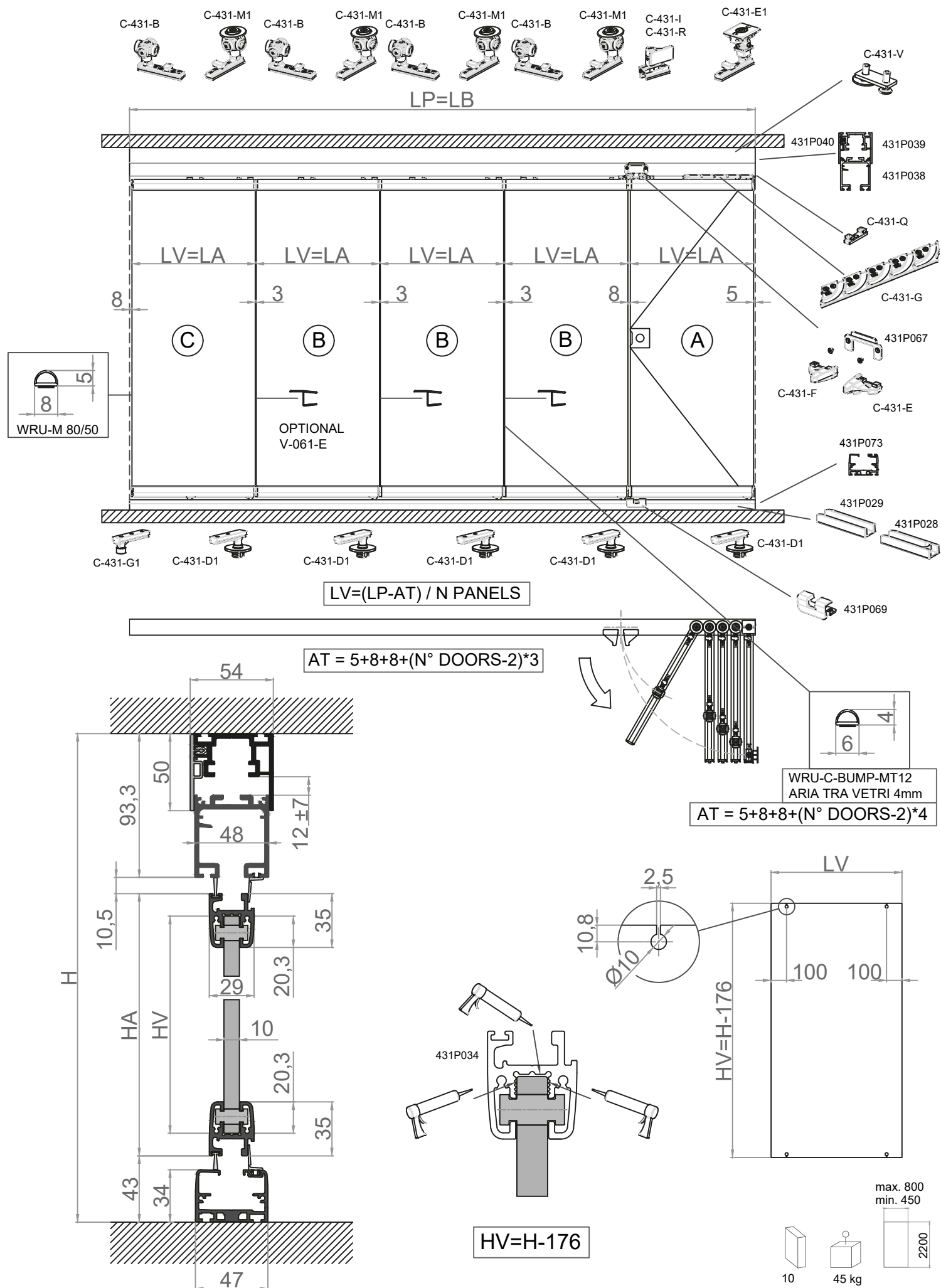
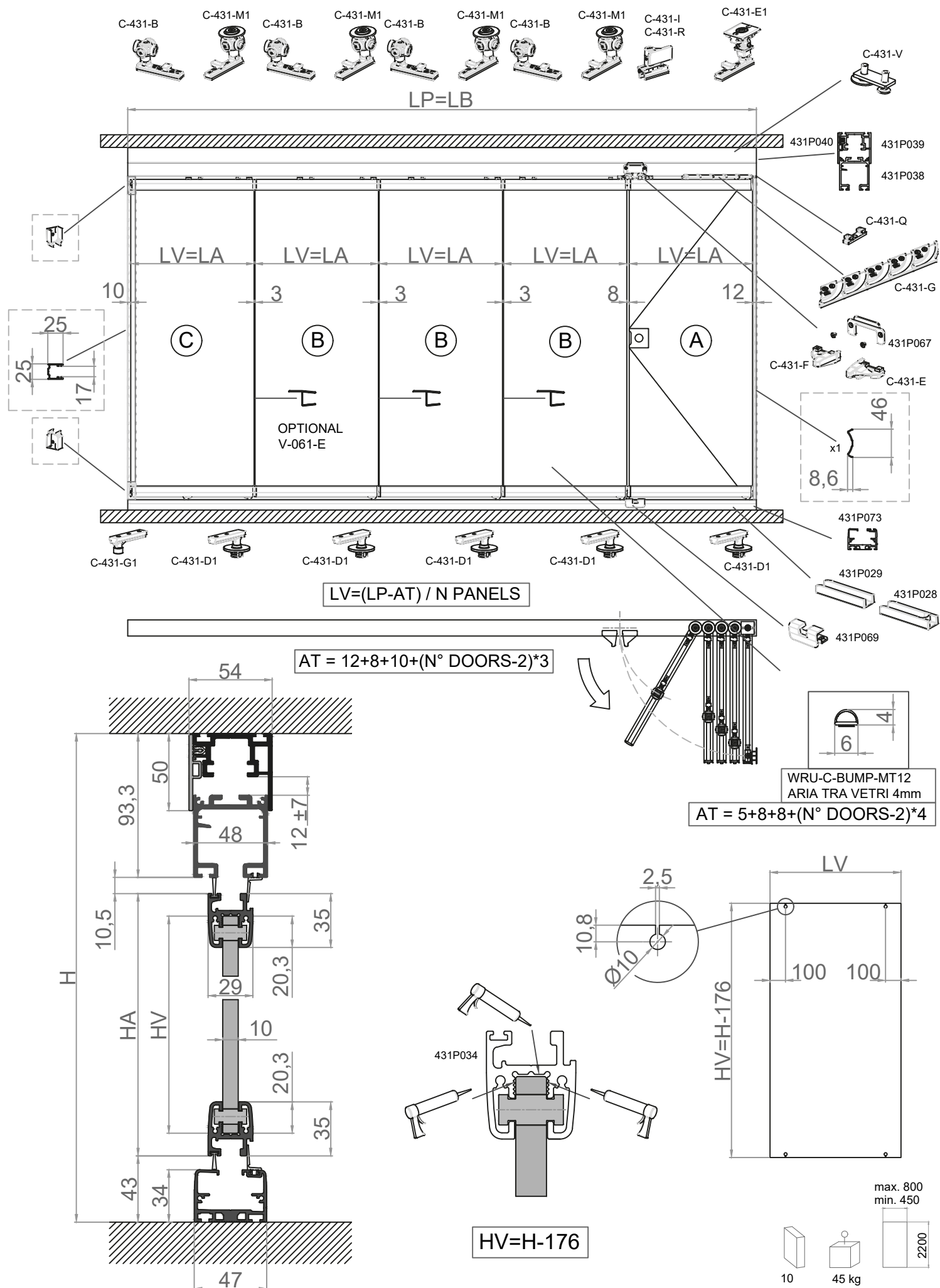
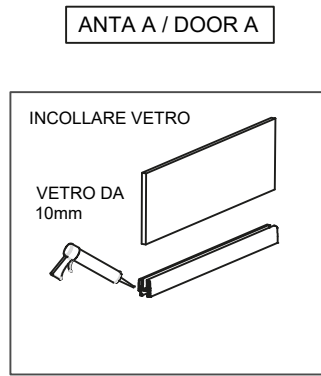
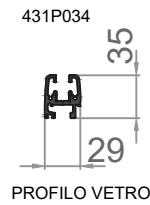
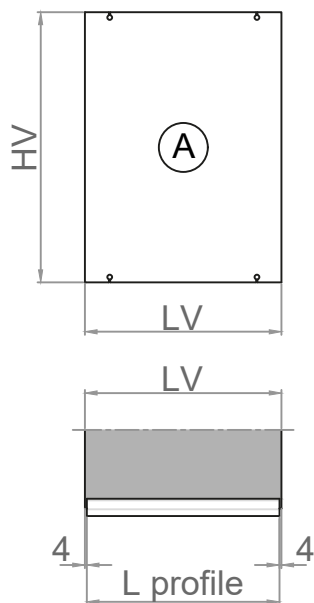


