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Band: 6 (1982)
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Werbung

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Mageba production programme

mageba

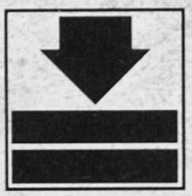
Expansion joints

Watertight transition structures for modular joints in transport routes of all kinds.

Lamella joints Robek System
Transition structures for heavy traffic bridges and for expansion paths of all magnitudes. Load compensating segments with folding expanding sections divide the total expansion path into traversable grooves. The modular joint remains watertight and level with the carriageway in all conditions of movement. It is specially designed and manufactured to suit the conditions of each structure.

Unitary joints Robek System
Modular joints for the expansion of a groove. Steel edge sections with integral anchorings are incorporated in elements in an elastic and compact special concrete. An elastomeric expanding section provides a watertight seal of the groove.
Unitary joints are made for light and heavy traffic. They are particularly suitable for later installation.

Matt joints Robek System
Modular joints for medium-sized expansion paths. A reinforced, elastomeric deformable matting is fitted in a cavity of the structure. It can expand while simultaneously load compensating and provides a level closure of the movement joint. Matt joints are made for light and heavy traffic. They are particularly suitable for later installation.



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Bearings

Elastomeric, torsionable bearing structures for loadbearing and movement equalization in structures of all kinds.

Pot-type bearing Robek System
Bearing structures for applied loads and displacements of any magnitude, particularly for bridge construction. These pot-type bearings rotate in all directions on an enclosed pressure pad with integral sealing chain of tough plastic, sliding without wear on the pot wall. The pot bearing is made into a sliding pot bearing if movements have to be equalized. It can be provided with sliding chains permitting external re-lubrication.

Reinforced elastomeric bearings
Bearing structures for applied loads and displacements of medium magnitudes in bridge construction and structural engineering. Elastomeric bearings are reinforced with sheet steel and accommodate movements by shear deformation. For larger movements they can be combined with a sliding bearing.

Structural bearings Delta System
Bearing structures for applied loads and displacements of small magnitudes in structural engineering.
The structural bearings are rigid without reinforcement and accommodate movements by shear deformation and/or by sliding.

In addition to elastomeric torsionable bearing structures, conventional designs are also produced. They can be combined with sliding bearings.

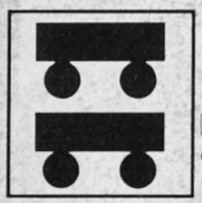
Point tilting bearings
These rotate in all directions by rolling on a spherical dome.

Spherical bearings
These rotate in all directions by the sliding of a spherical dome.

Linear rocker bearings
These rotate in one direction by rolling on a curved section.

Roller bearings
These extend the curved section to a single-sided moving roller.

Pilot bearings
Provide fixed point or movement directions without accepting applied vertical loads.



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Car parking system

Hydraulically stacked parking places for private cars in multistorey carparks and parking areas.

Double parker (Pit Machine)
Mageba System
Car parking system requiring little space for two parking places one above the other and swivelled for entering and leaving the driving level. Both parking places can be used independently.

Hoist parker (Surface Machine)
Mageba System
Car parking system with two horizontal parking places one above the other and raised or lowered for entering and leaving the driving level.

Hoist parkers are particularly economical with only one movable parking place. Two vehicles can then be parked dependent on one another.

mageba sa consulting
MAGEBA SA
Solistrasse 68, CH-8180 Bülach
Tel. 01 860 06 66, Telex 58460

Layout Automation the Kern Way

The Kern DIF 41 Data Interface

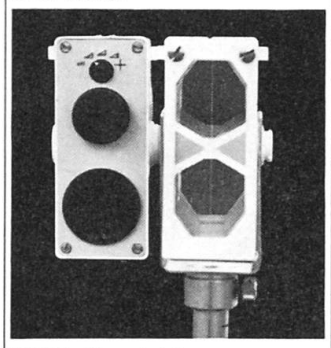
is a new unit in the Kern modular instrument system that offers the surveyor unique opportunities. The DIF 41 permits the automatic transmission of measurements from the DM 502 distance meter and E 1 electronic theodolite to a programmable HP-41 pocket calculator. (The angles are simply keyed into the calculator if theodolites K 1-S, K 1-M or DKM 2-A are used.) From these angles, the calculator computes the data necessary for laying out, such as:

