Heavy Rail Profiles



Hollow Slotted Heavy Rail Profile

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

100

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

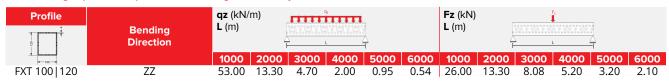
Select Variant

Article No.	Product Description	w	н	t	Length
HDG (fvz)	Froduct Description	(mm)	(mm)	(mm)	(mm)
603021	FXT Heavy Rail Profile 100 120 4, 6 m	100	120	4	6000
603024	FXT Heavy Rail Profile 100 120 4, 3 m	100	120	4	3000
603027	FXT Heavy Rail Profile 100/120/4, 2 m	100	120	4	2000

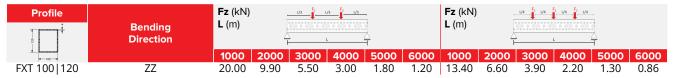
Technical Data:

Profile	Unit Weight	Cross Section Area	Torsional Sectional Modulus					Section Modulus (cm3)	
2 100	(Kg)	(mm²)	(cm³)	(cm⁴)	ly (cm⁴)	lz (cm⁴)	Wy (cm³)	Wz (cm³)	
FXT 100 120	11	1145	89	430	240	190	40	38	

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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