# BALCONY LINEARE

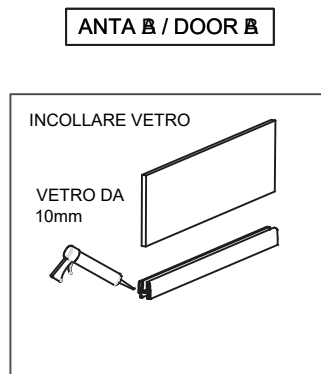
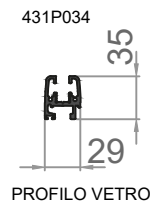
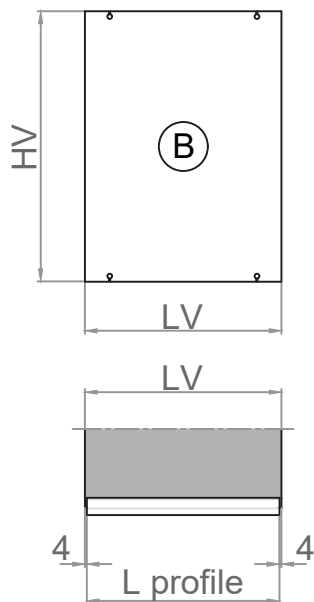
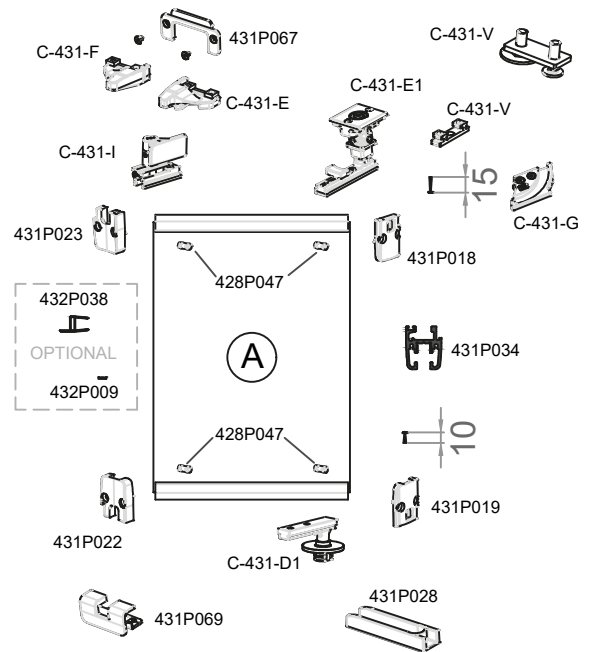


