



Constructed on an anodised aluminium structure, with a 43 x 35 mm extruded profile for the arcs, which allows for the canvas panels between them to be replaced individually by the client himself if damaged, therefore avoiding the tunnel having to be sent to the manufacturer.

Reinforced horizontally to provide extra stability.

Set of AISI 304 stainless steel assembly bolts

The opening and closing movement of the tunnel is enabled by 50 x 13.5 mm extruded aluminium scissors. The pivots are cast from aluminium. The scissors are assembled using AISI 304 stainless steel bolts.

4 additional tension points to fix and stretch the canvases (unique in the market).

The sliding strips on the scissors are made of POLIZENE 500 which reduce wear by 60% and, in turn, reduce effort when extending and retracting the tunnel.

The canvas is covered in high-durability polyester and coated in PVC on both sides. Flame-retardant M-2 620 g.



Rueda de nylon: De mayor uso, se colocan por defecto. Óptimo deslizamiento en parquet, linóleo y superficies lisas.

Rueda de goma: De uso similar a la de nylon. Mejor agarre por su acabado en goma.

Rueda neumática: Uso en exteriores, para césped y grava / tierra.

Envío totalmente montado. Posibilidad de fijación a suelo o pared. Escuadras de anclaje incluidas.

Altura estándar: 2,30 metros.

Largos hasta 16,52 metros en una sola tirada. Posibilidad de empalmar tantos túneles como se desee.

Distancia entre los arcos estándar: 1,18 metros

Anchos estándar: 1.50, 2.00, 2.50 y 3.00 m.

Posibilidad de fabricación en diferentes medidas.

Nylon wheels: These are the most widely used wheels and are fitted as standard. Optimum sliding on parquet and linoleum floors and smooth surfaces.

Rubber wheels: For similar uses to the nylon ones. Better grip and wear due to their rubber finish.

Pneumatic wheels: For use outdoors on grass, gravel and dirt.

Delivered fully assembled. Can be secured to floors or walls. Anchoring brackets included.

Standard height: 2.30 metres.

Length up to 16.52 metres in a single piece. Any number of tunnels can be joined together.

Standard distance between arcs: 1.18 metres

Standard widths: 1.50, 2.00, 2.50 and 3.00 m.

Custom options available.

Double height tunnel



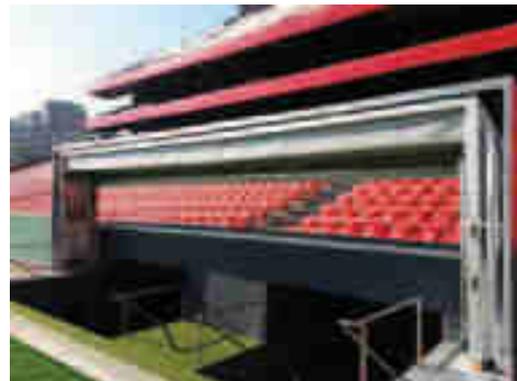
Offers the solution to overcome ramps and stairs, etc...

| With windows Tunnel



Possibility of large film windows to provide illumination.

| Special width Tunnel



Up to 4.50 m additional to the standard measurements and profile, we can adapt to different widths and heights. Within the range of special widths, it is also possible to produce specific tunnels with large spans.

Túnel Estructura color | Colour structure tunnel

Posibilidad de cambio de color de estructura mediante lacado de la misma a elección de cliente, dando al túnel un aspecto exclusivo.

It is possible to change the colour of the lacquer on the structure upon request, giving the tunnel an exclusive appearance.



| Curved Tunnel



We can adapt the tunnel to any degree of curvature.

Transparent Tunnel

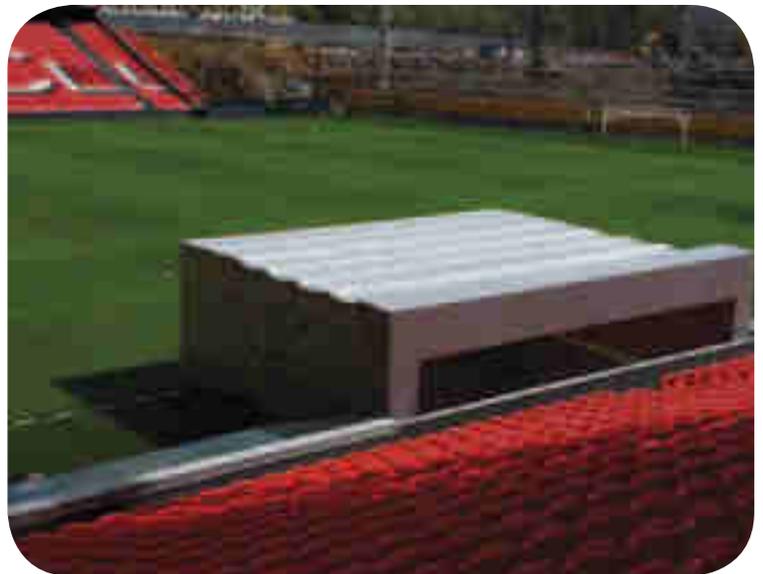


100% transparent celluloid.

