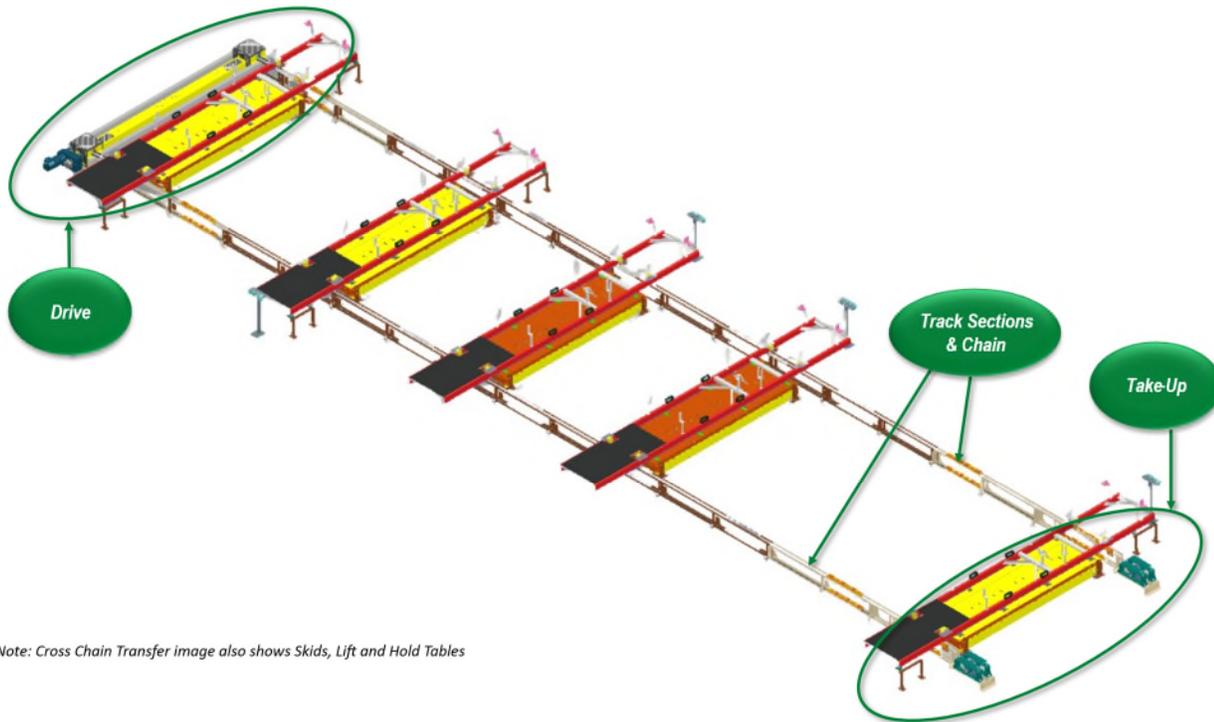


Chain Cross Transfer



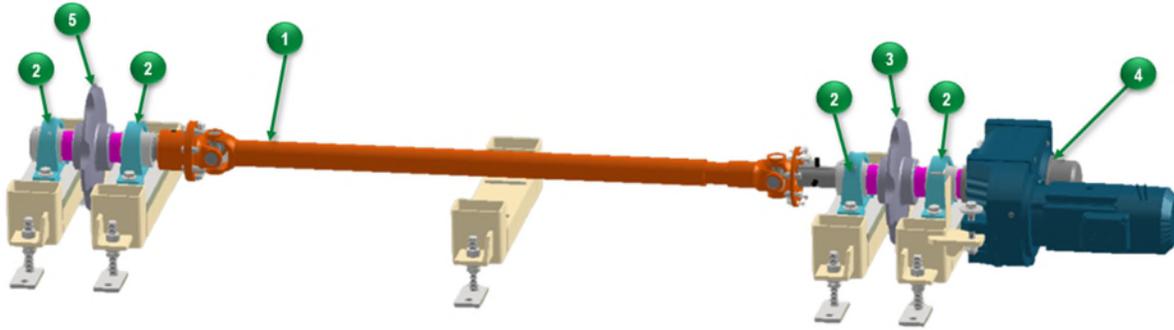
Note: Cross Chain Transfer image also shows Skids, Lift and Hold Tables

Chain Cross Transfer Overview

The Chain Cross Transfer conveyor is a specialized system designed to move skids perpendicular to their longitudinal axis, effectively transferring them to various floor conveying lines. This transfer mechanism is essential for optimizing material flow within an automotive assembly plant, especially where skids need to change direction or be integrated into a different conveyor line.

