

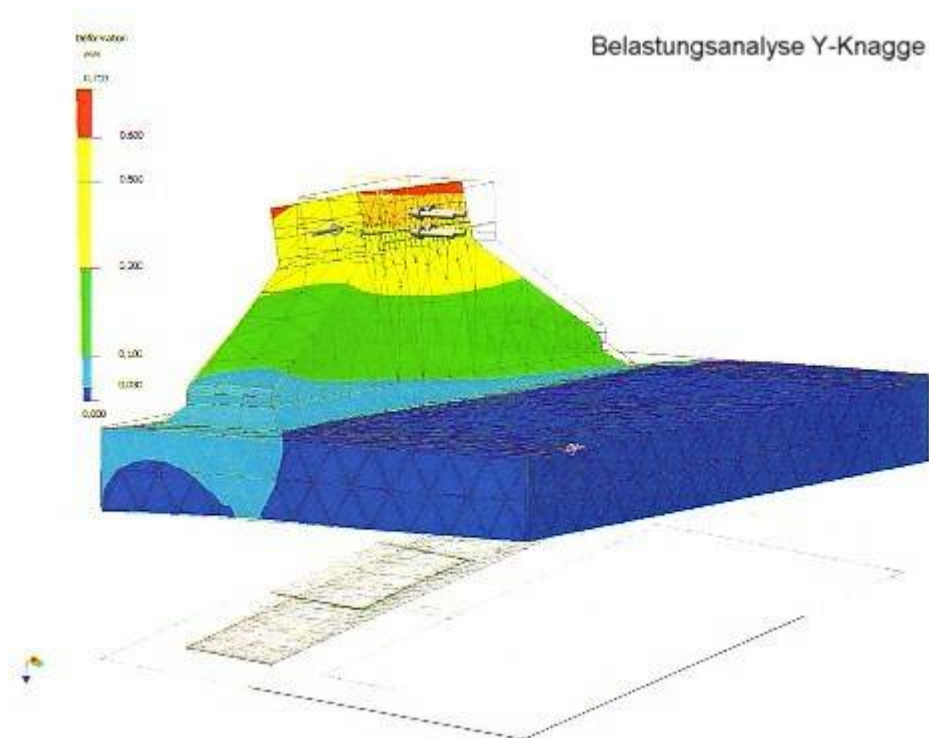
Brückenlager

Lieferung

- Verformungslager
- Gleitlager
- Kalottenlager
- Topflager
- Zug / Druck- Lager
- Sonderkonstruktionen

Montage

- Einbau und Überwachung
- Inspektion, Kontrolle & Analysen
- Sanierung



Die Firma BT Bautechnik GmbH wurde 1997 gegründet. Sie steht in der Nachfolge der Firmen NYH und HEBEC. Beides Hersteller von Elastomerlagern.

Zum Lieferprogramm gehören Elastomerlager mit Festhaltekonstruktionen, und Verformungsgleitlager, aber auch klassische Stahllager wie Rollenlager, Linienkipplager, Stahlpunktkipplager, Führungslager und Sonderlager der unterschiedlichsten Bauart.

Die Referenzliste umfasst bis heute annähernd 10.000 Lager, und 1.000 Bauwerke.

Nach Harmonisierung und Einführung der Lagernormen in die Europäische Union wurde die Produktpalette ausgeweitet auf die bis dato zulassungspflichtigen Kalottenlager und Topflager.

Diese Druckschrift soll mit seinen Ausführungs- und Planungsbeispielen einen aktuellen Einblick in unsere Arbeit und Leistung vermitteln.

Die Lagerfertigung erfolgt nach

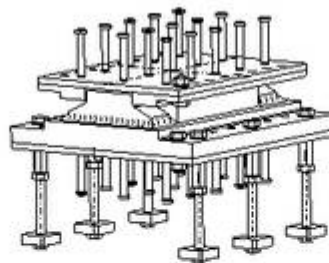
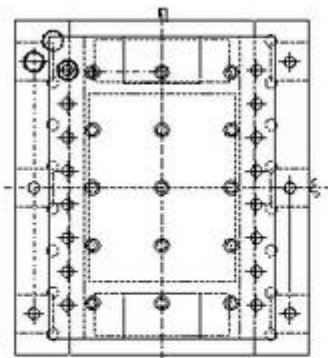
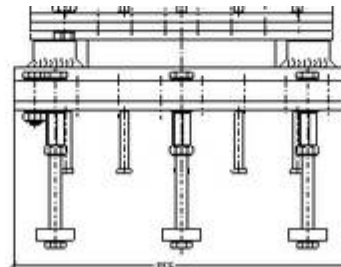
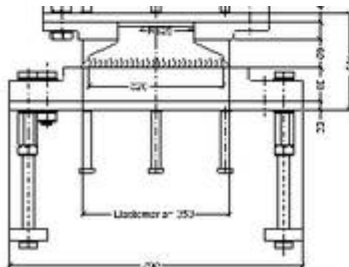
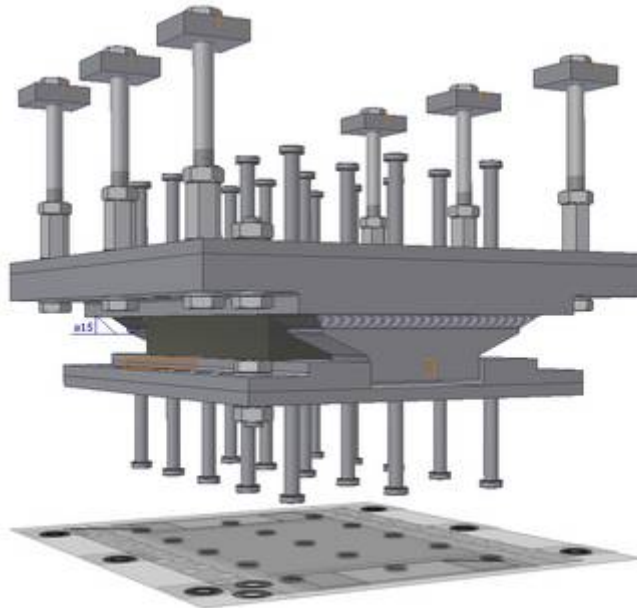
- Gleitlagerzulassung Z-16.2-430
- DIN 4141-14/A1 – Teil 140/A1
- EN 1337 mit den jeweils eingeführten Teilen

