Heavy Rail Profiles



Hollow Slotted Heavy Rail Profile

Material specifications						
Material	S235JR or equivalent steel					
Coatings	Hot-Dip Galvanized					

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Applications

- Installation of heavy-duty ventilation ducts, plumbing & firefighting pipes and cable trays
- Replacement of traditional welded supports for safer and faster installation
- Primary support structure for installation of long runs of different MEP services.

Features & Benefits

- Slots on all four sides provides the flexibilty of installation and standardizing acessories
- Hot-dip galvanized in accordance to EN 1461 assures higher corrosion protection and provides flexibility of using in Indoors as well as outdoors
- Wide range of mounting options in conjunction with FXT Heavy Rail Profile accessories
- High load bearing capacity owing to distinctive design and special material properties
- Functionally designed accessories reduces labour cost and installation time
- Better aesthetics appearence with use of FXT protection caps
- FXT Self Threading Bolts eliminates the need of nuts and washer

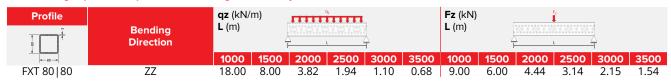
Select Variant

Article No. HDG (fvz)	Product Description	W (mm)	H (mm)	t (mm)	Length (mm)
603001	FXT Heavy Rail Profile 80 80 3, 6 m	80	80	3	6000
603004	FXT Heavy Rail Profile 80/80/3, 3 m	80	80	3	3000
603007	FXT Heavy Rail Profile 80 80 3, 2 m	80	80	3	2000

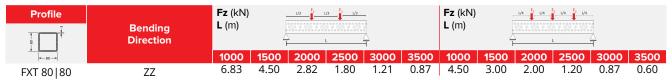
Technical Data:

Profile	Unit Weight	Cross Section Area	Torsional Sectional Modulus	Torsional Moment of Inertia	Moment of Inertia (cm4)		Section Modulus (cm3)	
- 80 -	(Kg)	(mm²)	(cm³)	(cm⁴)	ly (cm⁴)	Iz (cm⁴)	Wy (cm³)	Wz (cm³)
FXT 80180	5.5	510	35	108	54	54	13	13

Load bearing capacities of profiles for bending around the y-axis:



Load bearing capacities of profiles for bending around the y-axis:



Note:

- The determined loads apply for static loads. Calculation based on Eurocode (EC3).
- The safety coefficient = 1.35 takes into account the partial and combination coefficients as well as the safety factor of the material.
- For the given values, the permissible steel stress and the maximum permissible deflection L/200 are not exceeded, taking the deadweight into consideration.

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