# BALCONY LINEARE

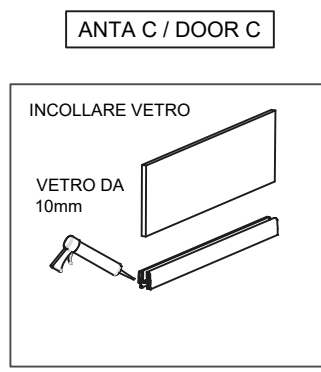
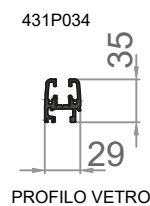
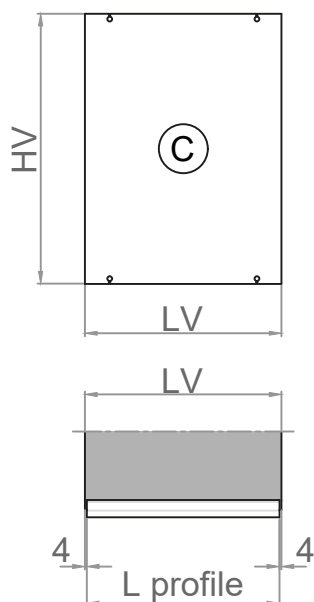
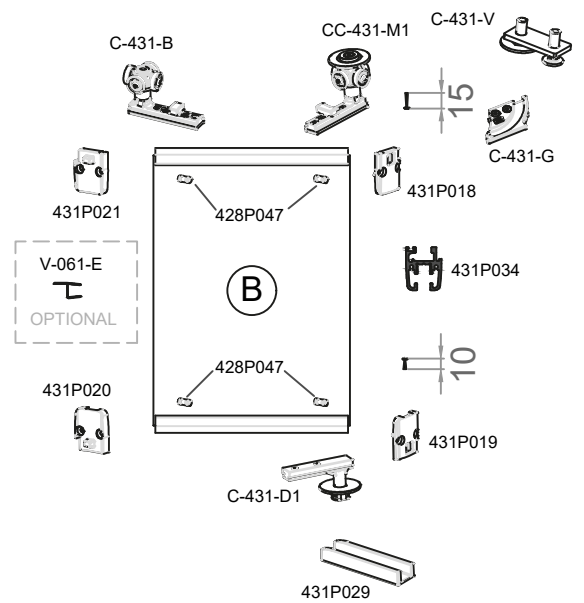