Die Fertigung wird überwacht durch

- MPA Stuttgart
- TU München

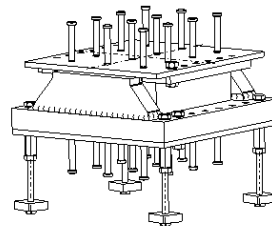
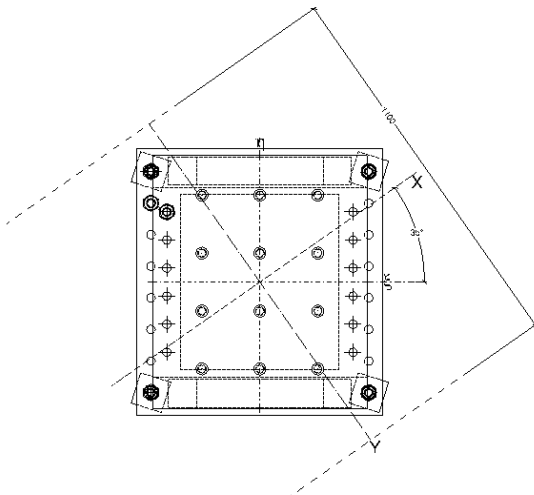
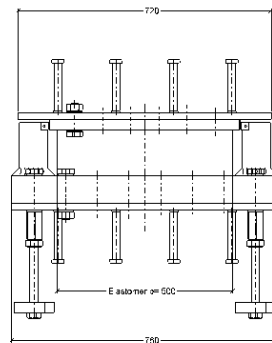
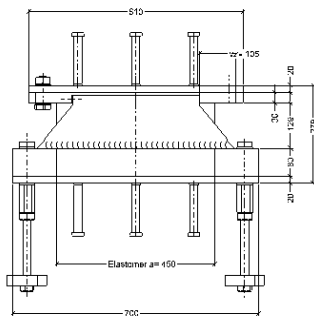
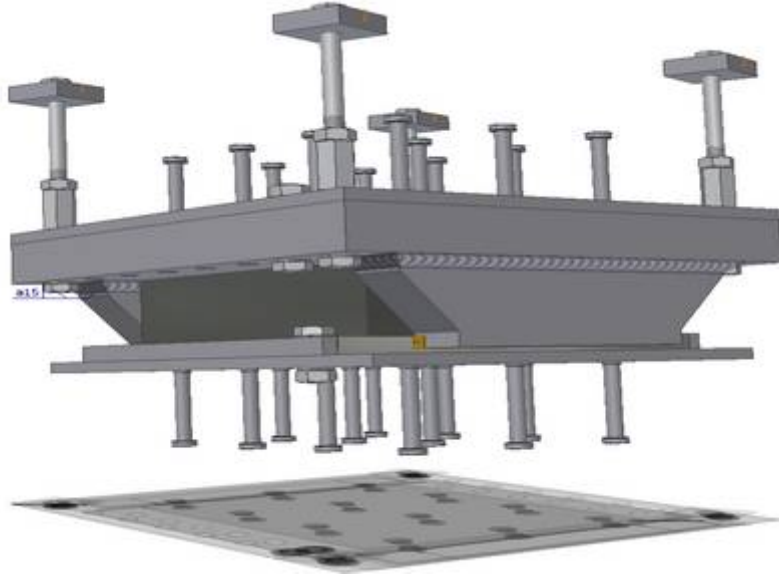
Eine Beratung über Lagerlösungen, Abmessungen und Preise erfahren Sie unter unserer Adresse

BT *Verformungslager V mit Zuganker*



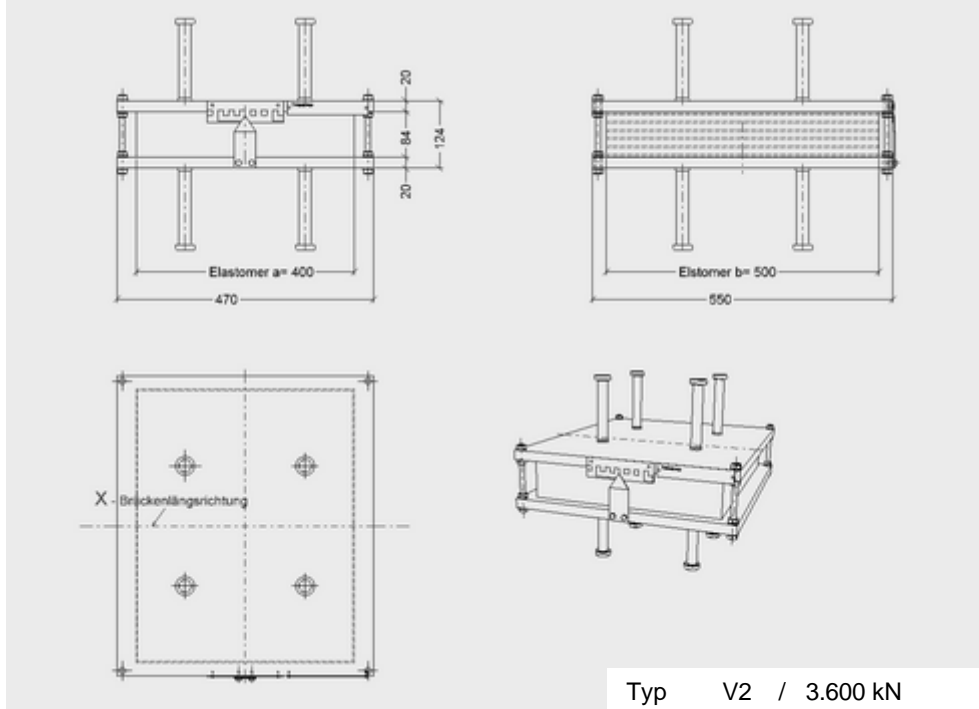
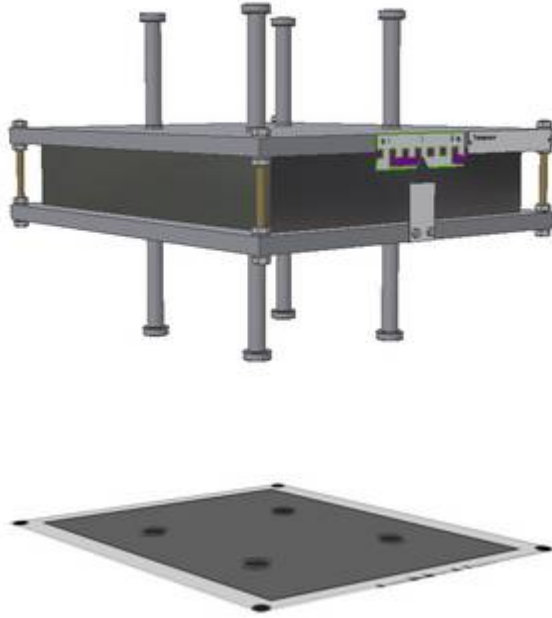
Typ **V** / 3.600 kN
 $F_x = 1.800$ kN
 $F_y = 800$ kN

BT *Verformungslager V1L mit Zuganker*



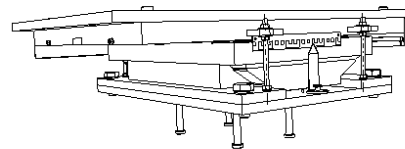
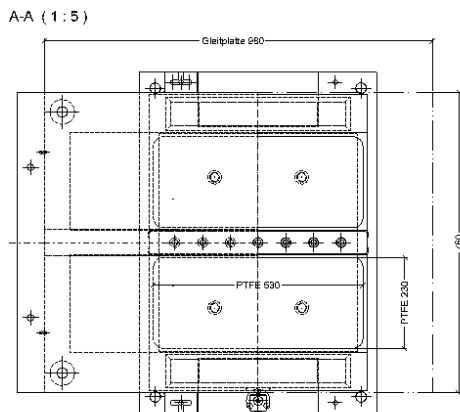
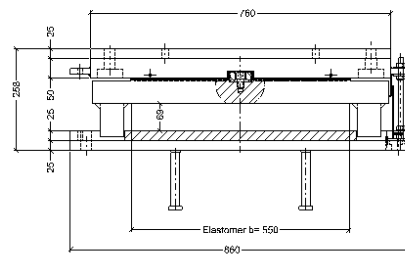
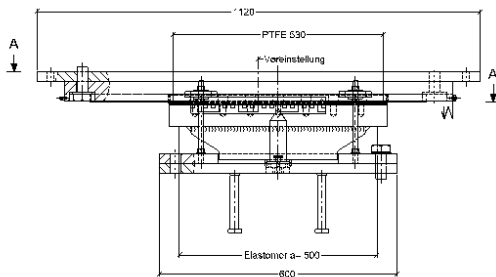
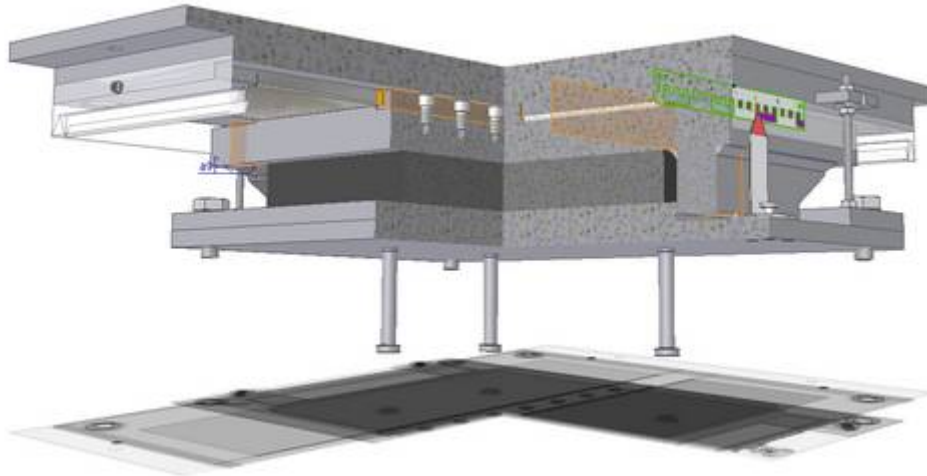
Typ V1L / 3.600 kN
 $F_x = 1.080 \text{ kN}$
 $V_{\xi} \pm 80 \text{ mm}$

