Schmersal is proud to partner with SATECH to provide guarding solutions. These guarding systems are of high density steel construction. Upright posts and panel frame members are a solid extrusion for extra durability. Fence mesh is constructed by 2 mm diameter steel wire, arc welded at each junction. Fencing mesh is spaced 19 mm apart with cross members every 100 mm. This vertical slot opening reduces interference when trying to view processes on the far side of the fence. The design also deters workers from climbing the fence by providing no toe holds, when panels are installed with the cross pieces inside the hazardous area.

Components are finished using hard-wearing epoxy polyester powder paints. Typical constructions consist of yellow (RAL1021) upright posts with black (RAL9005) panels and accessories. Components can be produced in custom colors to meet individual customer requirements.

These systems are custom designed for each client. We collaborate on the design to meet the specific requirements of each customer, using patented software for the selection of the optimal modular components. Each design generates 3D models and a full parts list.

The custom designed solutions will include all of the necessary installation hardware. Panels and posts can be directly bolted together, or use patented captive fastening clip systems. The system utilizes patented captive fastening systems, in accordance with Machinery Directive 2006/42/CE; If a panel needs to be temporarily removed, the fastening hardware will remain in place so pieces will not be lost.

The modular panels of each series are available in a wide range of sizes and option materials. Additional accessories to finish off the system include access doors, kick plates, and cable duct supports.

Impact resistance

This series of fence panels, assembled with bolts and nuts, have been tested according to the dynamic resistance test contained in ISO 14120 (Hard Body / Pendulum Test). The dynamic stress value was over 1600J; this particularly high value corresponds to the one required by some car manufacturers for the resistance of guards against impact from inside the hazard zone. The test uses 100 kg on a pendulum, swinging to reach 20.45 km/h before impact.

Contact

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