



## Cable Engines, Linear

### Asset No. CT7-1

Manufacturer	
Size: -	
Length	
Width	
Height	
Weight	
Speed (Picking Up/ Paying Out in active mode)	
Speed (Paying Out in free mode)	
Cable Tension (Picking Up)	
Cable Size	
Maximum Wheel Opening	
Maximum Guide Opening	
Wheel Motor	
Wheel Pinch Force	
Wheel Diameter	
Tyre Pressure	
Electrical Supply	
Power Pack	
Hydraulic Oil	
Tank Capacity	
Main Motor	
Main Pump	
Auxilliary Pump	
Accumulator	
Accumulator Pre-Charge	
Control Console	

## 1.1 GENERAL DESCRIPTION

The Vertical 2 Pair L.C.E. & Power Pack (Integrated) [EB 2-1], as the name implies, is a stand-alone Transporter requiring only a 440 V, 3-phase supply for its operation.

It is designed for the movement of cable, either ashore or afloat, where, with the aid of castors fitted to its base, it can be easily positioned into the cable line as required. Such applications could be to assist shore side facilities to load cable onto a vessel, especially if there is a distance between the loading cable engine and the cable tank, to transfer cable from one tank to another, or to act as a back-up to the main laying equipment if it was necessary to recover the cable back into a cable tank.

The base frame supports the 2 pairs of vertically mounted wheels at one end with easy access to load / unload cable, the opposite end supports the power pack with all the necessary controls to operate the Unit. If necessary the base frame can be dispensed with and the two main components installed separately as space and length of hydraulic hoses allow.

The drive motors and their associated wheels can be divided into two pairs, each mounted to a common arm pivoted about the centre on a slide running over a vertical column. The upper pair are operated from a cylinder mounted on the frame at the base of the column and the lower pair are operated from a cylinder mounted on the frame at the top of the column. When the cylinders are extended the upper and lower wheels move apart to allow cable to be loaded / unloaded. Retracting the cylinders causes the wheels to close over the cable, any variance in diameter being allowed for by the pivot points ensuring all four wheels are in contact with the product at all times.

**Note:** *Although the tyres are of the standard 18" x 7" L.C.E. type their rims differ in that they have four stud holes, to match the hydraulic motor drive flange, instead of the normal five and therefore cannot be interchanged with other Units. Another distinguishing point is that eight clamping bolts in four pairs are used, instead of the normal five, to hold the rims together.*

Guides are fitted at either end of the cable line and comprise of spring loaded vertical rollers which have the facility to be locked in the open position during loading / unloading of cable or in the case of the exit end, when passing a joint housing.

Four pad eyes are provided on the base frame for lifting the Unit and can also be used to secure the Unit in position. On-site, fixed castors are provided for movement at right angles to the cable line, or the Unit can be positioned using a fork truck with the forks, of the necessary length, entered between the castors at the wheel end.

There is no provision to measure tension, speed or distance of the cable on this Unit.