BT *Verformungslager V2*



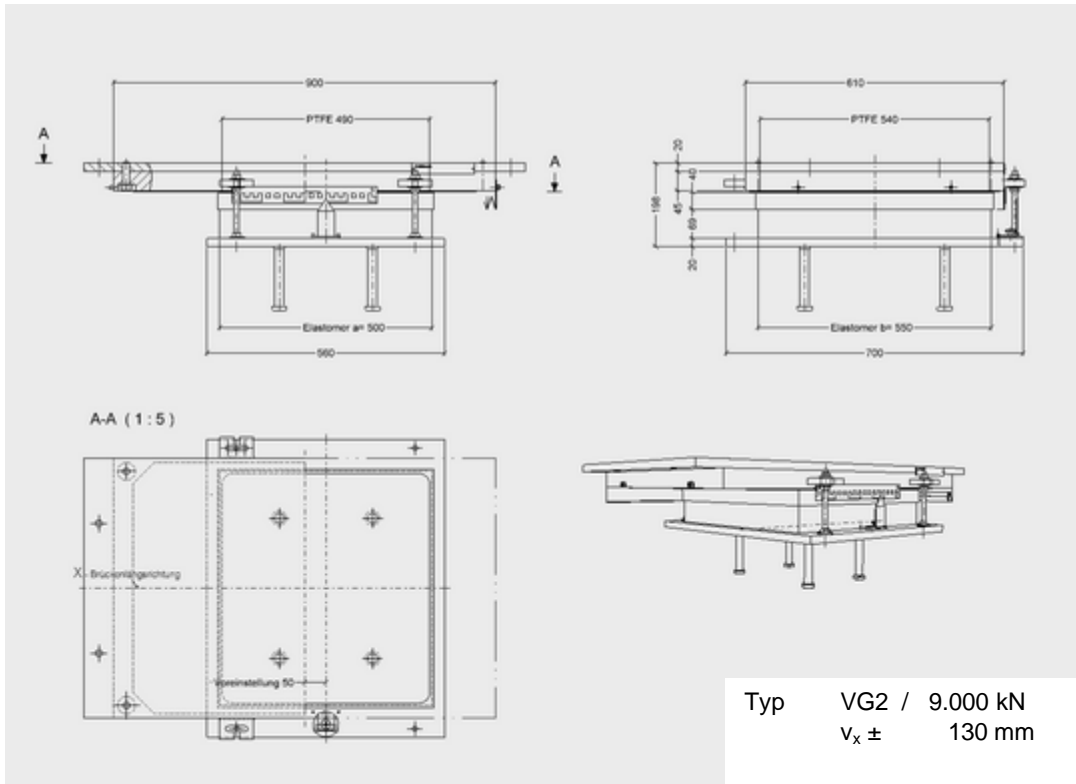
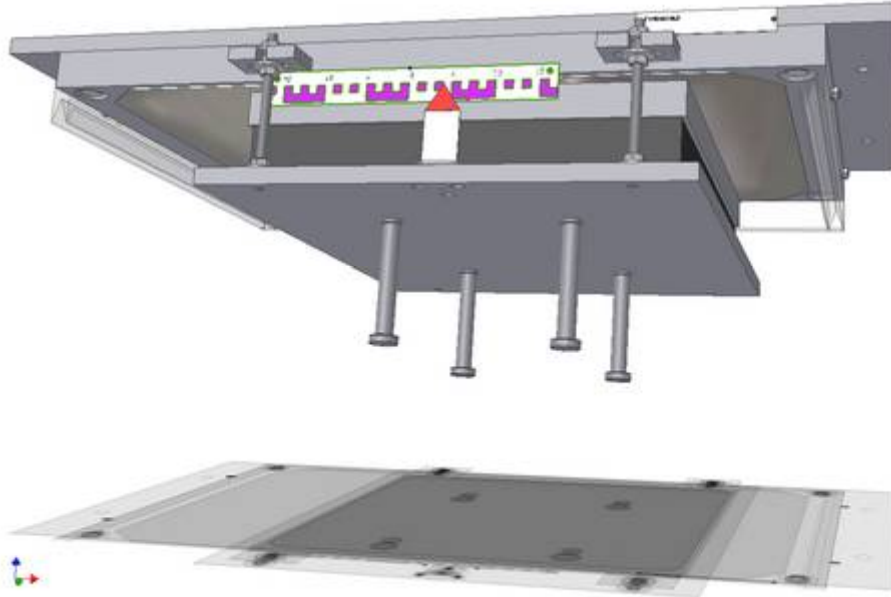
Typ V2 / 3.600 kN
 $V_{x,y} \pm 80$ mm

BT *Verformungs-Gleitlager VG1*

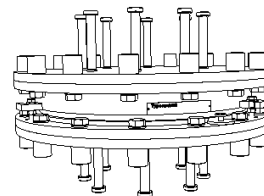
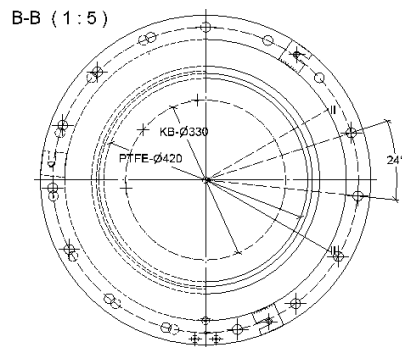
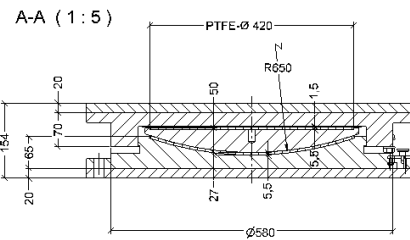
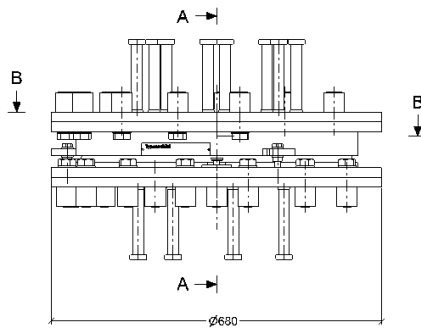
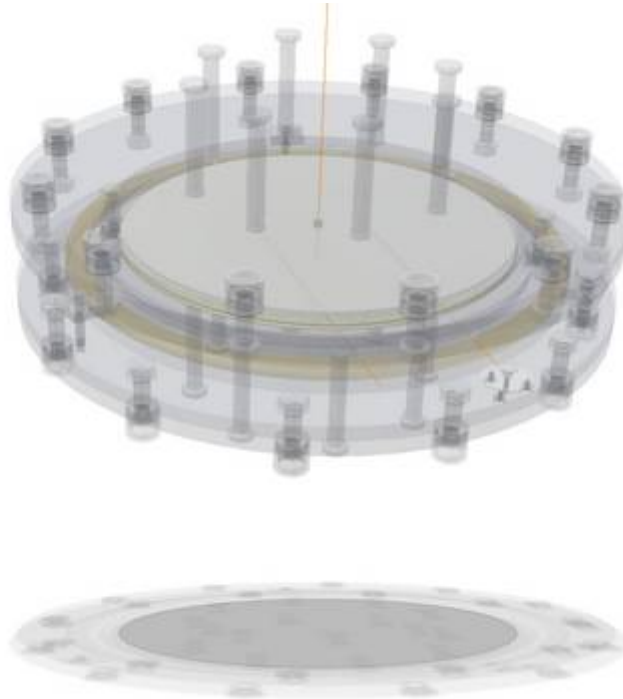