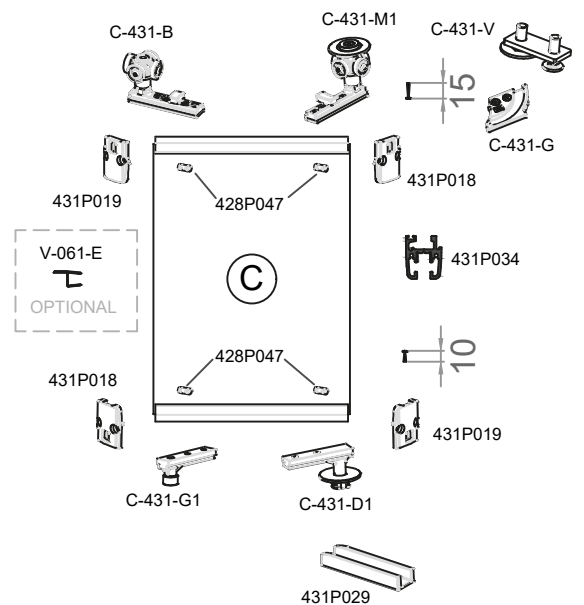
L profile = LV-8

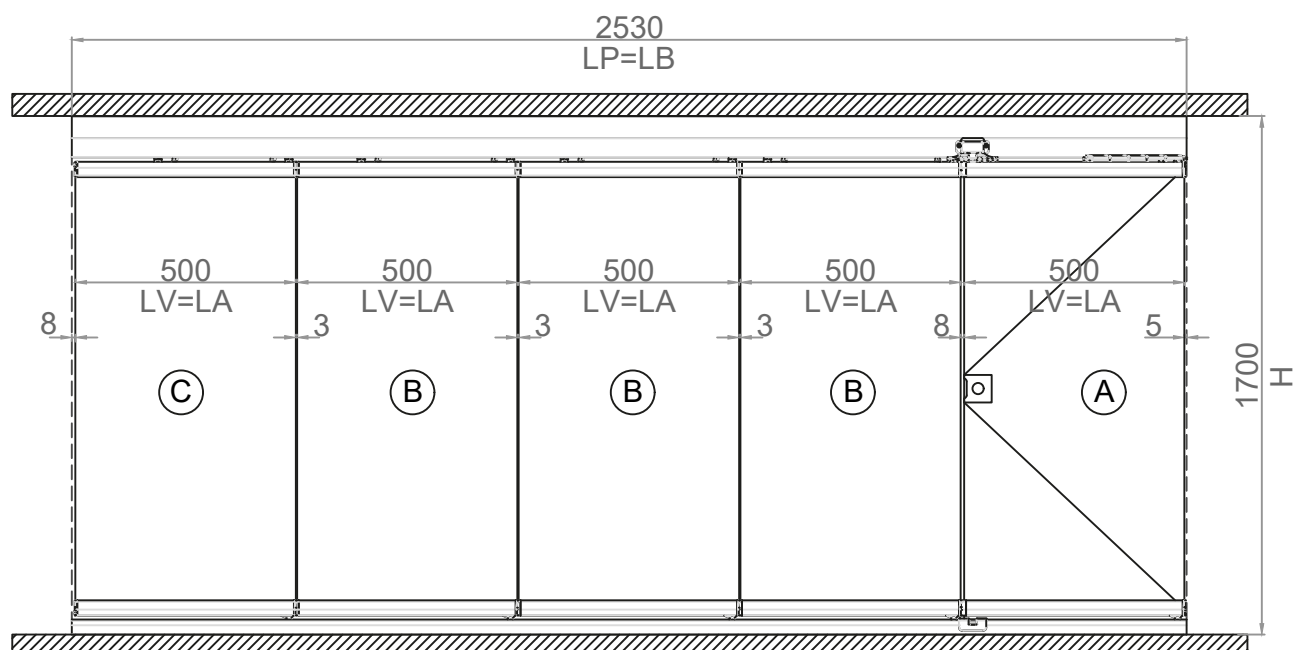


L profile = LV-8



L profile = LV-8

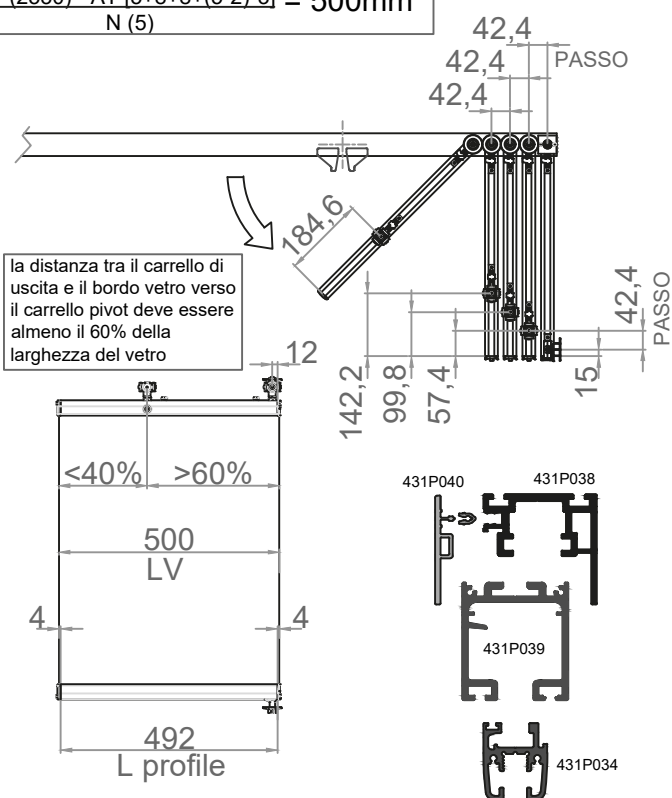
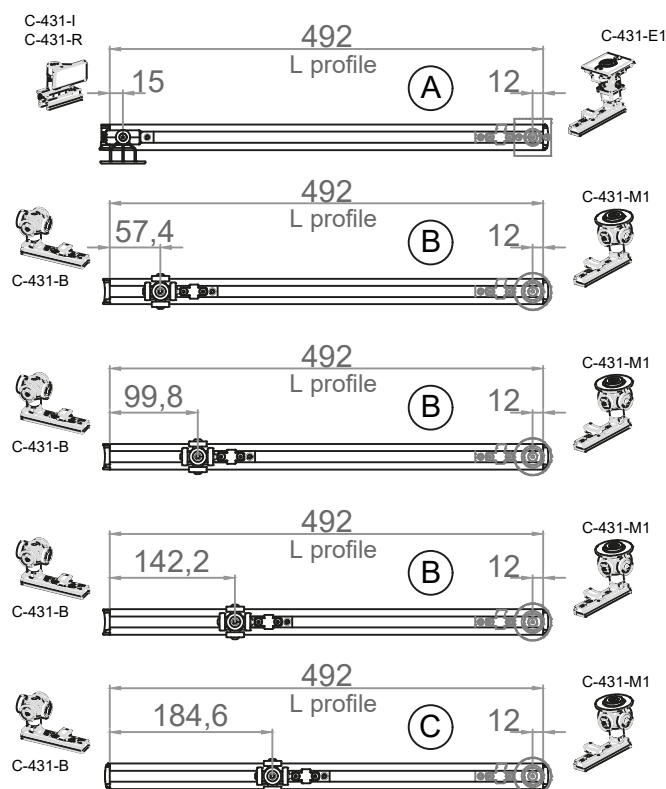




