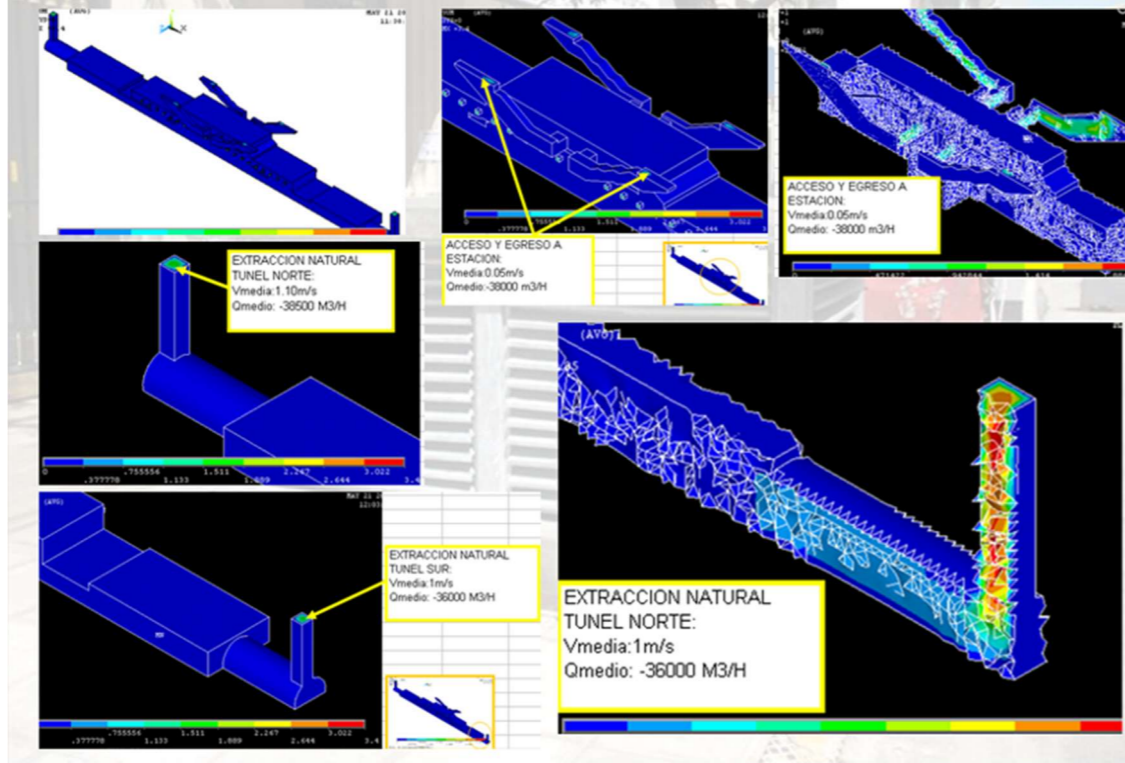
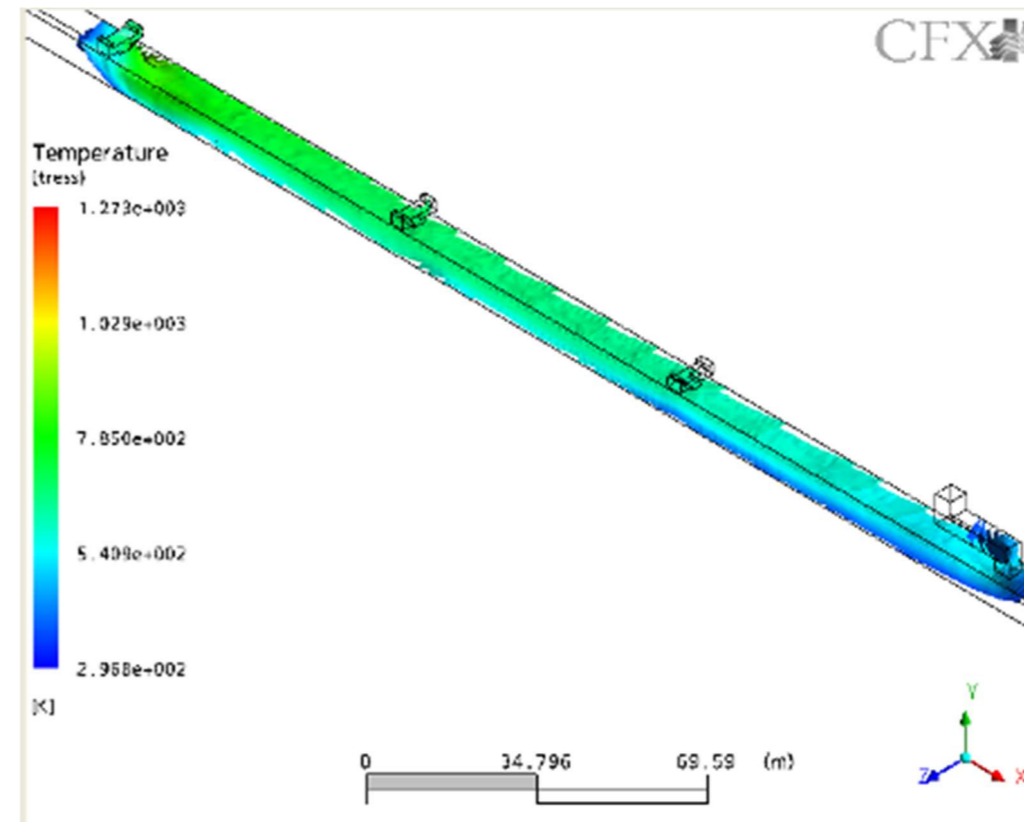
