

Since the year 1963 BARIN has been a worldwide leading company for the design, construction and supply of bridge inspection units.

Standard equipment and custom-made equipment are available on request.

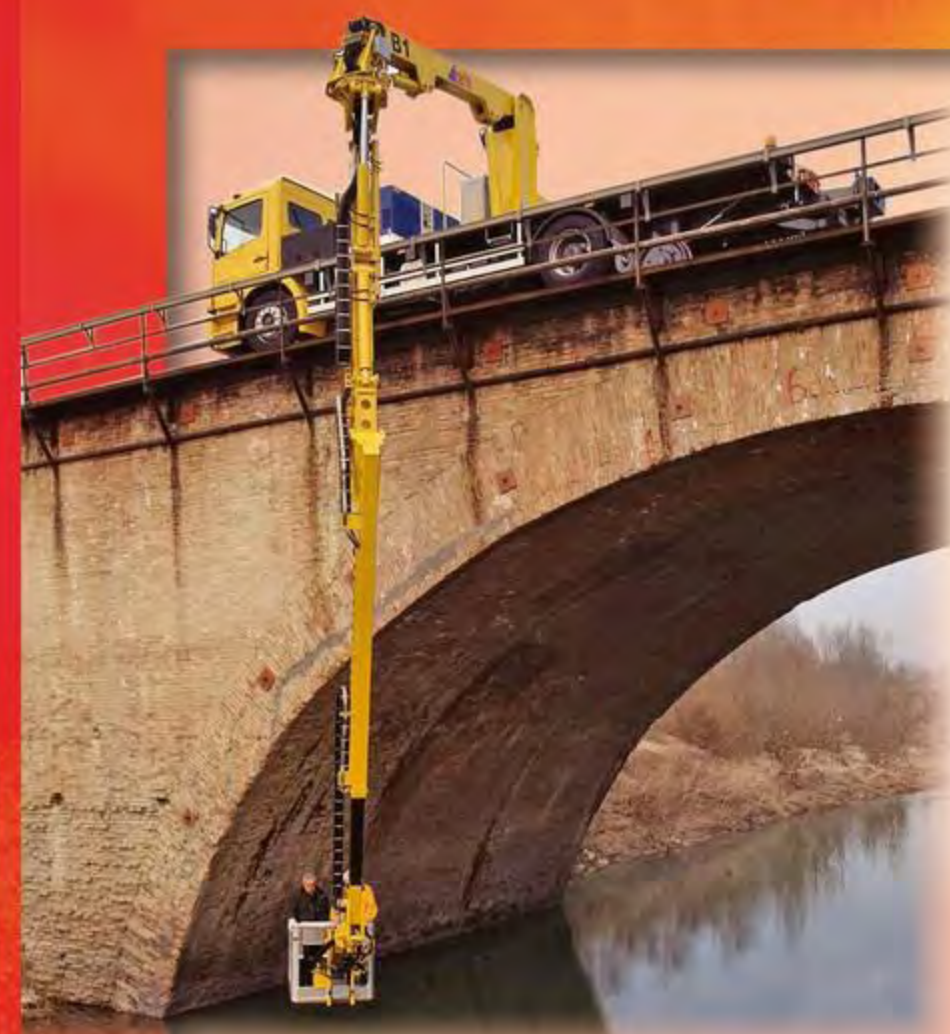
Testing of machines and certification of safety standards are provided according to current rules of country of destination.

BARIN company is covered by ISO 9001 Quality Assurance Certificate attesting that the design and construction of the machines are matching all relevant applicable quality standards.



General features of railway-service equipment

- Self propelled units from hydraulic power supply.
- Equipment mounted onto standard railcars, wagons and trucks, suitable for inspection and repair of railway bridges of different gauges.
- Launching height of less than 4.5 m.
- No interference of equipment with electric lines above the tracks neither during railway transfer nor during operation.
- Launching of equipment from both right and left sides of the vehicle.
- Primary power supply source from the vehicle's diesel engine, PTO and primary pumps.
- Generator with auxiliary pumps supplied on request as secondary power supply source and for provision of electric power supply to the platform/bucket.
- Intercom system enabling the crew on board the platform/bucket to communicate with personnel on top the bridge deck.
- Two control stations provided, one on the platform/bucket and the other onto the vehicle's body.
- Proportional controls for equipment operation.



