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Tecsis' ELMS safety system

Sensor technology specialist Tecsis has introduced a new multi-function safety electronics system - ELMS - designed primarily for cranes working in marine related applications.

Meeting the requirements of the EN/ISO 13849-1 standard, the modular system is fitted with a wide range of analogue and digital inputs and outputs, including relay and semiconductor outputs as standard. The safety electronics system can also evaluate data from multiple force transducers on a crane, automatically preventing overloading by interrupting the crane's controls.

The system features an integrated USB port for system configuration and it can be combined with



Additional function modules can easily be connected to the ELMS central module.

the company's redundant force transducers. Typical areas of application for the new safety system include harbour logistics, shipboard and offshore cranes.

Dozing driver safety system

UK-based safety systems manufacturer Transport Support has launched the Driver Fatigue warning system which monitors whether a driver is drowsy or inattentive.

Using a real-time infrared camera mounted on the vehicle's dashboard the system is able to detect the changing size of a driver's retinas as well as the period of time his eyelids are closing for. It can also detect whether the driver is concentrating on the road ahead by monitoring the movement and direction of the driver's head - for example, if the driver is constantly looking out of the side windows or looking down at a phone for an extended period of time.

If the system detects that the driver's eyes have closed for more than two seconds a sharp high-pitched alarm will sound. This is followed by a voice alert reminding the driver to watch the road. If the system detects that the eyes have

closed for a longer period of time a loud siren will sound and remain until it detects that the driver's eyes are open and concentrating on the road.

The system can either be permanently installed and wired to the ignition or temporarily mounted and powered by a using the vehicle's 12V power socket. Suitable for both day and night use, the system can also be programmed to operate when the vehicle reaches a certain speed.



Transport Support's warning system monitors whether a driver is drowsy or inattentive.



Arcure's Blaxtair detection system is able to differentiate between obstacles and pedestrians

Pedestrian detecting sensors

French safety solutions provider Arcure has introduced a new range of detection and warning systems for industrial vehicles which automatically differentiate between obstacles and pedestrians.

The Blaxtair Standard, Industrial and Rugged range uses 3D stereoscopic sensor heads with live-feed cameras which can be programmed to either detect all objects or just pedestrians, eliminating constant warnings of stationary objects on site. With a programmable range of 300mm to six metres, the system uses a seven inch in-cab monitor to provide both visual and audible warnings. The system is virtually maintenance-free and has been designed to withstand direct

shocks, vehicle vibrations and direct sun damage. It can also operate in varying conditions such as rain, fog and heavy dust as well as at night. Measuring 260 by 130mm it is possible to mount several sensor heads to a vehicle in order to eliminate multiple blind spots.

Optional features on the Industrial and Rugged models include a 2.5 hour recording function, while Rugged models have the added option of a protective case for the processing unit.

Easy sheave bearing calculations

German bearing manufacturer Schaeffler has introduced new bearing calculation software for designing rope and cable sheaves.

Available at no cost from the company's website the BEARINX-online Easy RopeSheave software enables users to calculate, display and document specific bearing loads while taking operating and environmental conditions into account. It can also calculate the static load safety factor and rating life of both single and multiple rope sheave bearings. Application-specific parameters, such as the sheave material, the integration of a bush or the influence of system

temperature can also be factored in to the calculation.

The software can also calculate multiple adjacent rope sheaves taking into account the contact pressure on every single rolling element.



Schaeffler's sheave bearing software can calculate the life of both single and multiple rope sheave bearings.

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