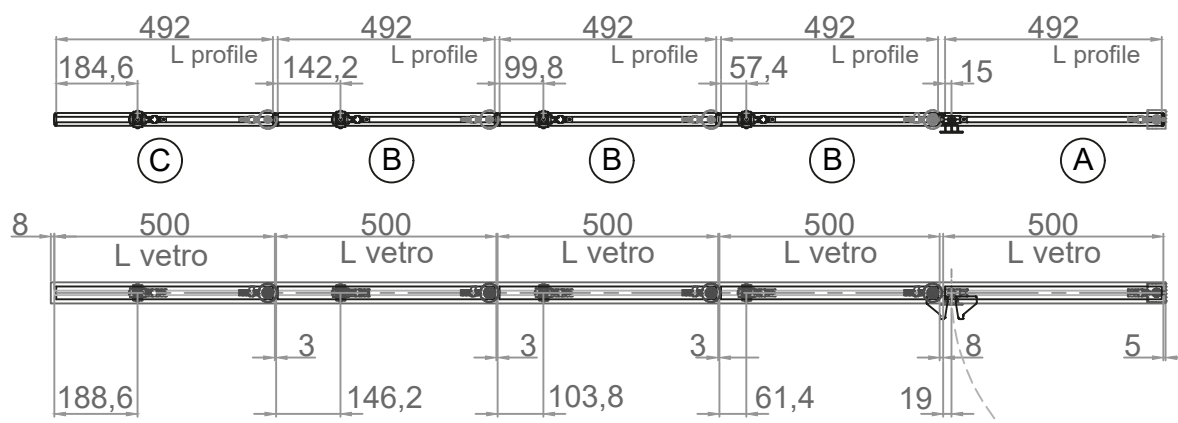
$$LV = (LP - AT) / N \text{ PANELS}$$

$$AT = 5 + 8 + 8 + (N^{\circ} \text{ DOORS} - 2) * 3$$

ESEMPIO:  $LV = \frac{LP(2530) - AT[5+8+8+(5-2)*3]}{N(5)} = 500mm$

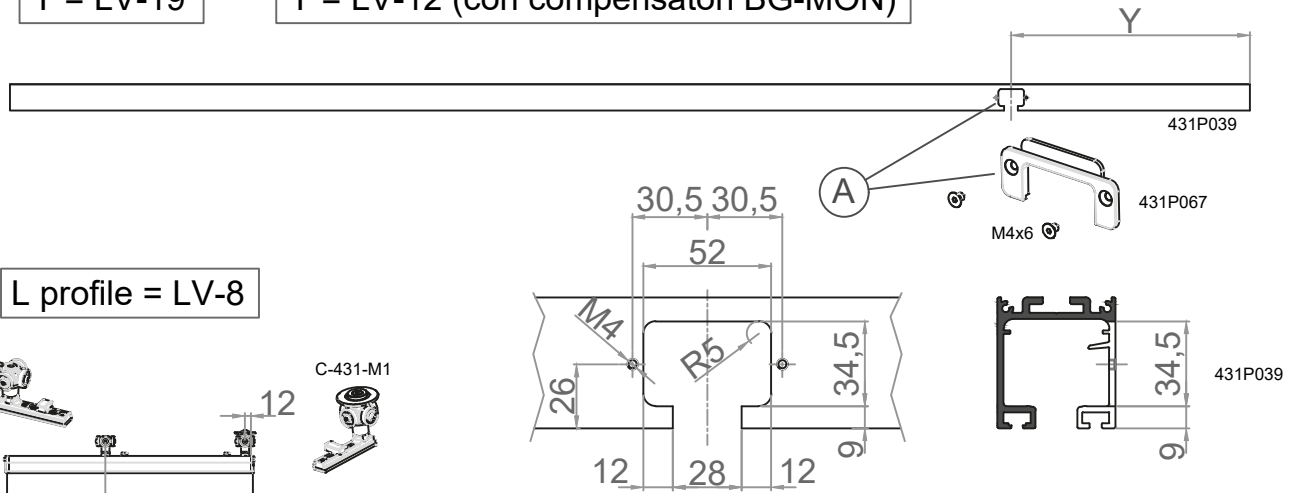


L profile = LV-8

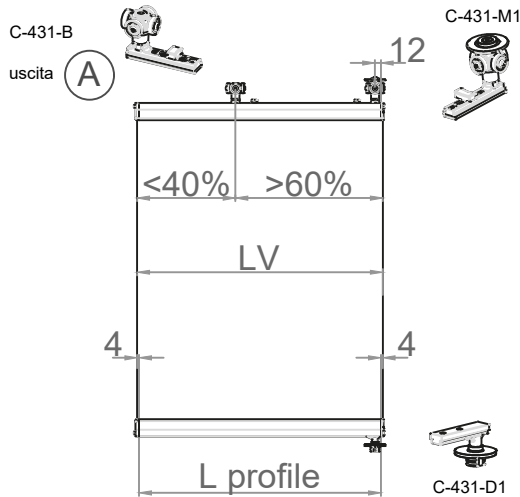