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ABCline
automatic
bridge control

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railway
service

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ABC/F: platform-type units

Vertical tower and working platform can be entirely made from light aluminium alloy.

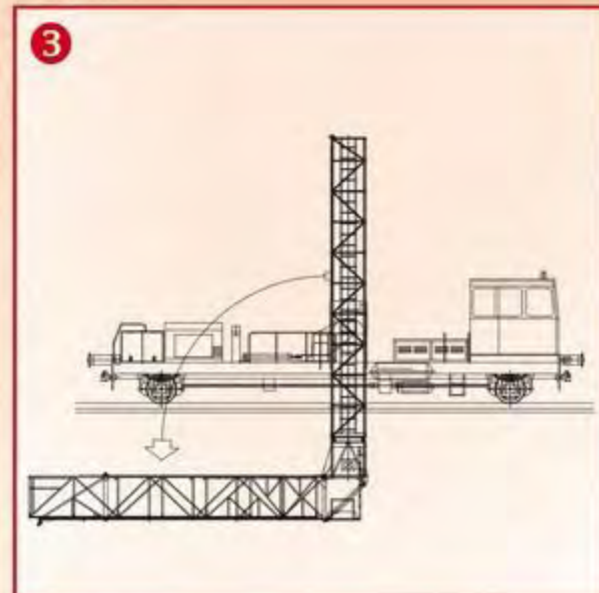
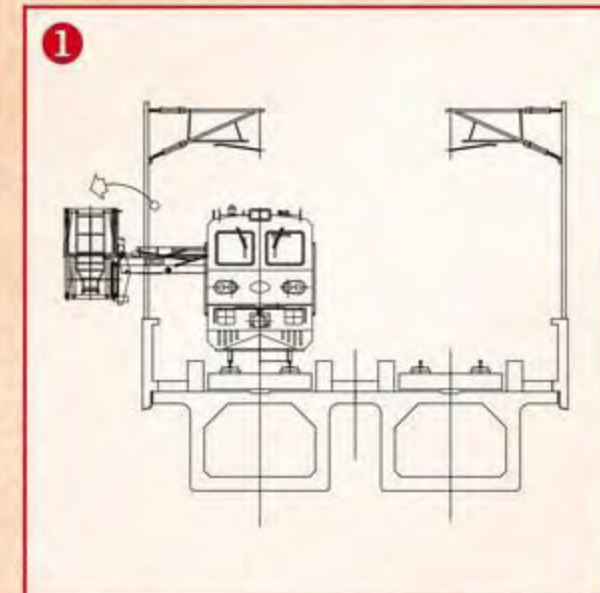
Easy access of personnel from bridge deck to the platform through the protected access on top the boom and the step ladder provided inside the tower.

Inspection of bridge pillars by means of electric-operated "Descender" device.

LAUNCHING SEQUENCE OF ABC/F EQUIPMENT

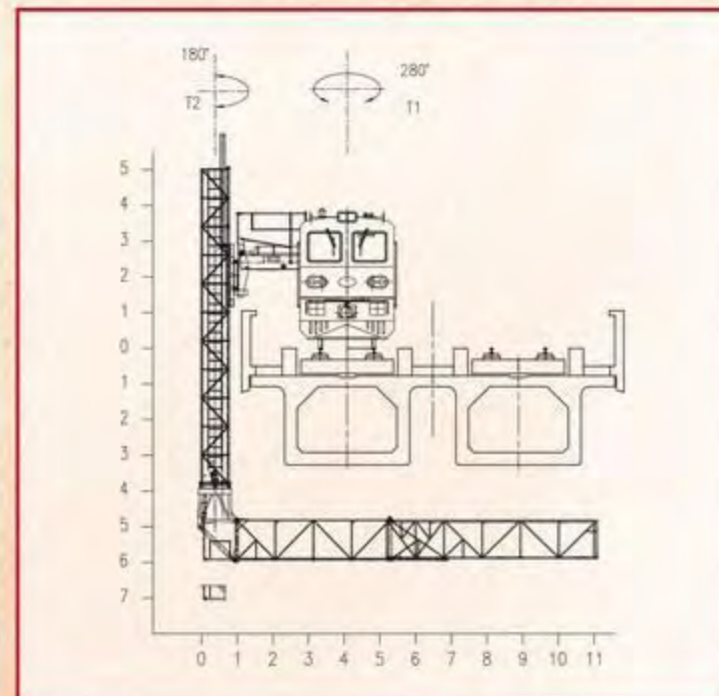
The whole of the sequence takes place in less than 6 minutes without personnel on board the platform and without causing interference of equipment with the electric lines above the tracks, as follows:

- 1) The boom is extended above bridge sidewalk and railing and tower and platform are tipped of 90° outwards.
- 2) Tower and platform are rotated of another 90° (approx) from horizontal to vertical position.
- 3) Platform is lowered down parallel to bridge axis, ready for the use.



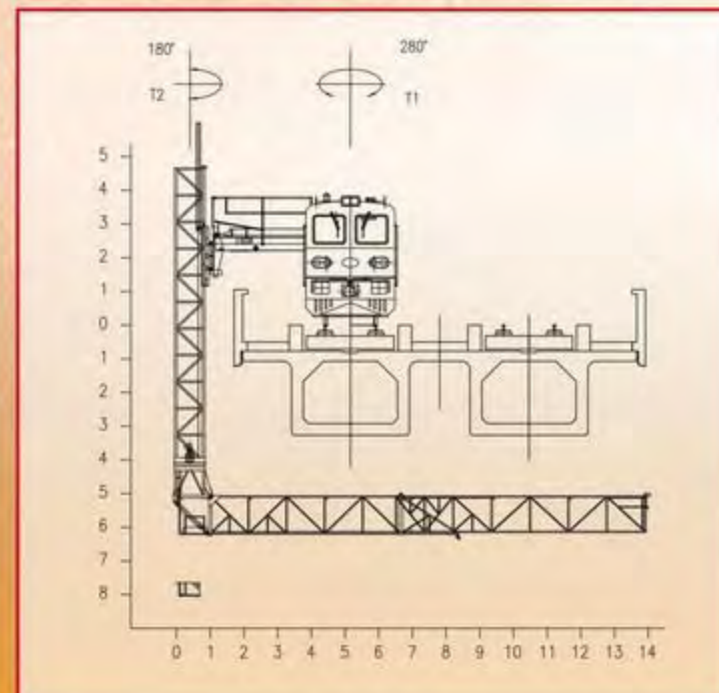
ABC 110/F

Platform length	11,0 m.
Platform width	1,2 m.
Platform lowering depth	7,0 m.
Rotation of platform underbridge	180°
Space taken on bridge	2,5 m.
Payload of platform	500 Kg.
Payload of telescopic platform	250 Kg.
Railway gauge	1,0 / 1,435 / 1,676 m.
Total weight of the unit	depends from the railway gauge



ABC 140/F

Platform length	14,0 m.
Platform width	1,4 m.
Platform lowering depth	8,0 m.
Rotation of platform underbridge	180°
Space taken on bridge	2,5 m.
Payload of platform	600 Kg.
Payload of telescopic platform	300 Kg.
Railway gauge	1,0 / 1,435 / 1,676 m.
Total weight of the unit	depends from the railway gauge

