

# Applying type "G" PowerTrak

PowerTrak is most often used in the horizontal Standard Travel configurations, described on this page. TWO-WAY PAYOUT is normally used with Standard Travel.

Two-way payout means locating the cable/hose source at the CENTER of machine travel so that cables/hoses are used in TWO directions. Thus, using two-way payout, the PowerTrak you order will be just one-half of the Total Travel distance that you require, plus a little more to form the curve, as illustrated below.

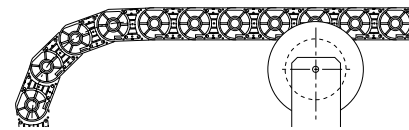


### STANDARD TRAVEL

- Two-way payout (center-fed)
- Upper section is self-supported, roller supported or, for extended travel, may ride on itself or on a carriage
- Lower section is supported by a surface

## Adding Roller Supports

Roller supports present a useful option when applying PowerTrak. While larger sizes of PowerTrak have greater Total Travel capabilities, smaller sizes can have their capabilities increased by adding roller supports.



Stationary roller supports increase the travel or weight capacity capabilities of PowerTrak by supporting the upper, or "free hanging" section.

### STANDARD TRAVEL Plus ONE Roller

- Two-way payout (center-fed)
- Upper section is supported by ONE roller support
- Lower section is supported by a surface
- Total Travel capability increases by 50%

### STANDARD TRAVEL Plus TWO Rollers

- Two-way payout (center-fed)
- Upper section is supported by TWO roller supports
- Lower section is supported by a surface
- Total Travel capability increases by 100% (doubles)

## Variations

Opposed Travel is the most common variation to Standard Travel. Two smaller PowerTraks in the Opposed configuration can do the same work as a larger size using Standard Travel. Opposed Travel is a valid option when there are width restrictions or when cables and hoses must be separated.



Opposed Travel involves TWO PowerTraks opposed to one another, each operating in the Standard Travel configuration. Cables/hoses are distributed between the two PowerTraks increasing operating life. Length of each trak is same as one standard travel trak in given application, but type and width of trak may be smaller.

### OPPOSED TRAVEL

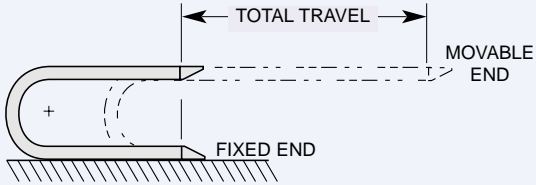
- TWO PowerTraks, two-way payout on each
- Upper sections self-supported or may ride on lower section or carriage
- Lower sections are supported by a surface
- Roller supports are not available
- Overall width may be reduced
- Cables and hoses may be separated

# Other Variations

## One Way Travel

Applied where situation prohibits center-feeding of cables/hoses. Roller supports may be added to increase Total Travel capabilities.

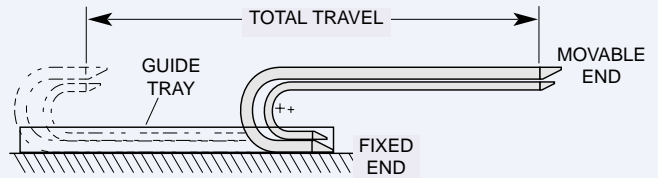
- ONE-WAY payout (end-fed in relation to machine travel)
- Upper section is SELF-SUPPORTING
- Lower section is supported by a surface
- Roller supports may be added — consult factory



## Nested Travel

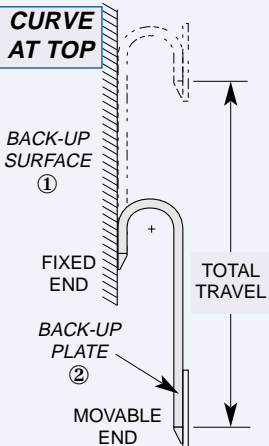
Two PowerTraks having different bend radii allowing one to nest within the other. Cables/hoses are distributed between the two PowerTraks increasing operating life.

- TWO PowerTraks, two-way payout on each
- Upper sections must be SELF-SUPPORTING
- Lower sections are supported by a guide tray
- Both PowerTraks must be same width
- Roller supports are not available
- ⇒ Overall width may be reduced
- ⇒ Cables and hoses may be separated



## Vertical Travel

**CURVE AT TOP**

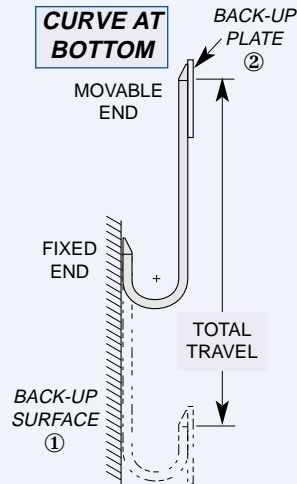


Vertical Travel in the Curve at Top or Curve at Bottom configuration is possible when PowerTrak is properly supported:

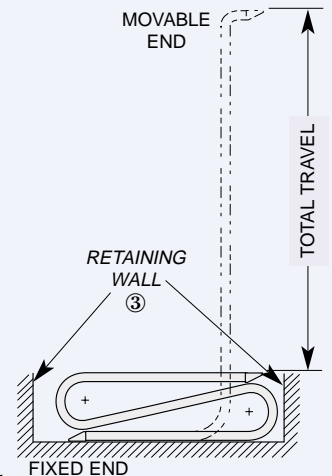
- A back-up SURFACE ① is preferred for one side of the PowerTrak.
- A back-up PLATE ② must extend a minimum of four (4) links.

