



Motorlastik

An end of rubber sitting and no risk of losing the 'outer tyre'.



Buying a boat is in any case a happy thing to do. However, the right trailer is required so as to achieve a safe and easy use out of water as well. A trailer consists of various components one of which is the rollers. Although the rollers are small in size, they are invited to help with the launching and recovering of the vessel without injuring or marking the hull while at the same time, they should also support the weight of the boat without receding, contributing significantly to the stability of the vessel when this course is situated onto the trailer. Another factor is the durability in time and the environmental conditions, as it is well known that the sea tests the durability of each product.

Motorlastik company has been engaged in manufacturing anti-vibration rubber mounts, for the last 55 years. Cooperating with large companies in automotive section and marine engines, is known and distinguished for its responsibility and the quality of its products. Taking its love for the sea and the activities of framing for granted, the company's new product is a qualitative, durable and certified roller

Aiming at the best result, the certification was one way for the Motorlastik company. Thanks to modern machinery of Spectrum Labs these rollers were tested in compression in two ways. The first test was made by applying a constant load of 2,2 MPa (N / mm²) (approximately 224 tonnes / m²) for a time of about 28 hours (27.7) in the tire. As shown in Figure 1 it was observed that the initial immersion caused by the application of constant load is 3,1 mm. After about 27 hours of application of the constant load, immersion has increased by about 0,4 mm. After the discharging a recovery by 3,1 mm and a residual deformation of about 0,3 mm was observed.

The second test was conducted by applying around the roller wheel compressive load. The test results are shown in Figure 2.



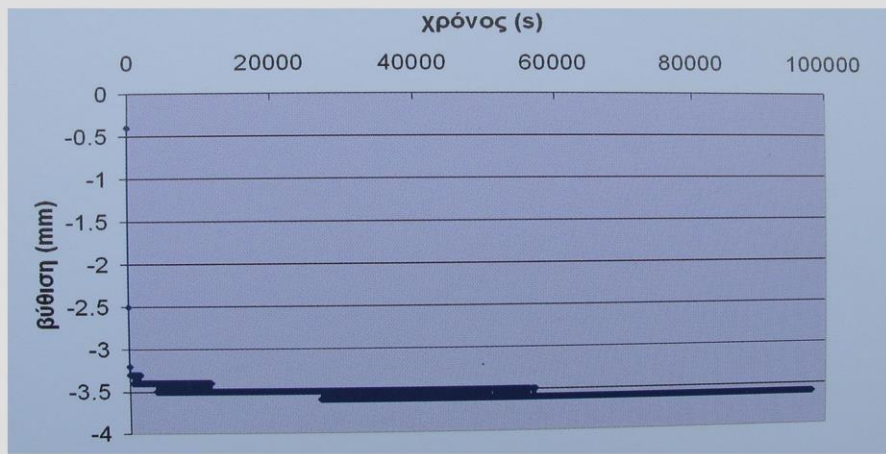


figure 1

It was observed that a load of about 1400 kg applied to the roller (14000 N) shows a deformation of about 8 mm. In this load there was no plastic deformation or breakage of the roller and after the discharge there had been a fully reset to its primary condition.

In all the above said, it is also added the fact that the resilient portion of the wheel leaves no mark on the surface of the hull while both the plastic and the elastic part of the roller has a UV protection not only from the sun but also the sea.

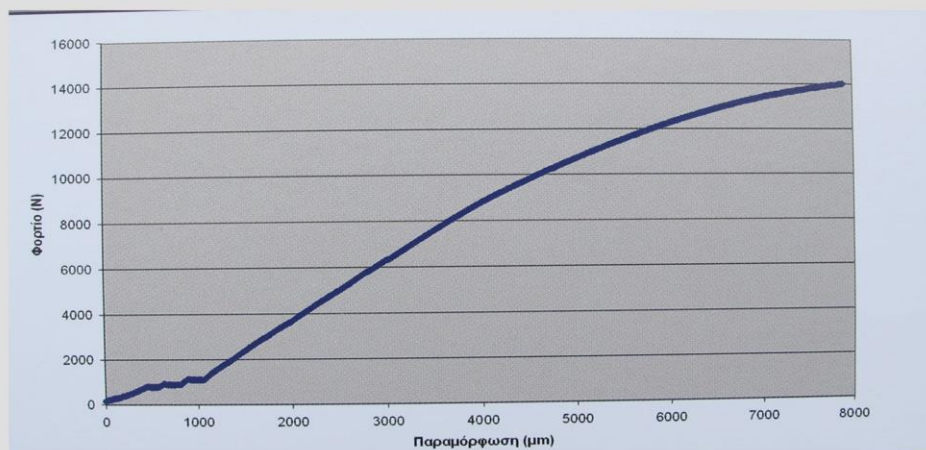


figure 2