- **Horizontal distance and height difference**
- **Coordinates of an arbitrarily selected station point**
- **Polar layout elements**
- **Longitudinal and transverse deviations of the reflector location from the designated location of the point to be laid out**

The Kern RD 10 Remote Receiver

provides a reliable connection between observer and assistant by receiving and digitally displaying data computed in the HP-41 and transmitted by the DM 502. When longitudinal and transverse deviations are displayed, the assistant is able to locate the point to be laid out independently.

Modular Instrument System Kern



RD 10: Frontside

RD 10: Backside

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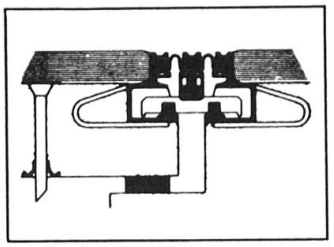

Fahrbahn-Übergangs-Konstruktionen.
Expansion joints.
Raccordements de chausées
Sistemas de juntas de dilatación.

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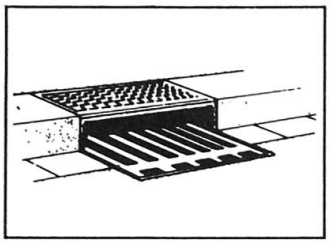
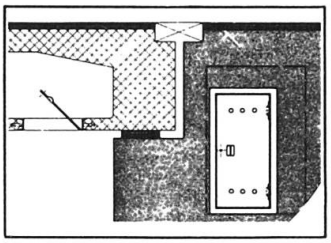
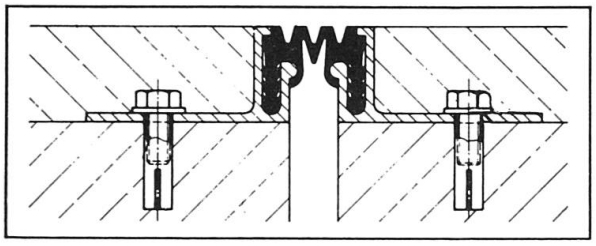
ENGINEERING DEVELOPMENT
SYSTEM



Entwässerungs-Systeme
Surface drainage
Evacuations des eaux
Pozos de drenaje

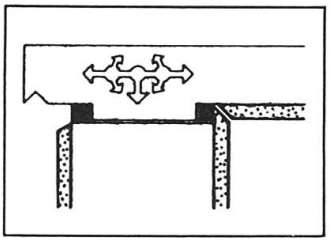


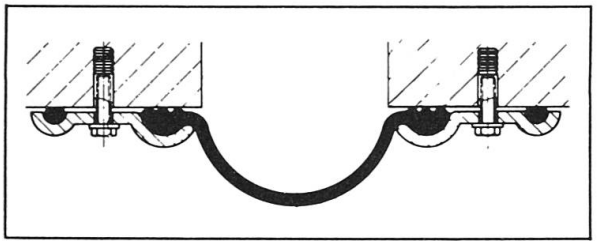
Hohlraumschalungen
Einstiegsluken + Türen
Formwork + Moulds
Access openings
Ouvertures d'entrée
Aberturas de entrada



Fugendichtungen im Hoch- + Tiefbau
Joint seals + Joint profilés
Sellos para juntas