- Typically two-way payout (center-fed)
- Back-up surface ① and back-up plate ② used to support PowerTrak
- ⇒ Curve at Bottom provides greater Total Travel capabilities than Curve at Top.

**CURVE AT BOTTOM**



**Lift**



Lifting is possible when PowerTrak is properly supported:

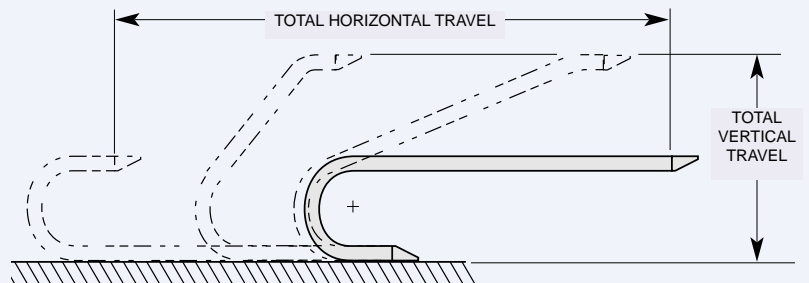
- Vertical retaining walls extending the full height of PowerTrak in the stored position are required.

- ONE-WAY payout
- END-FED ("Bottom Fed") in relation to machine travel
- Upper section is SELF-SUPPORTING
- Lower section is fully supported
- Vertical retaining walls ③ required
- Special reverse bend links are required

## Combination Travel

PowerTrak can travel the full vertical and horizontal range of motion illustrated.

- Vertical & horizontal payout
- Typically CENTER-FED
- Upper section is SELF-SUPPORTING
- Lower section is fully supported



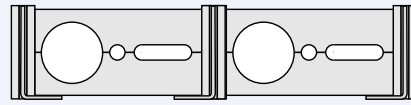
# Other Variations

## Linked Side-by-side Travel

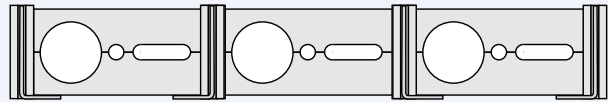
PowerTrak side chains may be modified to allow for Double-Wide or Triple-Wide configurations. Contiguous Travel is a useful option when PowerTrak exceeds its Total Travel capabilities in the Standard Travel configuration.

- TWO or THREE PowerTraks, two-way payout on each
- Upper sections are self-supporting
- Lower sections are supported by a surface
- Not for use with all carriers. Consult factory.
- ⇨ Overall height may be reduced
- ⇨ Cables and hoses may be separated

**DOUBLE-WIDE**



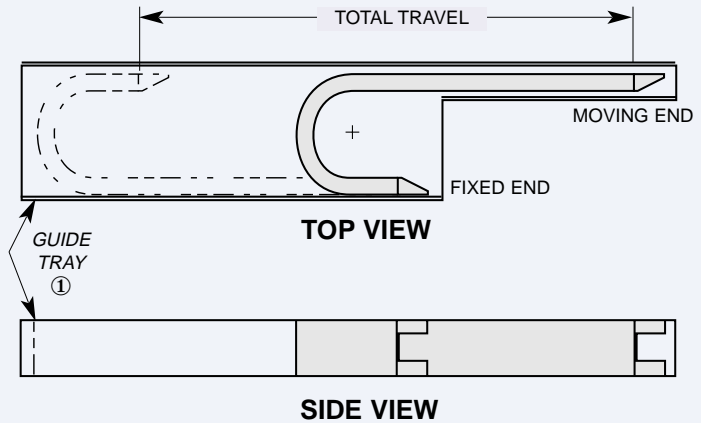
**TRIPLE-WIDE**



## Traveling on Edge

PowerTrak will travel on its edge with the addition of a guide tray ①. Edge-travel distributes cable/hose weight over a greater support area for improved life expectancy and is typically chosen when height restrictions apply.

- Two-way payout (center-fed)
- PowerTrak is fully supported by guide tray
- ⇨ Overall height may be reduced
- ⇨ Improved life expectancy for PowerTrak



## Circular Travel

Circular Travel is possible when PowerTrak is modified to bend in two directions. PowerTrak travels on its edge on a two-piece, circular guide tray. The inner tray (light shading) rotates while the outer tray (dark shading) remains fixed. TYPICAL APPLICATIONS INCLUDE stacker cranes and stacker-reclaimer machines.

- Typically two-way payout (center-fed)
- PowerTrak is fully supported by guide tray
- Two-piece Guide Tray for free rotation
- PowerTrak is modified to bend in two directions