Typ VG1 / 9.000 kN
 $F_y = 900 \text{ kN}$
 $v_x \pm 150 \text{ mm}$

BT *Verformungs-Gleitlager VG2*

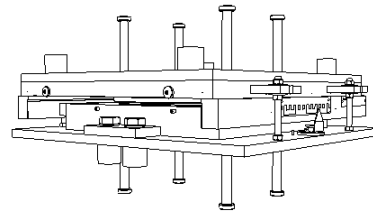
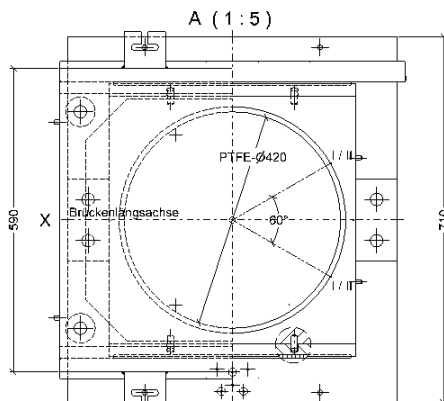
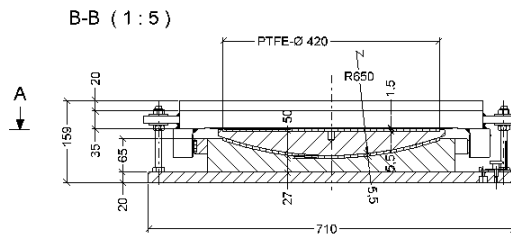
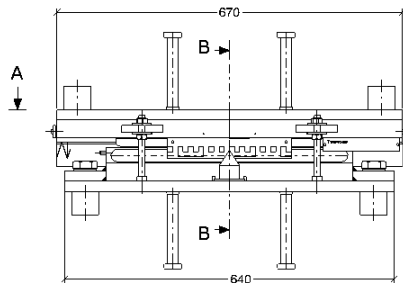
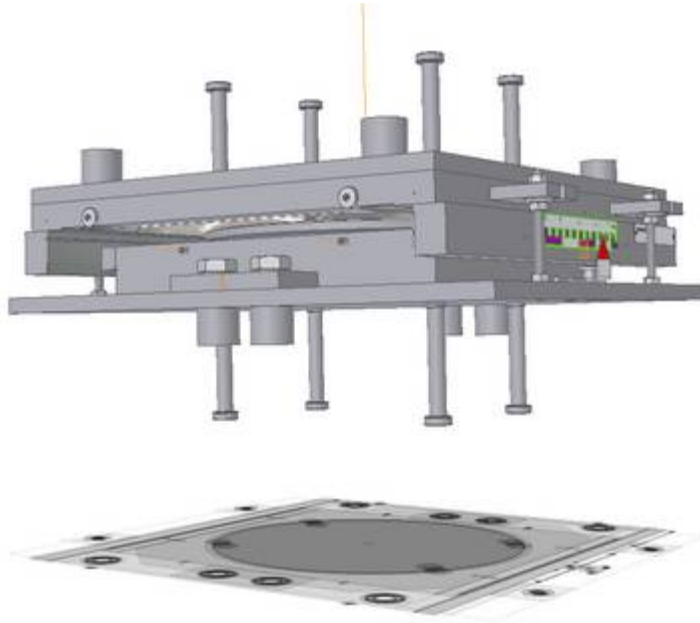


BT *Kalottenlager Kf*



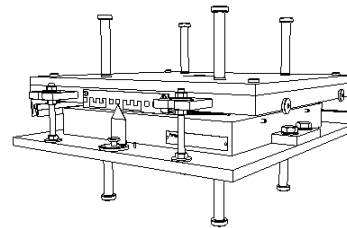
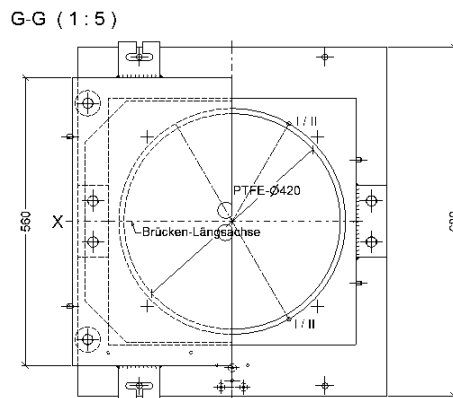
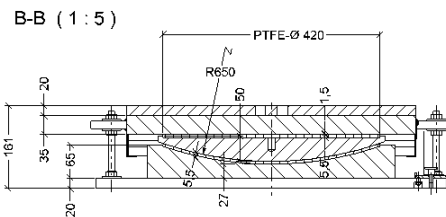
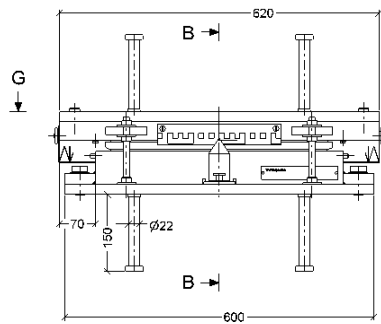
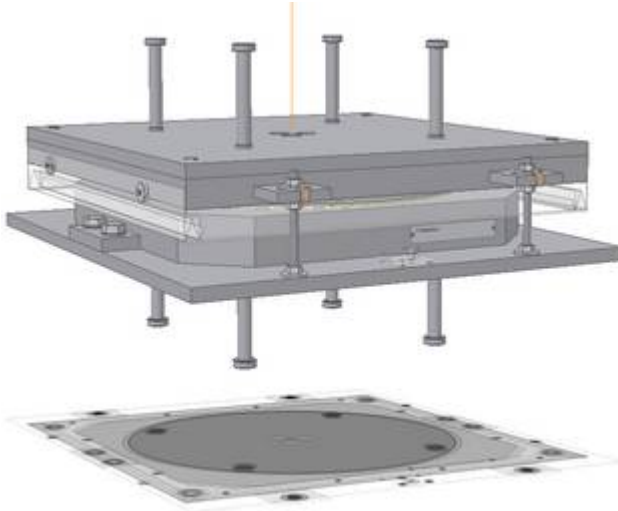
Typ Kf / 8.500 kN
 $F_x = 900 \text{ kN}$
 $F_y = 350 \text{ kN}$