Auflager
Structural Bearings
Appuis
Apoyos





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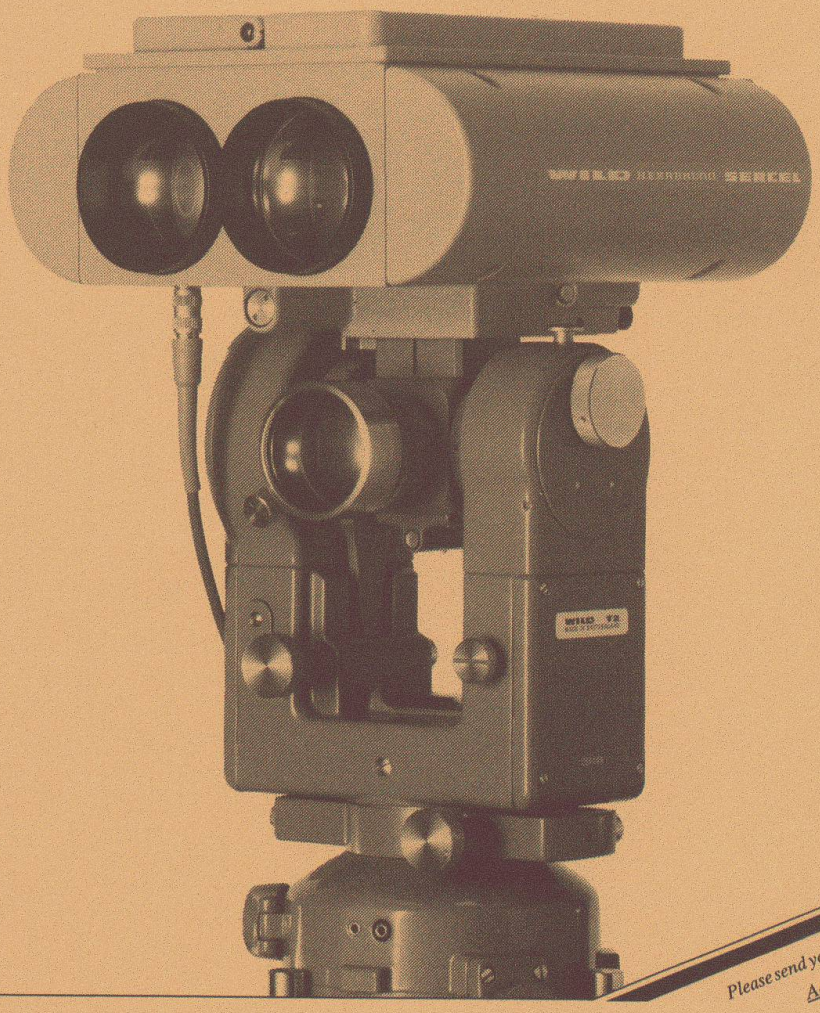

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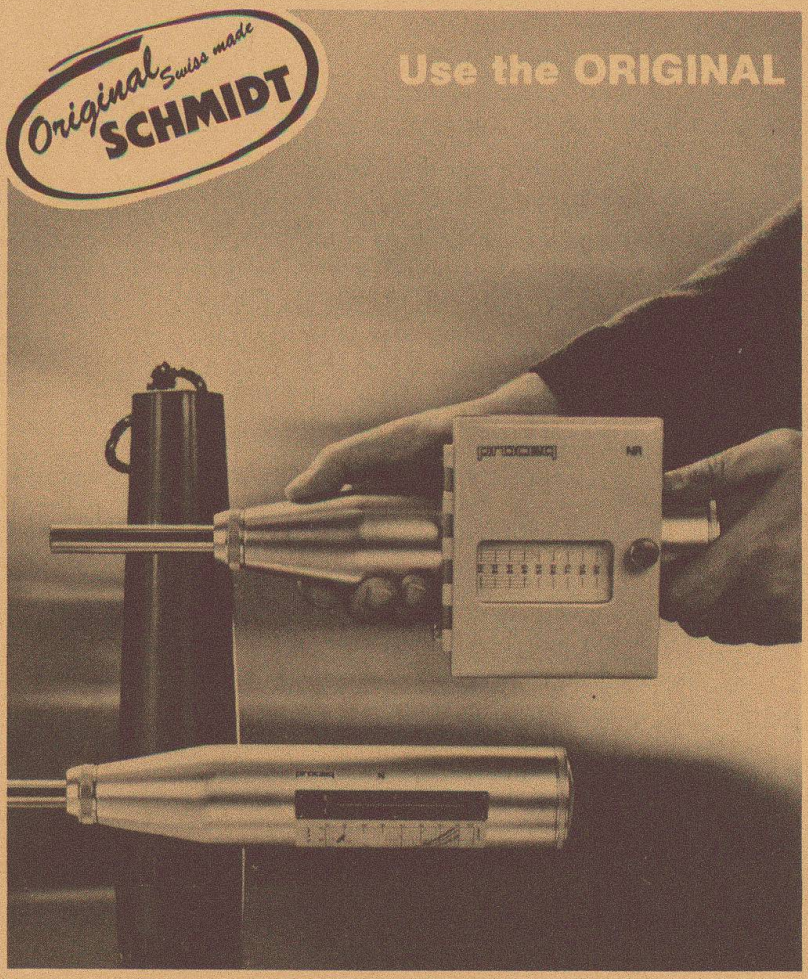

