



# Effective removal of spinning contaminants

## Ragger

In conjunction with the IntensaPulper IP-R, the ragger transports the tail, formed from bale wires and other coarse spinning contaminants contained in the recovered paper, from the IntensaPulper. To form a sufficiently stable tail, a sufficient quantity of contaminants, such as typically occur in the OCC raw material need to be continuously fed to the IntensaPulper IP-R.

### Your benefits

- Improved safety for personnel and process thanks to automatic operation and easy adjustment
- Robust and reliable removal of spinning material from the pulper thanks to maximum profile contact
- Forward and reverse transport capabilities for perfect positioning
- Good accessibility with the press wheel raised for insertion of the ragger rope

Bale wires are necessary for the transportation of paper bales but expensive to remove upstream of the pulper, and this is not a functioning solution, because there are still spinning contaminants in the recovered paper that form huge spinnings in the pulper that can only be removed by an orange peel grapple. This is why the ragger is a simple tool for removing the spinning materials from the IntensaPulper IP-R. It ensures that the steel wires are not broken down by the rotor and then cause excessive wear on machines, valves and pumps.

Correctly positioned and in combination with the rotor of the IntensaPulper IP-R, the number of torn off tails can be reduced to a minimum. Strong ribs on the transport wheel prevent slippage.

The ragger produces 1.6 tons of tractive force with a 1.1 kW motor. During breaks in operation the brake integrated into the motor stops the transport wheel from twisting. Forward and backward transportation of the ragger is possible with push buttons. The high gear ratio allows an intermittent speed control from 10 to 300 m/h.

#### Automatic control

Due to irregularities from raw material or variations in the contaminant content, the diameter of the ragger tail will go up and down. The tail diameter and/or fluctuations are displayed in the DCS. Major changes in diameter that lead to the tail slipping on the transport wheel are detected by a controller which often rectifies the malfunction immediately.

Voith Group  
St. Poeltener Str. 43  
89522 Heidenheim  
Germany

[www.voith.com/paper](http://www.voith.com/paper)

Contact:  
Phone +49 7321 37-0  
[paper@voith.com](mailto:paper@voith.com)



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