

MPR-Support channel

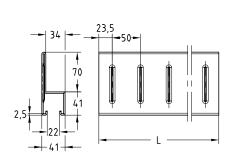
with coaming edge, hot-dip galvanised

Field of application

Installation of floors and piping systems in the technical areas of ships

Advantages

- Fast and easy installation on site of pipes and floor plates
- Coaming edge prevents slipping at the edge of a floor
- High flexibility of system, as disassembly for maintenance work or subsequent adjustments is possible
- System can be combined with attachment parts from MPR, MPR type S and MPR type S+
- Channel slot ensures simple connection of system components
- Hot-dip galvanised design of channels ensures rapid installation, as there is no need for paint work after installation









Profile	Length [mm]	Part no.	Sales unit	Pack unit
41/41/2.5	3.000	166721	1	pieces





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Technical data of profiles:



Profile	Material	Surface	Admissible steel stress	Available threaded plates*	Profile weight	Profile cross-section	Moment of inertia		Resistance moment	
υľο			♂adm.				ly	lz	Wy	Wz
			[N/mm ²]		[kg/m]	[cm ²]	[cm ⁴]	[cm ⁴]	[cm ³]	[cm ³]
41/41/2.5	S250GD+Z	hot-dip galvanised	162	M8, M10, M12, M16	5.37	6.84	70.2984	14.4762	11.510	11.914

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

Profile	L [m]							L [m]						
	↓ F ↓							↓F ↓F L/3-1L/3-1 						
	0.5 1.0 1.5 2.0 2.5 3.0							1.0	1.5	2.0	2.5	3.0		
41/41/2.5	14,583	7,402	4,930	3,678	2,921	2,411	10,616	5,516	3,685	2,752	2,189	1,806		

Profile	L [m]							L [m]						
	↓F ↓F ↓F 							↓F ↓F ↓F +L/5=+L/5=+L/5=+L/5= L						
	0.5	1.0	1.5	2.0	2.5	0.5	1.0	1.5	2.0	2.5	3.0			
41/41/2.5	7,090	3,673	2,457	1,836	1,459	1,204	5,841	3,052	2,044	1,529	1,215	1,003		

^{*} Please note additional information on the catalog pages of threaded plates/hammer head fasteners.



The determined loads apply for static loads. Calculation based on Eurocode (EC3).

The safety coefficient $\gamma = 1.54$ 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.