The Chain Cross Transfer conveyor is composed of several key units that work together to ensure smooth and reliable operation. These components include the drive unit, the tensioning unit, the conveying track profiles, and chain.

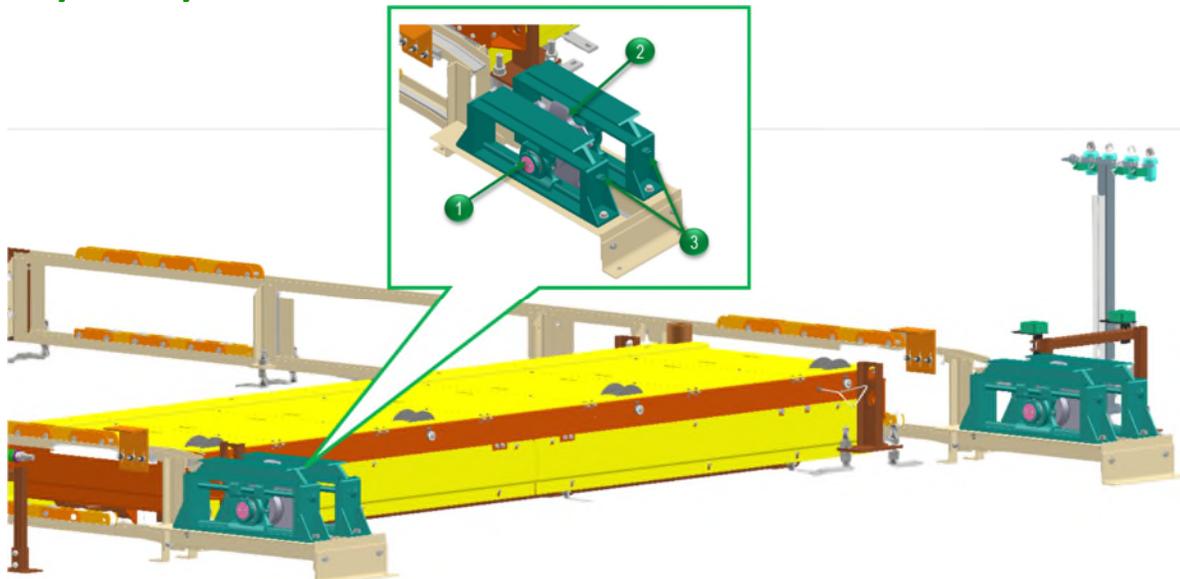
Drive Components



-  1 Cardan Shaft
-  4 Gearmotor
-  2 Pillow Block Bearings
-  5 Idle Sprocket
-  3 Drive Sprocket

Drive Unit: This is the primary source of power for the conveyor. It consists of a gearmotor, sprockets, bearings and a Cardan-shaft. The drive unit propels the chain, enabling the movement of skids along the Chain Cross Transfer path.

Take-Up Components



-  1 Bearing
-  2 Sprocket
-  3 Tension Adjuster

Take-Up Unit: Located at the opposite end from the drive, these units are installed on both sides to ensure proper chain tension.

Operational Details

The drive unit is positioned at the front of the conveyor system (in the direction of conveying), providing the necessary force to move skids. The tensioning unit is installed at the rear, maintaining optimal chain tension throughout the operation. The skids are conveyed across the track profiles, which can be customized in length depending on the specific application and the number of skids to be moved simultaneously.

The maximum length of the conveying track profile is determined by two main factors: the power output of the drive unit and the total number of skids that need to be conveyed at one time. A more powerful drive unit can accommodate longer tracks and/or heavier loads, whereas a larger number of skids may require a shorter or reinforced track to ensure efficient and safe transport.