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Models N and NR for non-destructive testing of the concrete quality in the finished structure

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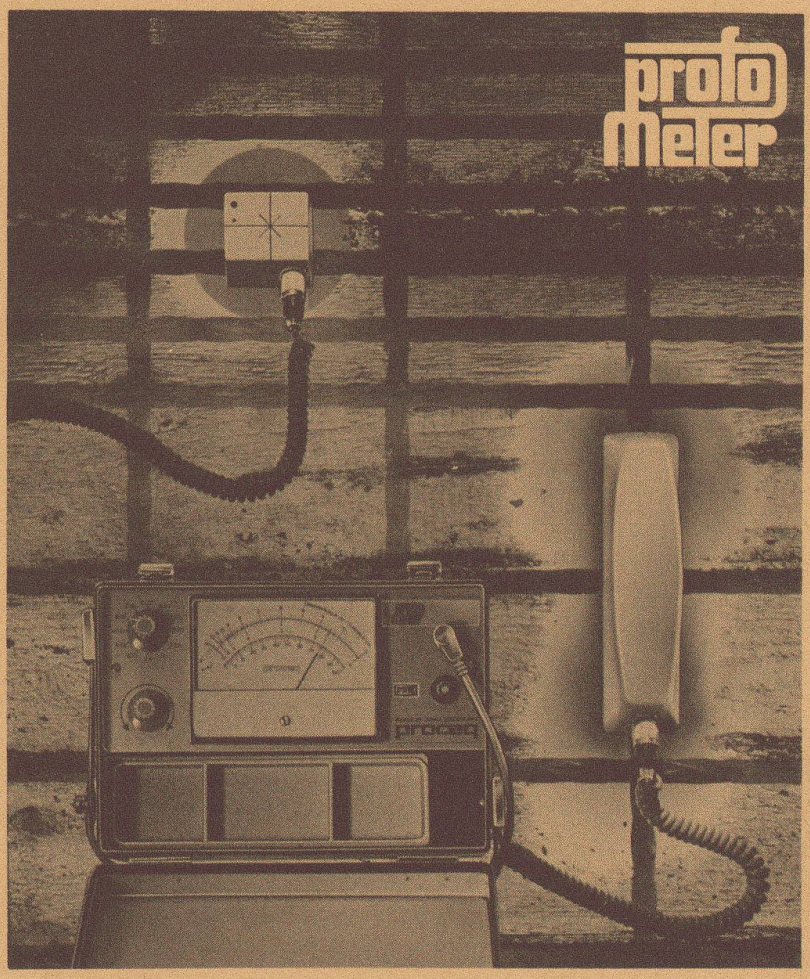

Reinforcement Detector PROFOMETER

PROFOMETER for precise and non-destructive testing of reinforcement in completed concrete structures.

- Determination of position, direction and quantity of main and secondary reinforcement
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- Determining the locations suitable for drilling dowel holes
- Estimates of rod diameter

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