

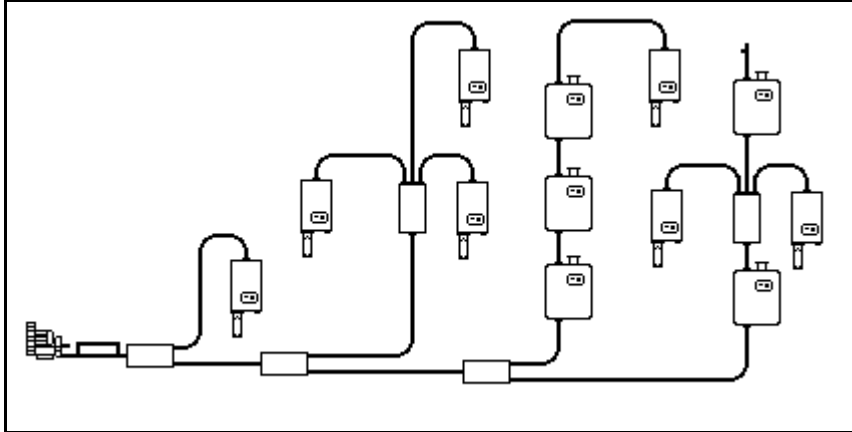
Systemdescription AC 3000

Max. number of stations: 254 stations with 65000 destinations
 Max. number of zones: 32 (64)
 Arrival signals per station: 16
 Diverters: 2-way, 3-way, for OD 110 also 4-way
 Betriebsart: Fully automatic multi-zone-system – reversing operation

		Tube diameter						
		OD 63	ND 75	OD 90	ND 100	OD 110	ND 124	OD 160
Station types	Premium	■	■	■	■	■		
	COM	■	■	■	■	■		
	EWS	■	■	■	■	■	■	■
	DS	■	■	■	■	■	■	■
	Multi load	■	■	■	■	■	■	■
	Desk			■	■	■	■	■
	Desk horiz.	■	■	■	■	■	■	■
	UT				■	■		■
	OE	■	■	■	■	■	■	■
	Empty carrier storage					■		■
	MEGA							■

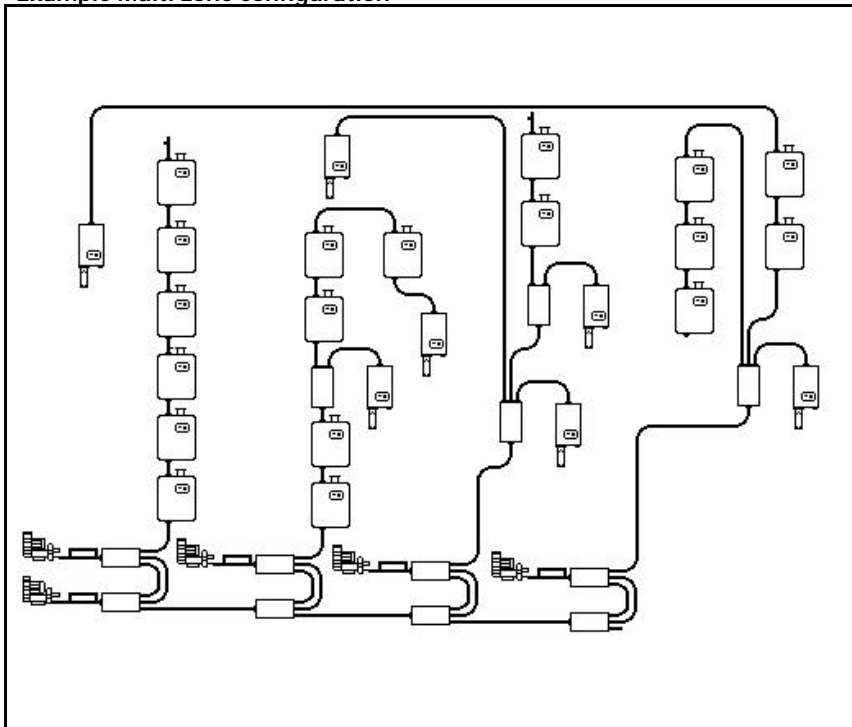
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Example single zone configuration



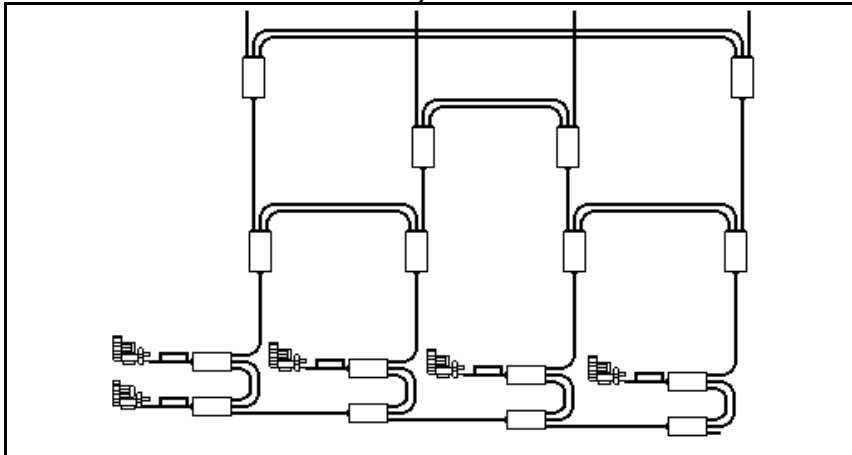
In this system, independent to the stage of operation, at any station a carrier can be stored. Inserted into the station, a carrier will be always transported by the direct way to it's destination. After one sending process has been finished, the next carrier can start. All station- and diverter types can be mixed up in one zone.

Example Multi zone configuration



In difference to a single zone system, the shown system layout can be divided into various independent working zones. Our system AC 3000 allows, to divide into up to 32 (64) zones. These zones are connected together by a transfer system. Inside this transfer area the carriers are stored in so-called waiting lines. They continue their way immediately, when the receiving zone is free. If the receiving zone is already free (standard case), the carrier continues it's way immediately. Because each zone has it's independent air supply, in each zone a transmission can take place at the same time. Through dividing a system into multi zone configuration, in relation to the number of zones, an increasing amount of carriers can be transported at the same time. Through this, the performance per hour of the complete system will increase tremendously. For example, in the system shown on the left side, 10 carriers can be transported at the same time.

Universal network of a multi zone system



As an additional possibility of extension, the separate zones of a system can be connected by a universal network. This means, that the transfers between separate zones is not only done by the main-transfer-area, but there is the possibility of various interchanges. Through this, basically the shortest route is assigned to a carrier. This means again a faster transfer procedure and an additional increase of the system performance.

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