BT *Kalottenlager KGe*



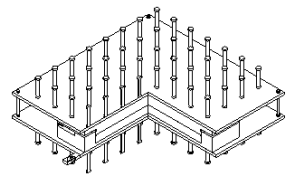
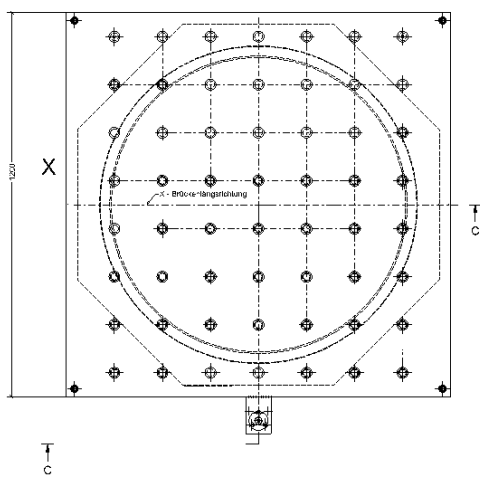
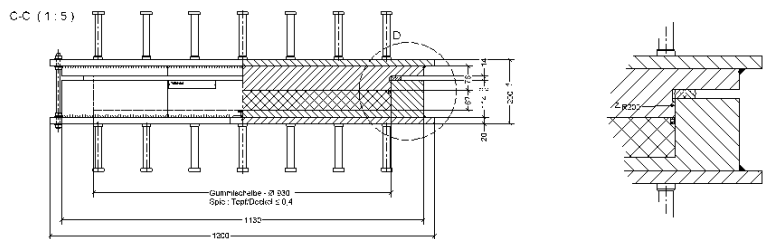
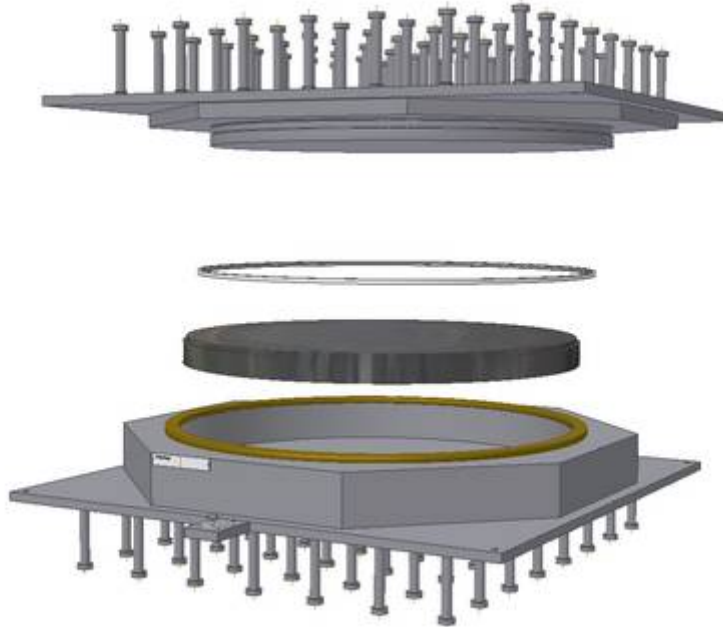
Typ KGe / 8.500 kN
 $F_y = 600 \text{ kN}$
 $v_x \pm 50 \text{ mm}$

BT Kalottenlager KGa



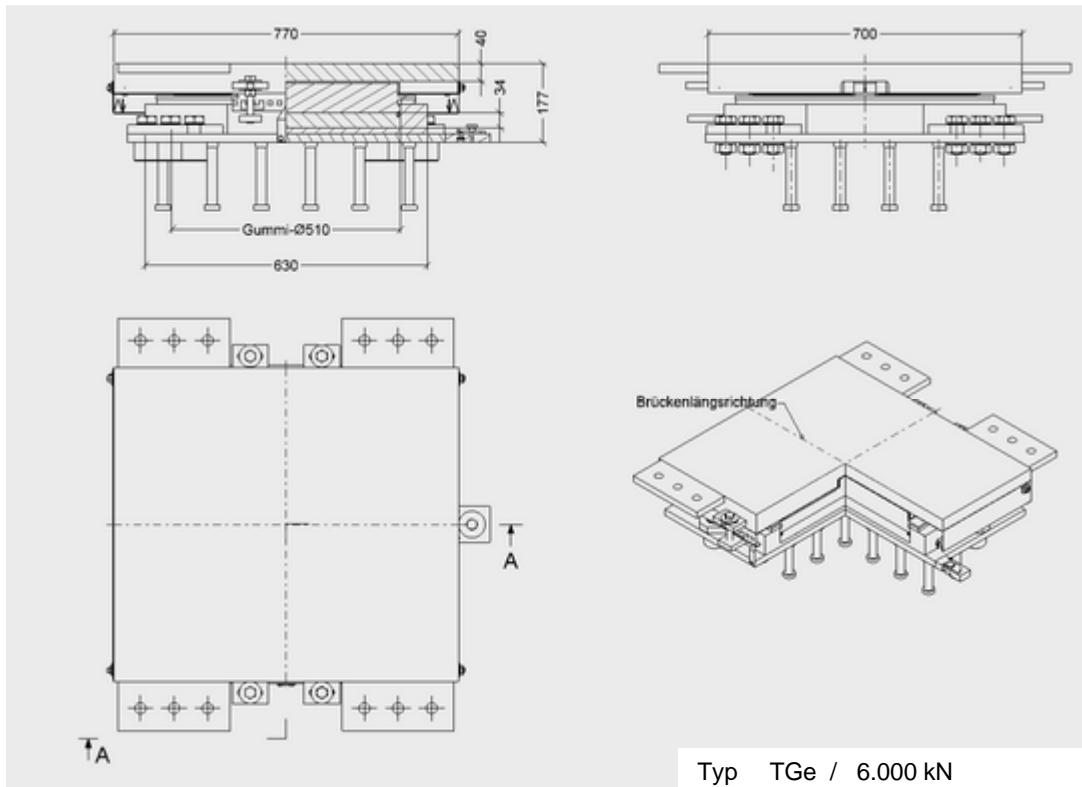
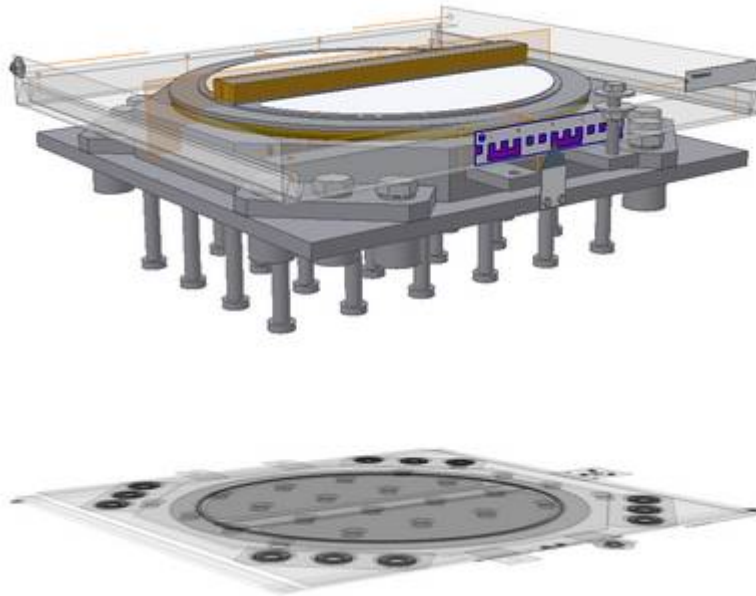
Typ KGa / 8.500 kN
v_x ± 50 mm

