



Low transportation costs through modular design DBPa

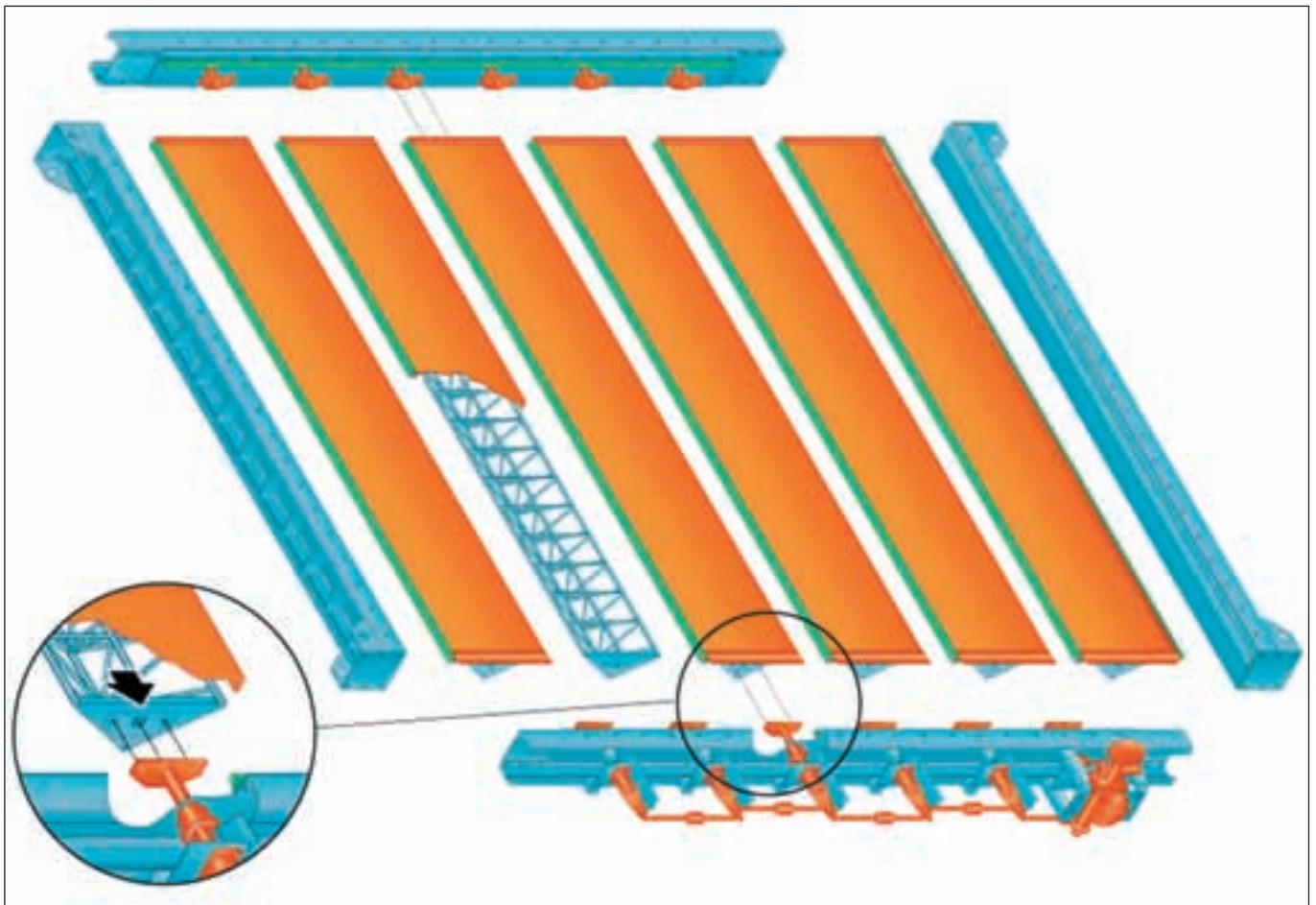
Large louver- and tandem dampers do cause high transportation costs. Reasons for that are the very often abnormal widths in the case of lorry transport overland and the unfavourable relation of weight to volume in the case of sea transport. In addition, seaworthy packing of large, bulky items proves to be very expensive.

In order to improve on this situation, **RAUMAG-JANICH** has developed a modular louver- and tandem damper design, which facilitates an easy disassembly and subsequent reassembly on site of the individual modules, after the dampers have undergone trial runs in the workshop. The modules are then stacked compactly together for transport.