Y = LV-19

Y = LV-12 (con compensatori BG-MON)



L profile = LV-8



N° max ANTE 1a uscita =  $\frac{LV \times 0.4 + 22.4}{PASSO (42.4)}$

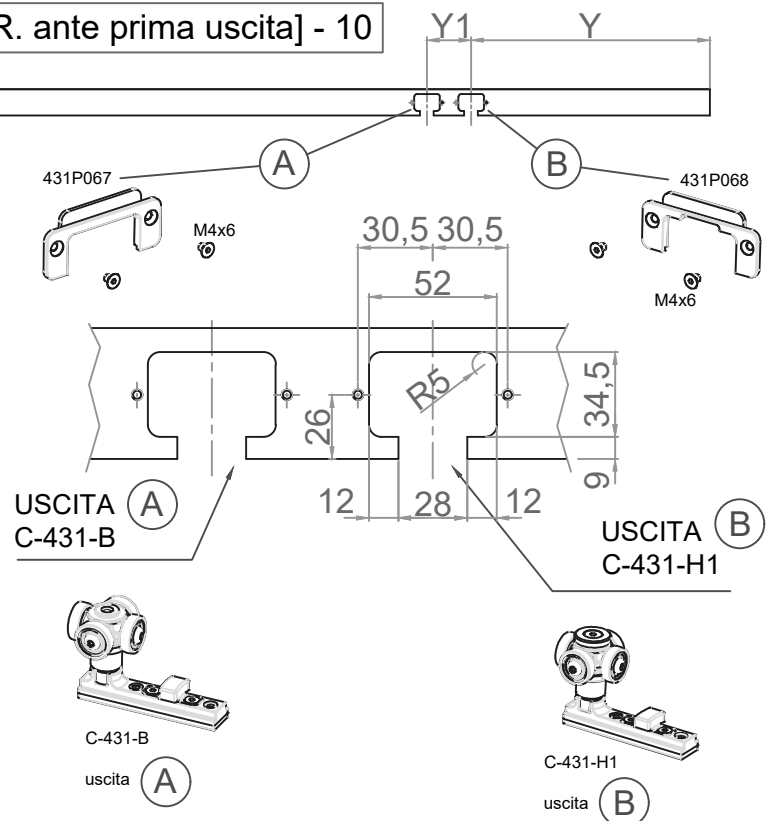
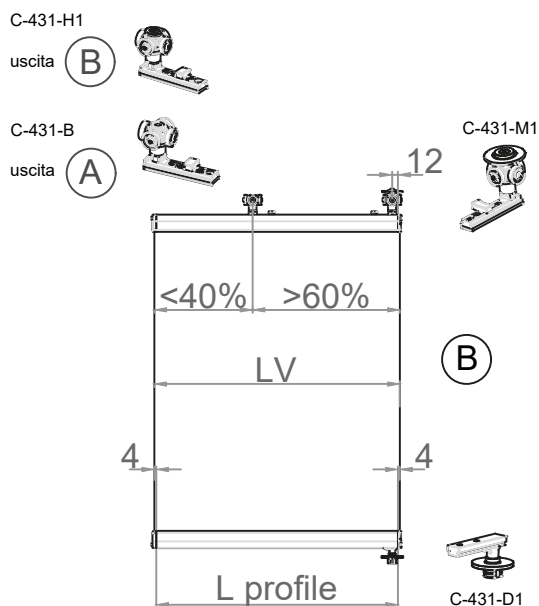
ESEMPIO =  $\frac{(500 \times 0.4) + 22.4}{PASSO (42.4)} = 5.24 = 5$  ante