BT *Topflager Tf*



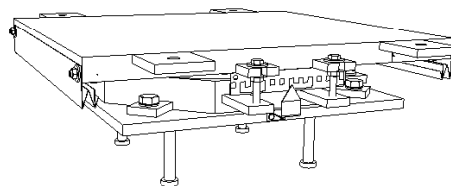
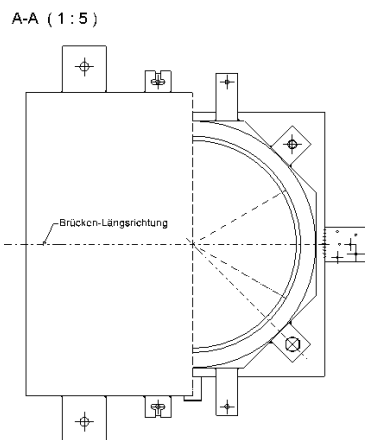
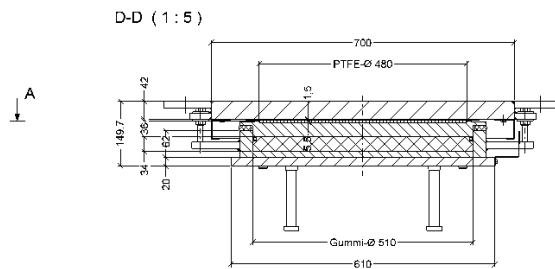
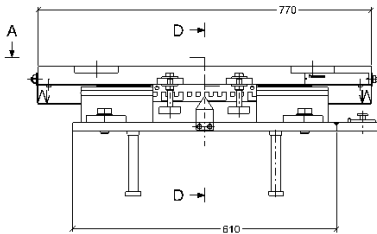
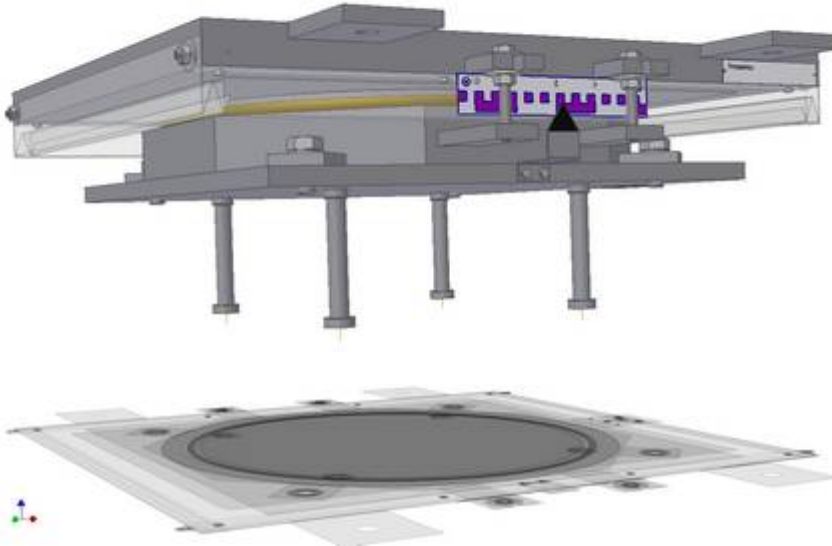
Typ Tf / 19.000 kN
 $F_x = 3.500$ kN
 $F_y = 900$ kN

BT *Topflager TGe*



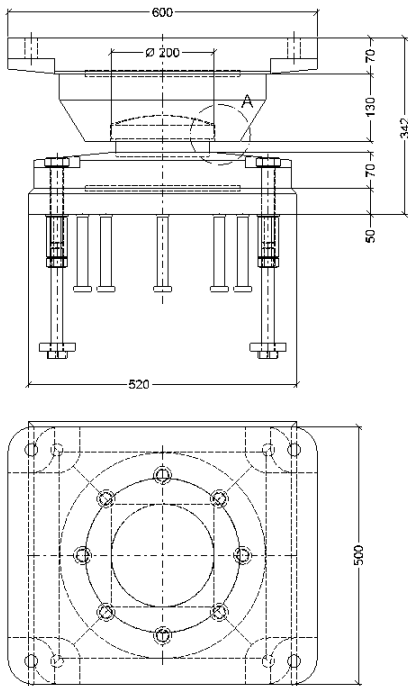
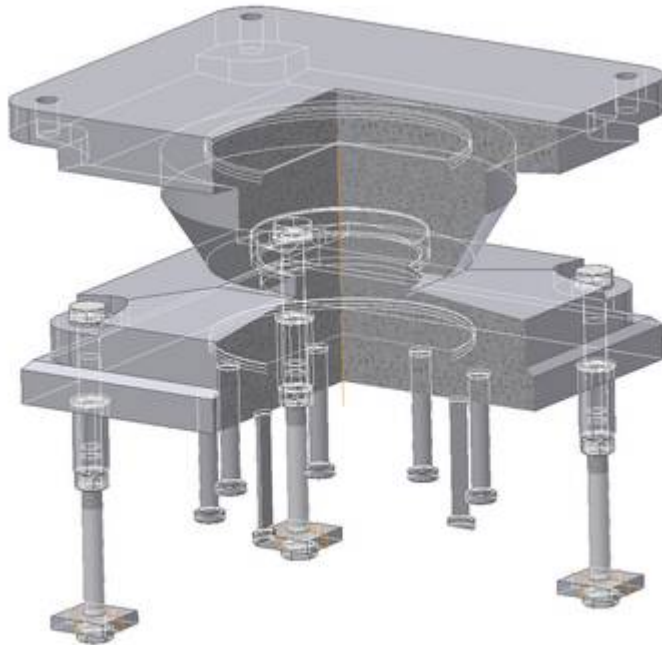
Typ TGe / 6.000 kN
 $F_y = 1.150$ kN
 $v_x \pm 50$ mm

BT *Topflager TGa*

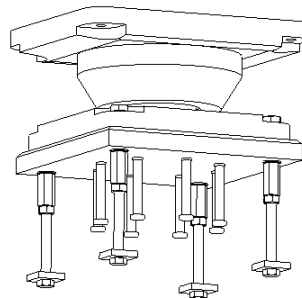
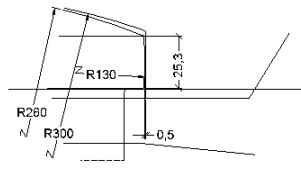


Typ TGa / 6.000 kN
v_x ± 50 mm

BT *Punkt-Kipplager PKf*

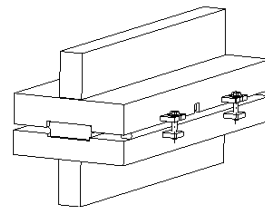
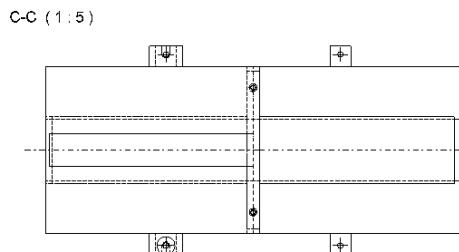
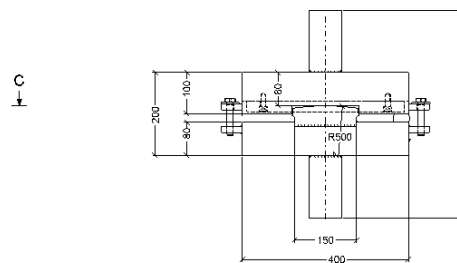
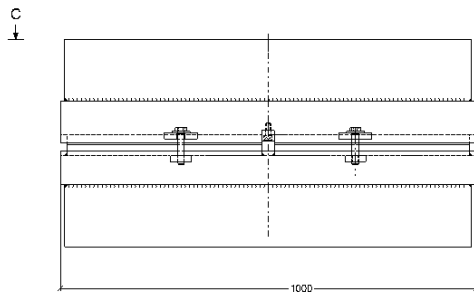
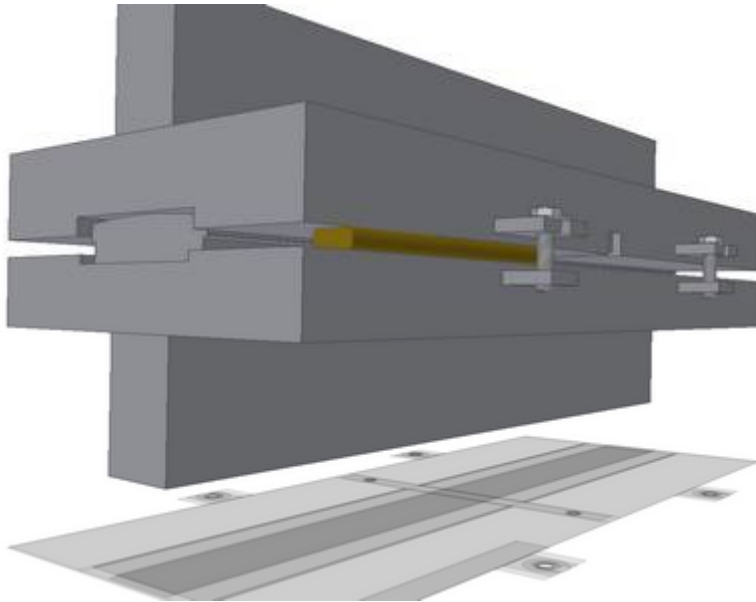


A (0,80 : 1)