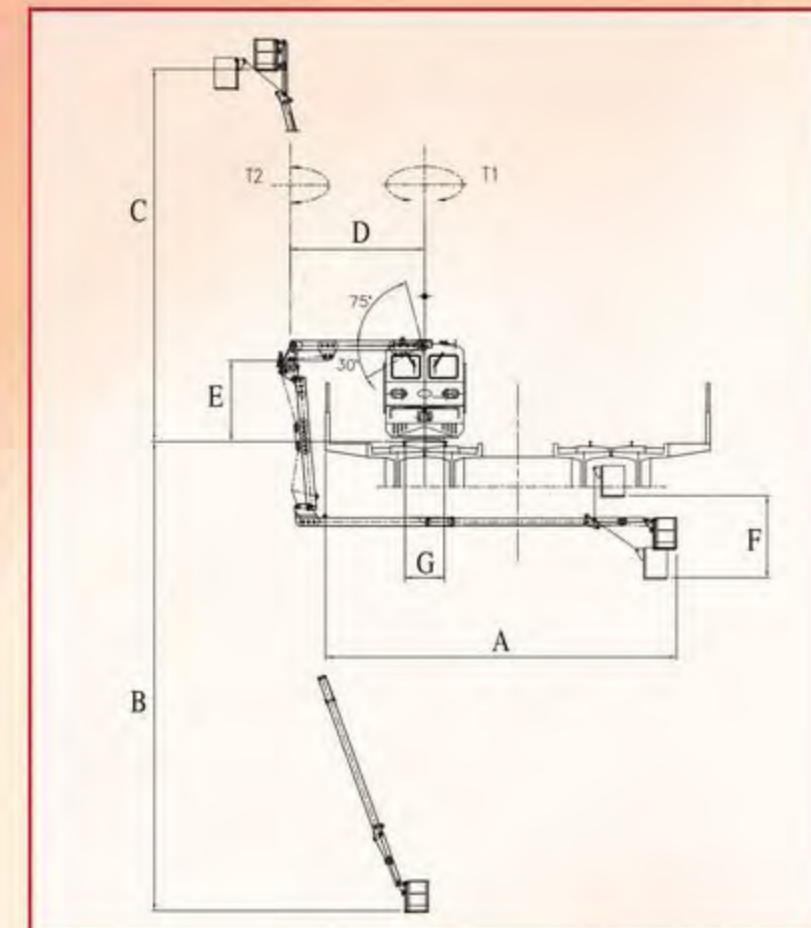


AB/F: bucket-type units

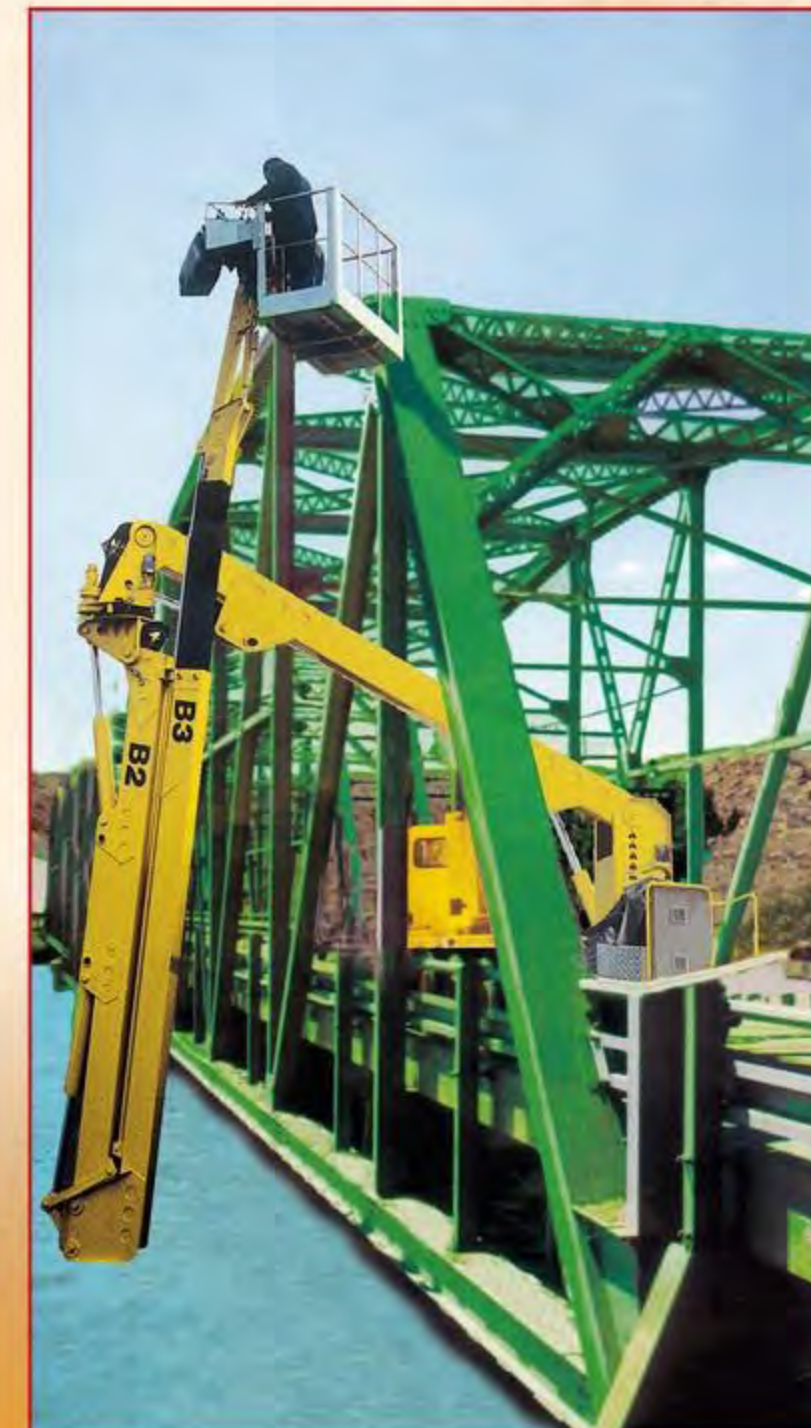
Equipment capable to provide access to both underbridge and overhead structures. Booms capable of launching through bridge trusses.

