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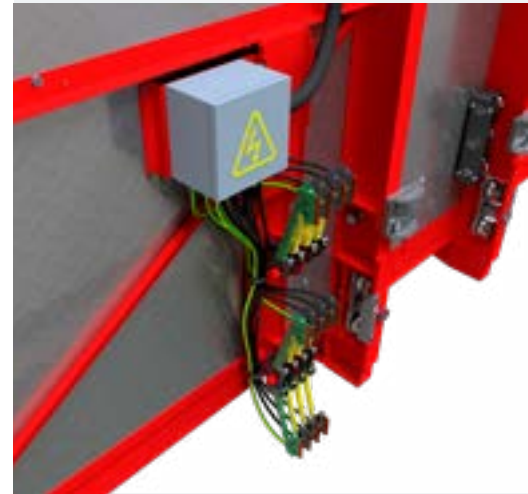
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# Power supply and heating of **BUS BAR**



## **BUS BAR POWER SUPPLY**

H: 350 m / S: 0-90 m/min

### **ADVANTAGES**

- The bus bar power supply is not affected by weather nor the trailing cable
- The bus bar power supply has far smaller voltage drops than a trailing cable

## **TROLLEY HEATING**

L: 80 - 800 m

### **ADVANTAGES**

- Prevents the bus bar power supply from icing in freezing conditions
- Automatic activation



Bus bar heating

Technical data	Bus bar power supply
Length of one segment	4,000 mm
Bus bar size	18 x 26 mm
Bus bar cross section	120 mm <sup>2</sup>
Bus bar spacing	50 mm
Maximum lifting speed	0-90 m/min
Operating temperature	-30 °C to +55 °C
Rated voltage	480 V
Rated current	320 A
IP rating	IP23
Mast	S
Max. lifting height	350 m

The bus bar power supply is used mainly on machines with high requirements for transport height and power input. It is especially suitable for use in extreme weather conditions.

The bus bar power supply consists of 4 rails (3 phases + 1 protective). The bars are attached to the mast by means of holders and a bracket at the place of a mast tie. The maximum bracket spacing is 1.5 m.

The hoist car is equipped with collectors where there are always 3 collectors per rail. The total number of collectors per car is 12.

Technical data	Trolley heating
Maximum heating capacity	20 kW
Heating capacity on an 800 m long line	30 W / 1 m
Minimum length of heated bus bar	80 m (20 m of lifting height)
Maximum length of heated bus bar	800 m (200 m of lifting height)
Control voltage	480Y/277V AC 60 Hz 3 W
Maximum input current	30 A
The system for heating the bus bar line is designed for de-icing on supply bus bar up to a length of 80 to 800 m in the basic design. It can therefore be used for heating up to 200 m 3-phase long supply line including protective conductor.	
In the extended version, it can be used up to an aggregate bus bar length of 1,600 m. The bus bar heating is equipped with automatic activation in cold weather with the risk of icing.	

The bus bar lines are prone to freezing. In the winter, at temperatures around 0 °C (32 °F), there is freezing of air humidity, rainfall rain, sprayed process water from the construction site on the sliding surface of the bus bar line. A thin layer of ice on a sliding surface increases the electrical re-

sistance and sparks can occur during operation, which damages the collectors and the surface of the bus bar. In extreme cases, the bus bar groove may freeze or the collector may freeze. During the operation of the hoist, the passage of current through the bus bar into the hoist results in a natural

heating of the bus bar with an intensity depending on the power of the hoist and the frequency of rides. The device for heating the bus bar works on the principle of heating the trolleys with a current flowing evenly throughout the length of the bus bar.