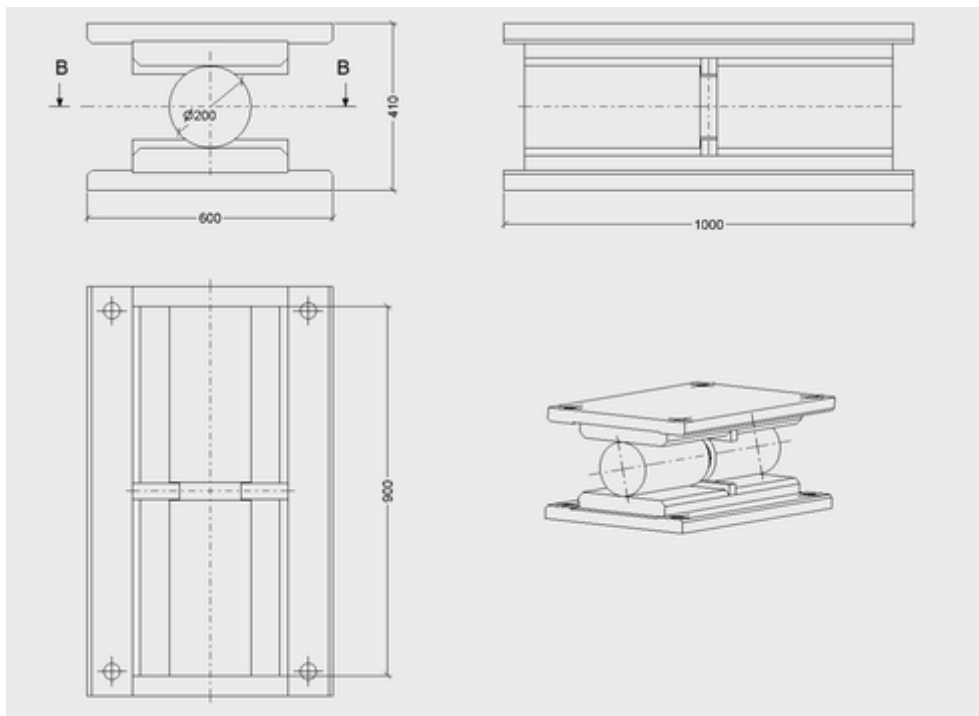
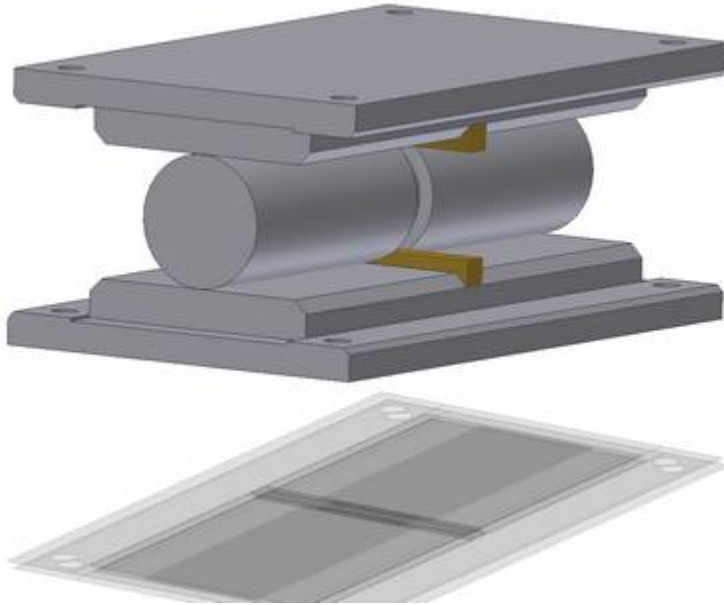
Typ PKf / 1.500 kN
F_{x,y} = 550 kN

BT *Linien-Kipplager L*



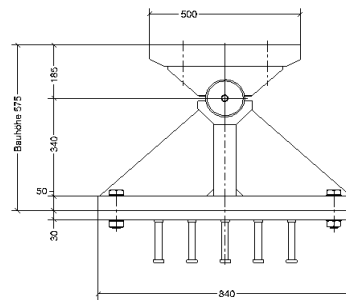
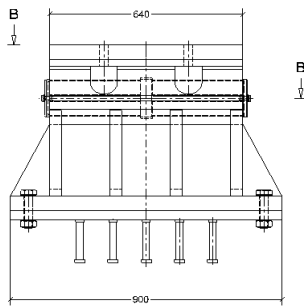
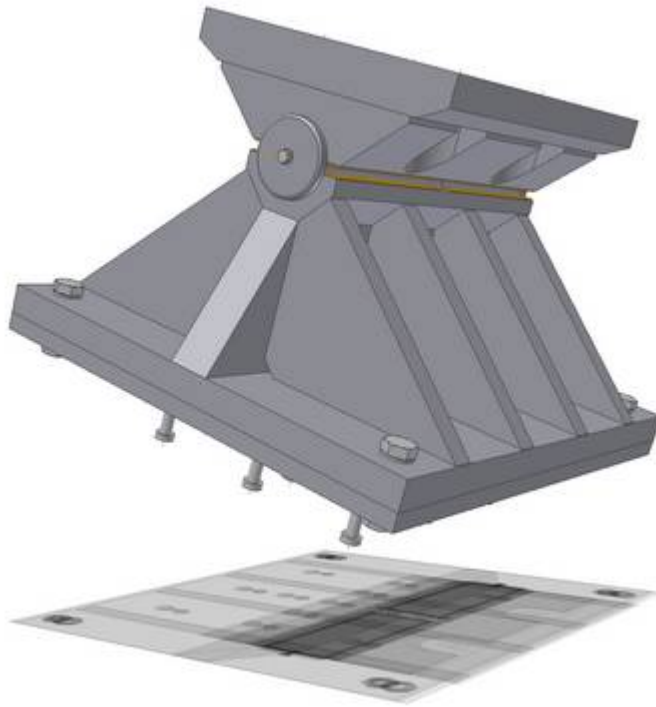
Typ L / 2.000 kN
max. F_z = 2.000 kN
 F_x = 2.000 kN
 F_y = 100 kN

BT Rollenlager R/Fü

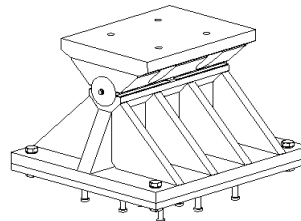
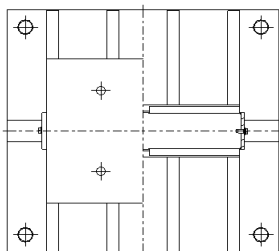


Typ R /Fü / 2.400 kN
max. F_z = 2.400 kN
 F_y = 300 kN
 $v_x \pm$ 50 mm

BT Bolzen- Kipp *lager* BKL

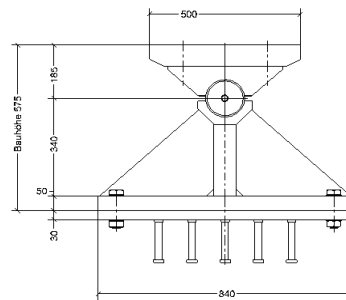
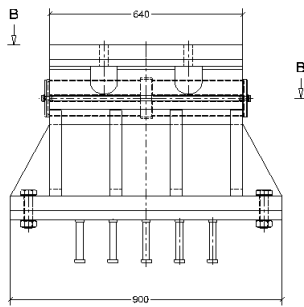
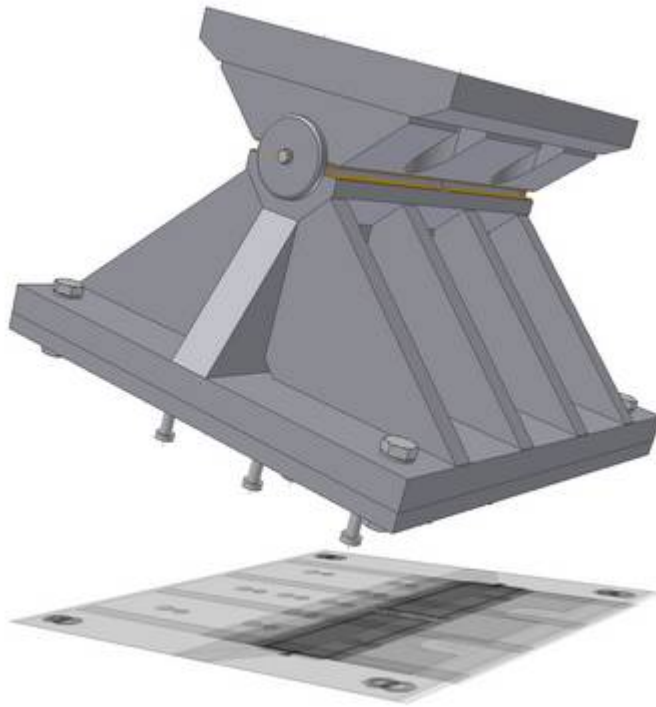