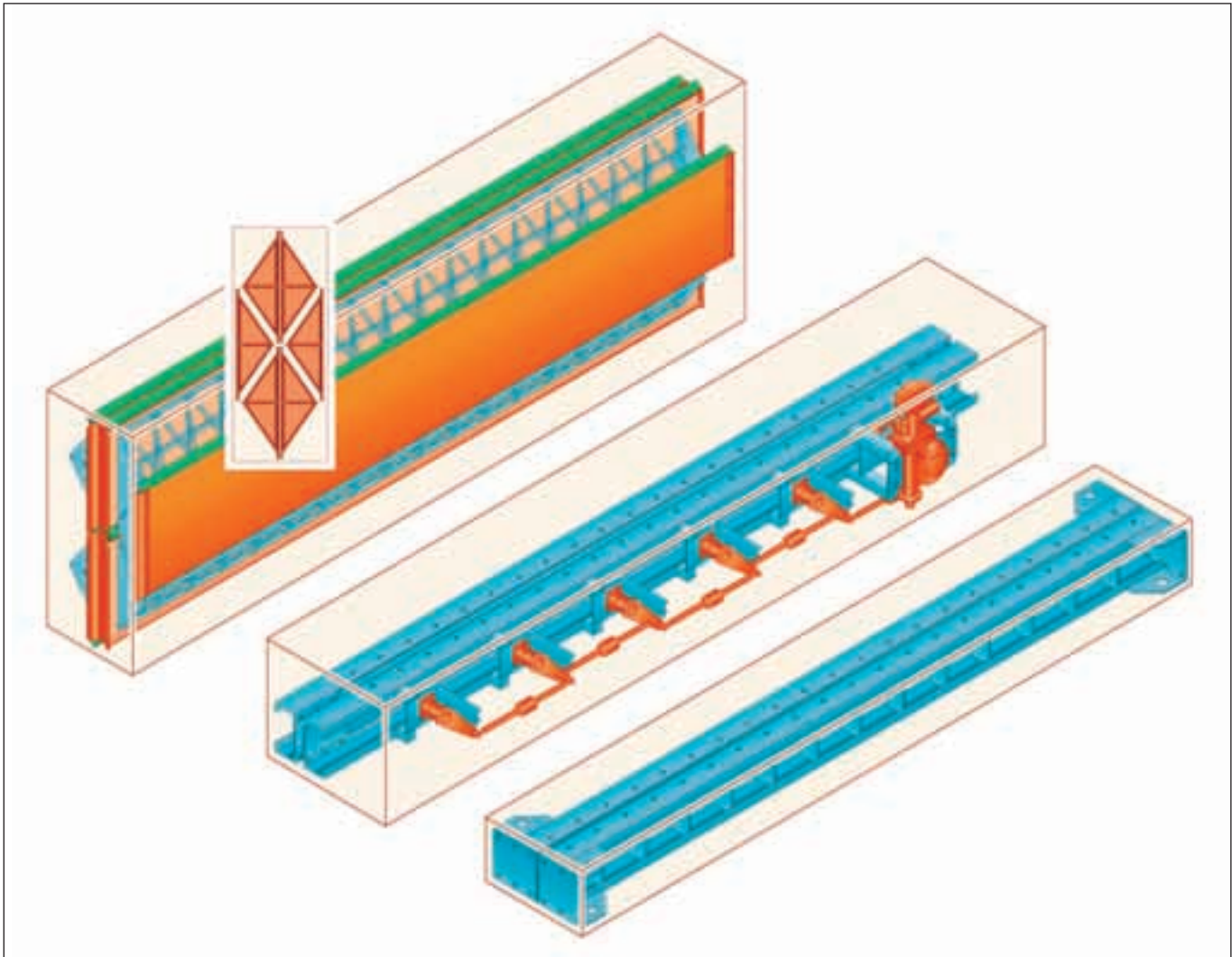
The damper itself is made up of four casing sections and the number of damper blades. The connection between blades and shafts consist of easily dismantlable plug connections. The damper shafts remain fitted to the corresponding frame modules so that, during reassembly, only the plug connections have to be restored. The drive side frame module includes the drive shafts, the drive levers and linkage as well as the actuator all ready assembled and remaining unbroken. Therefore the positioning of the drive train and the setting of the limit switches remain as set during shop assembly and trial runs.

The corner connections of the frame will initially be bolted up on site and subsequently fixed by a short seal weld.

*Louver damper, ND 8000 x 8000 mm, of modular design.
The individual modules remain fully functional after disassembly of the damper, thus facilitating an easy site reassembly.*



The damper modules are container compatibly stacked – therefore reduced space requirements, lower packing costs and lower transportation costs.



The **lattice supported blade design DBP** in conjunction with the highly resilient, new sealing system **NICROFLEX-HIPERFORM DBPa**, facilitate long span damper blades. It is therefore possible to design louver- and tandem dampers without intermediate bearing supports in the duct. Such dampers are simpler in design as conventional dampers and also less prone to operational trouble.

The individual modules, damper blades and frame sections can be stacked as depicted above into container compatible units. Each unit is secured by simple bolt connections for transport. This leads to considerably reduced packing and transportation costs.

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