la distanza tra il carrello di uscita e il bordo vetro verso il carrello pivot deve essere almeno il 60% della larghezza del vetro  
se questo non accade è necessaria la seconda uscita

Y = LV-19

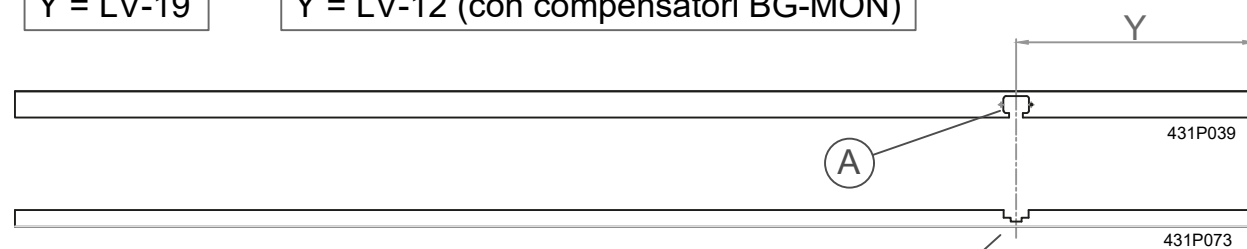
Y = LV-12 (con compensatori)

Y1 = [ PASSO (42.4mm) x NR. ante prima uscita ] - 10

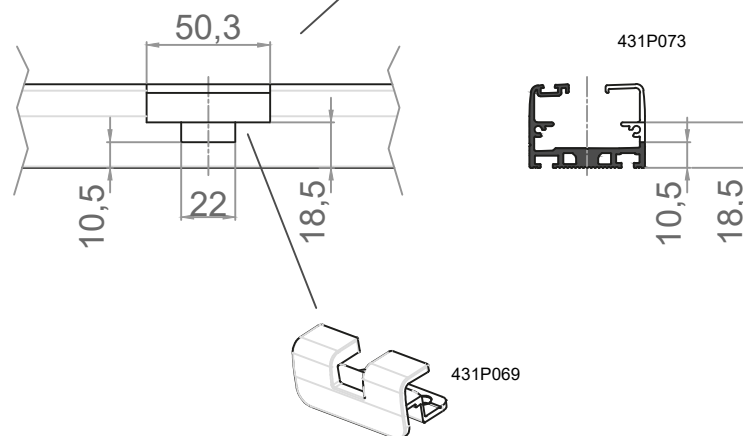
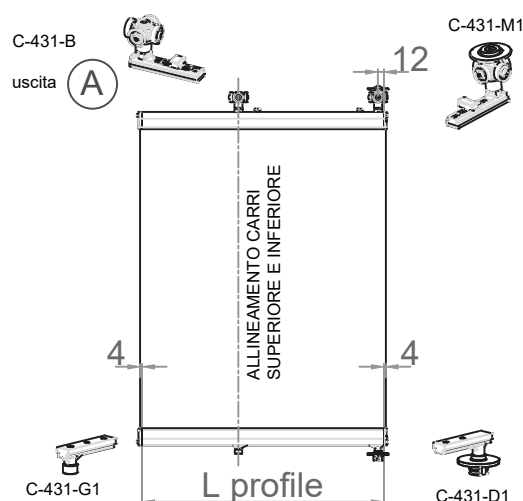


Y = LV-19

Y = LV-12 (con compensatori BG-MON)



L profile = LV-8



Y = LV-19

Y = LV-12 (con compensatori)

 $Y1 = [\text{PASSO (42.4mm)} \times \text{NR. ante prima uscita}] - 10$ 