Schnitt B-B

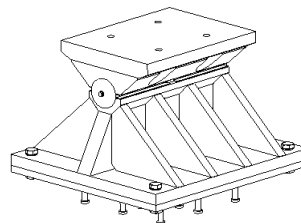
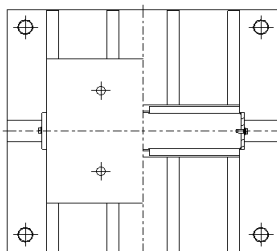


Typ BLK
max. $F_{x,y} = 4.000 \text{ kN}$

BT Gelenk *lager Gel*

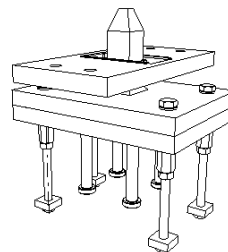
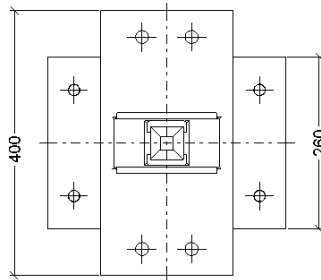
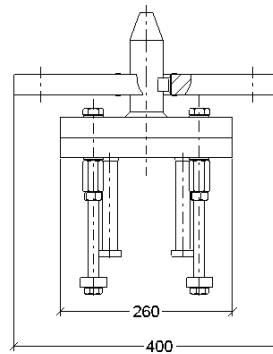
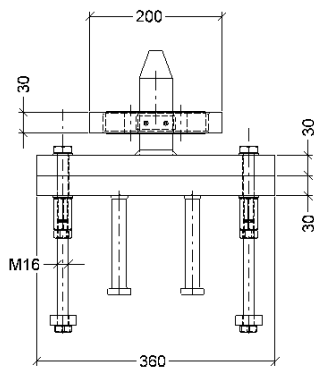
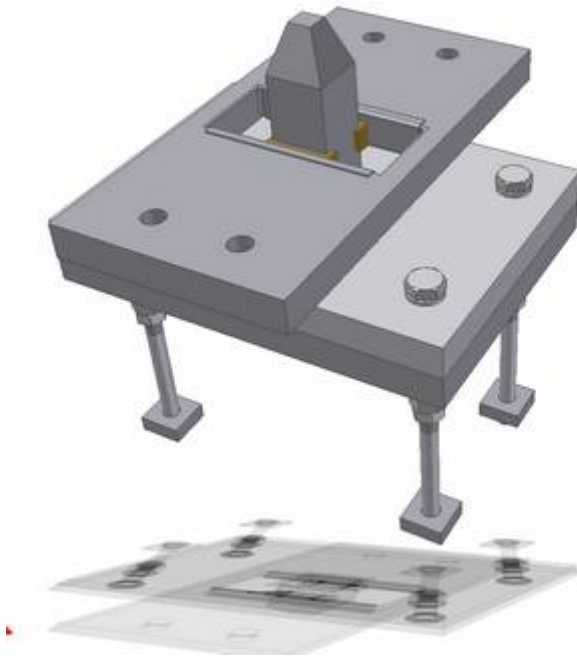


Schnitt B-B



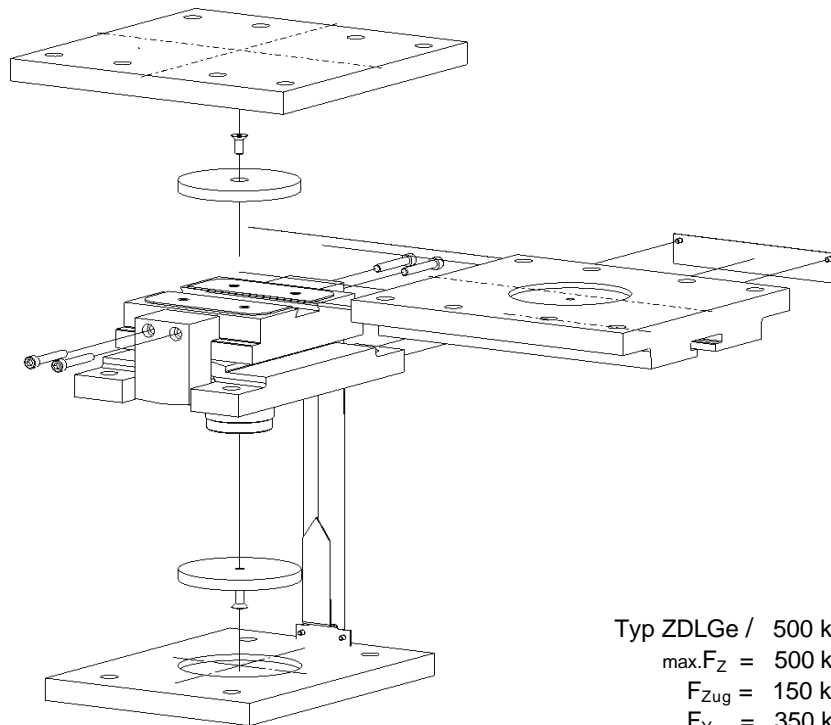
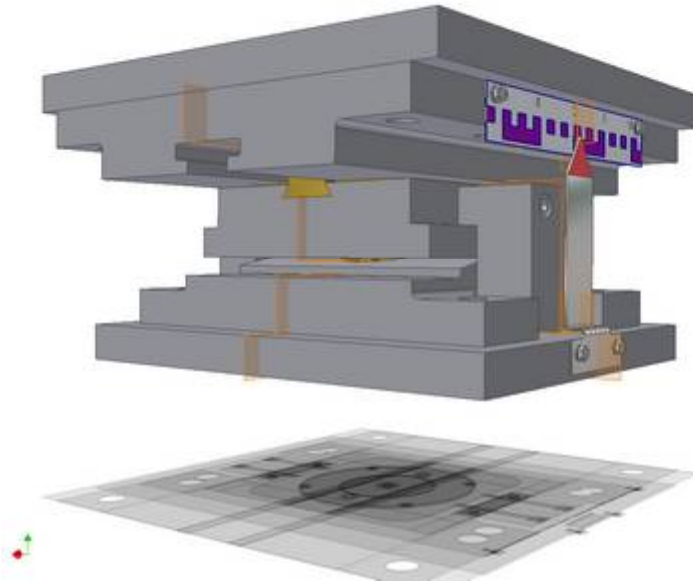
Typ Gel
max. $F_{x,y}$ = 450 kN

BT Zapfen- Gleitlager *ZaGL*



Typ ZaGL
F_y = 50 kN
v_x ± 50 mm

BT geführtes Zug/Druck- Kipp- Gleit *lager ZDLGe*



Typ ZDLGe / 500 kN
max. F_z = 500 kN
 F_{Zug} = 150 kN
 F_Y = 350 kN
 $v_x \pm$ 80 mm