

## Petrol Monorack









# System

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The Petrol Monorack is an innovative and economical transportation system particularly for rough terrain. Typical application sites include vineyards, mountainous areas, forestry zones, remote construction projects and others. This monorail train system is modular in design and can be conveniently assembled at the installation site.

The gasoline Monorack is a self-contained unit and provides low-cost transportation opportunities for

people and material. With its low environmental impact, the Monorack enjoys increasing preference over other systems. Especially because it is remarkably simple to operate. Maintenance work is limited to oil changes, servicing the engine, and checking the safety brakes and the rails.

## Your advantages

- Fully developed standard product since 1976
- Experience with over 700 Monorack installations in operation worldwide, with a track length of over 150'000 meters
- Vehicle composition may be assembled according to specific requirements
- Easy operation and high safety in daily use
- Any routing adapted to the terrain
- No specific foundations required, hence lower investments costs
- Extremely slender, robust and low maintenance installation with little space requirements
- Several options are available
- Approved for passenger transport
- Certification according to the European Machinery Directive

## Specifications

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Payload at maximum grade	500 kg
Maximum grade	100 % / 45°
Curve radius	4 m
Driving Speed	0.7 m/s
Engine	270 / 390 ccm
Engine capacity	6.3 / 8.7 kW

## Routing

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The route of a Monorack installation can to a large extent be adapted to the terrain. The Monorack can easily handle gradients up to 100% as well as horizontal and vertical curves with a radius of up to

four metres. High walls can be surmounted by using higher norm pipe-supports. Boarding, deboarding, loading and unloading are possible anywhere with the appropriate track layout.



# Track

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The track consists of the running rail and the supports required every three meters. The six-meter long rails with welded splines as well as the support material are hot-dip galvanized to protect them against corrosion and thus ensure a long service

life. The use of different switch rails makes it possible to connect several lines together. Bridge elements allow the crossing of challenging sections of terrain according to the customer's needs and local conditions.

















# Vehicle

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The Monorack type MRK500 is driven by a powerful petrol engine and is equipped with three independent brake systems to ensure optimum safety at all times.

The composition of the vehicle may be assembled according to specific requirements. Different superstructure versions are available for passenger and freight transportation.

## MRK 500 configuration options

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- Tractor seat with braking chassis, capacity 1 person
- Pallet car with superstructure for combined passenger and material transport
- Pallet car for material transport, capacity of up to 250 kg
- Dumper with 300 liter capacity for transportation of goods such as gravel, concrete etc.
- 2 engine variants 270 / 390 ccm
- Country-specific versions

*Customer-specific adaptations are possible at any time.*





## Our services

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### Project planning

For more than 40 years, we have been involved in the planning and implementation of sophisticated Monorack installations. As an experienced partner, we would be delighted to help you with your project and provide support starting from the initial idea through to the finished installation.

We offer feasibility assessments planning and preparation of proposals, support with planning applications, development and implementation of special customer requirements, implementation and assembly, final acceptance and certification, service contracts.

### Assembly

The track, which is delivered in individual parts, is carefully integrated into the existing landscape by our

specialists. The 6-metre long rail sections are bent on site according to the geometry of the terrain and are normally laid about 50 cm above the ground. Walls, roads and terrain variations up to 6 metres high can be easily passed over by the rails if necessary. The support tubes are knocked 1 - 1.5 metres deep into the ground and do not require an additional foundation. On rocky ground, the supports are bolted securely if required. We will determine the exact course during the planning phase based on your requirements.

### Service and maintenance

Even after start-up, you can count on us to be there for you and your Monorack installation, whenever you need us. Whether for repairs, annual services, spare parts or technical information, we will be happy to advise you. Thanks to our many years of experience, we are the ideal partner to support your project.











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