Bucket made of aluminium alloy or fibreglass, large enough to accommodate 3 persons with tools.

Triple levelling system enabling to operate with bucket floor perfectly horizontal in any work condition.



Dimensions	AB 9/F	AB 13/F	AB 17/F
A	9,0 m.	13,0 m.	17,0 m.
B	13,0 m.	17,5 m.	21,0 m.
C	9,0 m.	14,0 m.	17,5 m.
D	4,5 m.	4,5 m.	4,5 m.
E	3,5 m.	3,5 m.	3,5 m.
F	3,0 m.	3,0 m.	3,0 m.
G (railway gauge)	1,0 m. / 1,435 m. / 1,676 m.	1,0 m. / 1,435 m. / 1,676 m.	1,0 m. / 1,435 m. / 1,676 m.
T1	280°	280°	280°
T2	180° + 90°	180° + 90°	180° + 90°
Payload of bucket	300 Kg.	300 Kg.	300 Kg.
Vehicle	Railcar / Railway Wagon	Railcar / Railway Wagon	Railcar / Railway Wagon
Total weight of the unit	Depends from the railway gauge	Depends from the railway gauge	Depends from the railway gauge



AB COMBI: railroad truck-mounted units of the bucket-type

These units can be used for inspection and repair of both railway and road bridges. They are mounted onto standard 2-axes 18 tons GVW truck chassis which are equipped of additional steel wheels for railway transfer and operation. The units can be normally transported on the road and then be positioned directly onto the railway lines at the crossing levels. Designed to fit different railway gauges from 1,0 m. up to 1,676 m., they can reach a speed up to 40 Km/h during railway transfer.

The bucket, large enough to accommodate 2 persons with tools, is made of aluminium alloy or fibreglass. The booms can be lowered for enabling inspection of bridge piers and they can be raised up as well for enabling overhead access of the bucket. A triple levelling system makes possible to operate with bucket floor perfectly horizontal in any work condition.

Dimensions	AB 6.5 COMBI	AB 10.5 COMBI
A	6,5 m.	10,5 m.
B	10,0 m.	14,5 m.
C	8,0 m.	11,0 m.
D	5,5 m.	3,7 m.
E	3,5 m.	3,0 m.
F	2,2 m.	2,5 m.
G (railway gauge)	1,0 m. / 1,435 m.	1,435 m. / 1,676 m.
T1	280°	280°
T2	180° + 90°	180° + 90°
Payload of bucket	200 Kg.	260 Kg.
Vehicle	2 axes 4x2 GVW 18 tons	2 axes 4x2 GVW 18 tons
Total weight of the unit	18.000 Kg.	18.000 Kg.

