

Description

A reproducible and defined alignment of the vehicle along the symmetry line is essential for adjusting headlights, driver assistance systems and for testing the headlight at audit systems.

The VisiCon centralizing unit consists of a front and rear bracket for the wheels. Both have roller beds consisting of durable polymer rollers mounted on stainless steel shafts, which allow easy positioning of the wheels. The vehicle is centered pneumatically by means of roll rails which contact the inner side of the wheel and align the vehicle symmetrically. An optional light barrier on the front axis can be used to check whether a vehicle is positioned on the centralizer before enabling the centering.



Benefits for our customers

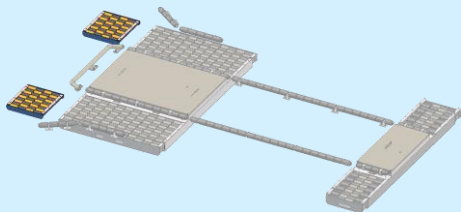
- Reproducible and defined position of the vehicle for all production processes.
- Wheel and rim-protecting materials.
- Insensitive to water, salt, dirt, ...
- Optional components for easier entry.

The entry is facilitated by guide rollers between the alignment brackets and the support threshold of the front bracket. Further optional components such as side guide rollers can facilitate the entry even more. In addition, the centralizer can be installed in a pit or elevated on the hall floor.

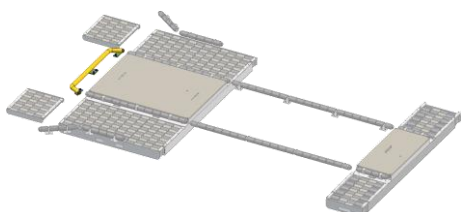
Technical Data

	Standard design	Special design (example)
Dimensions of front axis (W x L x H)	2070 x 465 x 225 mm ³	2290 x 486 x 225 mm ³
Dimensions of rear axis (W x L x H)	2070 x 1095 x 225 mm ³	2290 x 1930 x 225 mm ³
Maximum height above the floor	75 mm	
Installation depth	min. 145 mm	min. 150 mm
Maximum load	up to 2,8 t	up to 4 t
Wheelbase difference of the vehicles	900 mm	1500 mm
Distance of wheel ... inner edge	Min 1100 mm	
Distance of wheel ... outer edge	Max. 2000	Max. 2200 mm
Accuracy of centralizing	Driving direction (X): ±5 mm Side (Y): ±0,5 mm Height (Z): roller beds adjustable, max. like accuracy of the used adjustment aid	

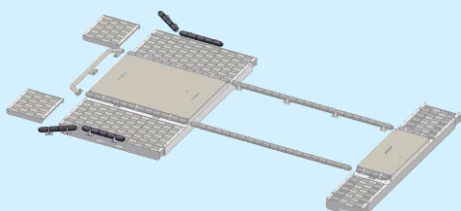
Optional components



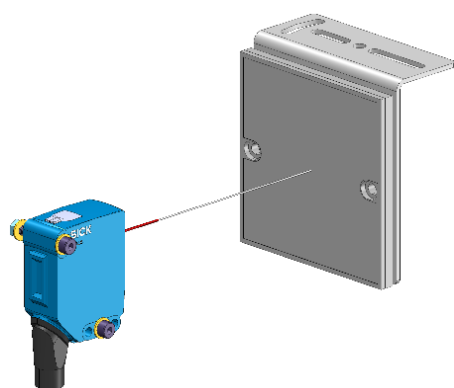
Entry roller bed: The entry roller beds help to pre-align the vehicle when it enters the centralizer. They are build the same way as the roller beds on the rear axis.



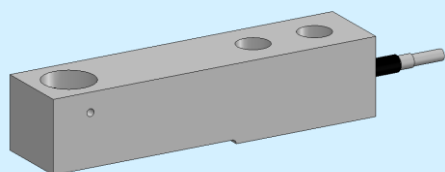
Guide horn: The guide horn is used for threading the vehicle onto the lanes when entering the centralizer in driving direction. It consists of a stable welded tube construction that is optionally equipped with guide rollers on the side and conical end rollers.



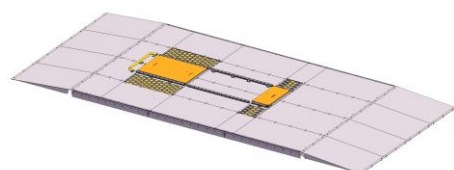
Side guide rollers: Additional, shorter guide rollers at the rear centralizer. Also for driving orientation.



Light barrier: Checks whether a vehicle is standing on the centralizer before centering. Usually mounted at the front axis.



Axle/wheel load scale: Wheel load scales can be integrated in the brackets (also as retrofit). For this, four industrial-suited load cells (e. g. HBM) are installed per wheel.



Platform: Instead of installation in a pit, the centralizer can also be installed directly onto the hall floor. In this case, an additional platform with ramps for entry and exit is available.