

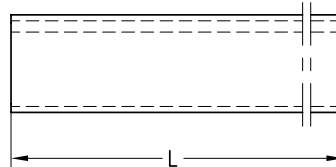
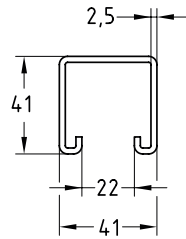
MPR-Support channel without rear perforation, hot-dip galvanised

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
- 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



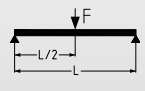
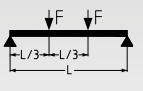
Profile	Length [mm]	Part no.	Sales unit	Pack unit
41/41/2.5	3,000	166723	1	pieces

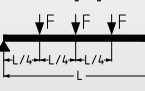
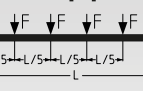
MPR-Support channel without rear perforation, hot-dip galvanised

Technical data of profiles:


Profile 	Material	Surface	Admissible steel stress $\sigma_{adm.}$ [N/mm ²]	Available threaded plates*	Profile weight [kg/m]	Profile cross-section [cm ²]	Moment of inertia		Resistance moment	
							I_y [cm ⁴]	I_z [cm ⁴]	W_y [cm ³]	W_z [cm ³]
41/41/2.5	S250GD+Z	hot-dip galvanised	162	M8, M10, M12, M16	2.64	3.37	7.2707	9.1983	3.170	4.487

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

Profile	L [m]						L [m]					
												
	0.5	1.0	1.5	2.0	2.5	3.0	0.5	1.0	1.5	2.0	2.5	3.0
41/41/2.5	4,065	2,040	1,351	884	546	359	3,002	1,526	942	519	320	210

Profile	L [m]						L [m]					
												
	0.5	1.0	1.5	2.0	2.5	3.0	0.5	1.0	1.5	2.0	2.5	3.0
41/41/2.5	2,005	1,016	674	372	230	151	1,662	846	531	292	181	119

* 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.