Túnel con puerta lateral
With side door Tunnel



Salida lateral por necesidades de cliente.
Side exit if required by the client.



| Other options (printing)



| Details



Aspa-tensor
Blade/tensor



Puntas de aluminio
Classic Pivots



Patines de
deslizamiento
Sliding Strips



Escuadras de anclaje
Anchoring Brackets



Rubber wheel

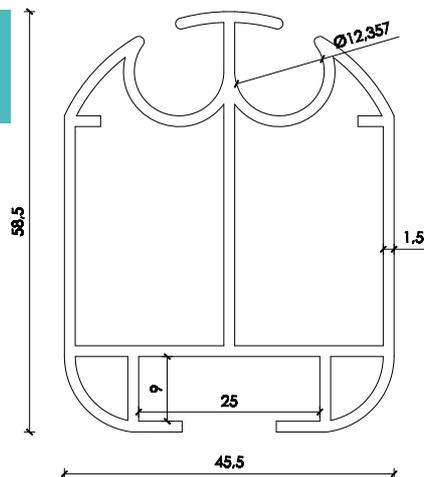


Rueda neumática
Pneumatic tyre

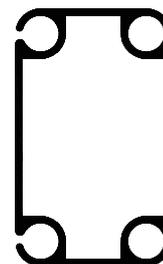


Rueda nylon
Nylon wheel

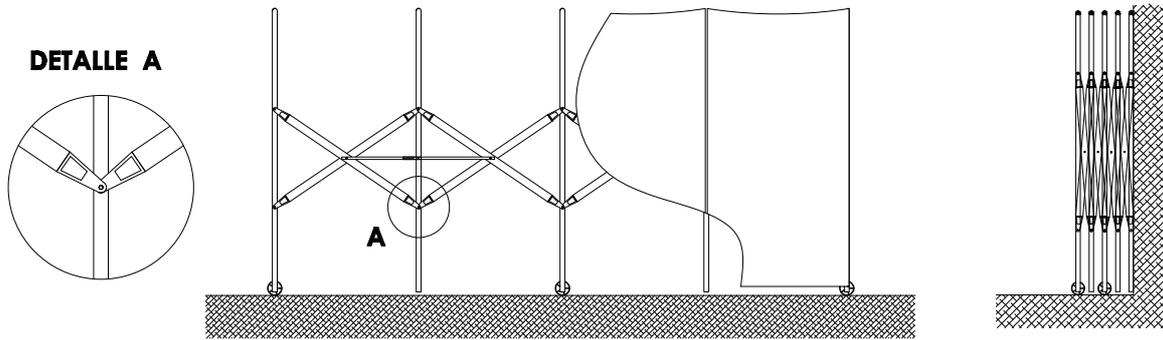
Medium profile



Perfil especial
Special profile



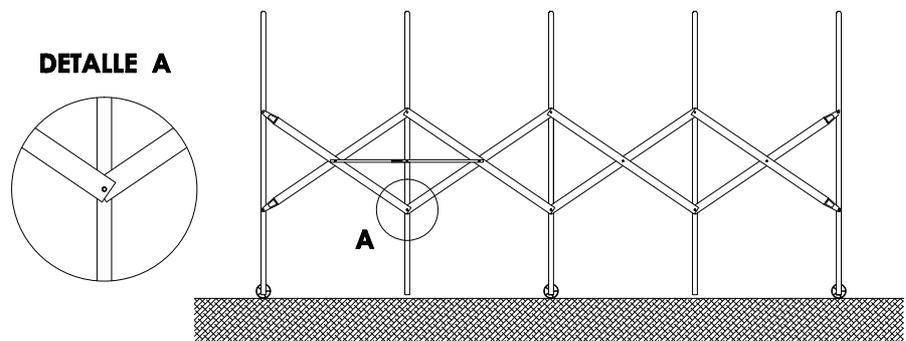
| Classic Model Tunnel



Túnel Modelo Económico | Economic Model Tunnel

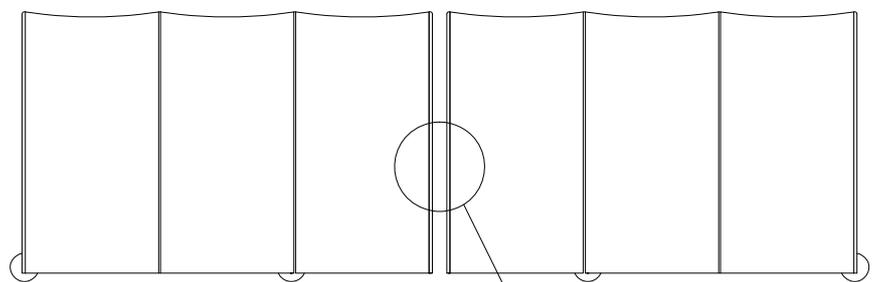
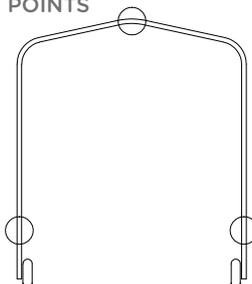
Túnel de idénticas características que el modelo clásico con la diferencia de la existencia de las cabezas de giro en las tijeras sólo en los extremos del túnel y de la colocación de sólo una pareja de tensores en el primer tramo del túnel.

Tunnel with identical characteristics to the classic model with the difference that the pivots on the scissors are located only at the ends of the tunnel and there is only one pair of tensors in the first section of the tunnel.



| Tunnel Junction

PUNTOS DE UNIÓN
JUNCTION POINTS



UNIÓN DE TUNELES
TUNNEL JUNCTION

DETALLES
DETAILS

