors if track is causing problems with contact.
3. Check in general for damaged loose parts.

For the further information please contact the Exclusive Distributor where trained staff can furnish teaching, and pre-assembly work for switches, curves etc. at a nominal cost.

**NOTES**