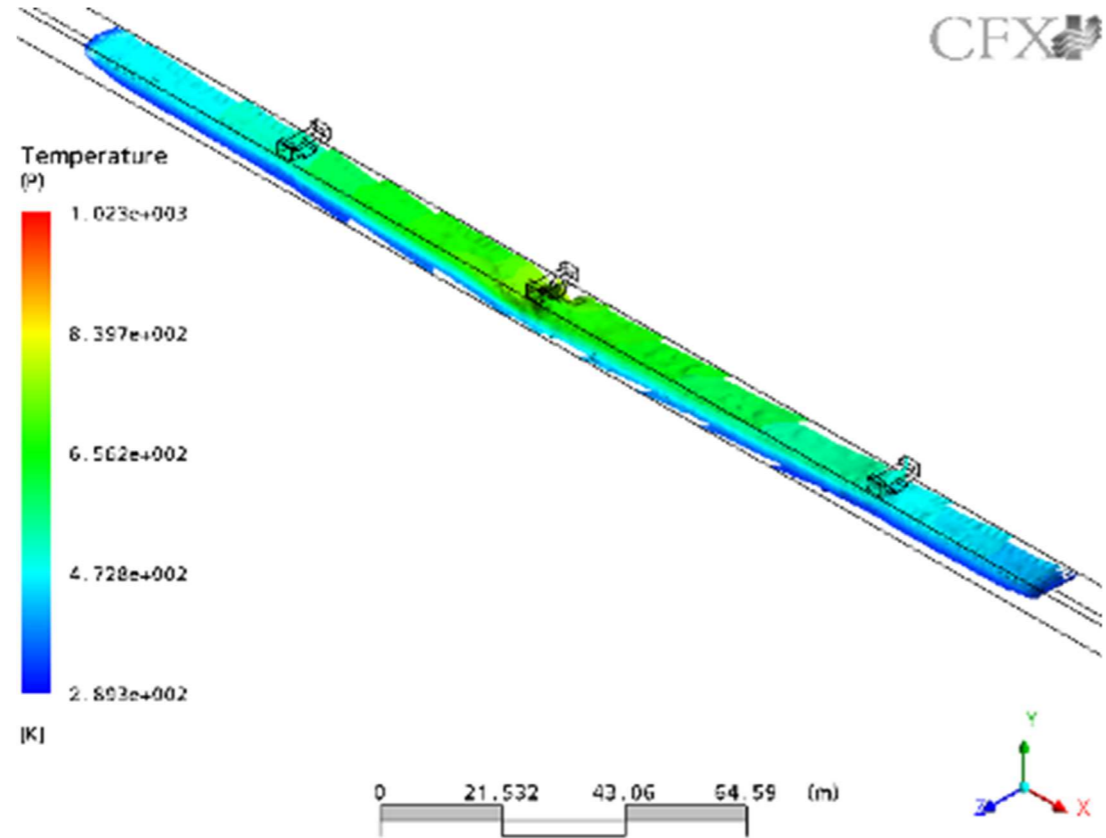
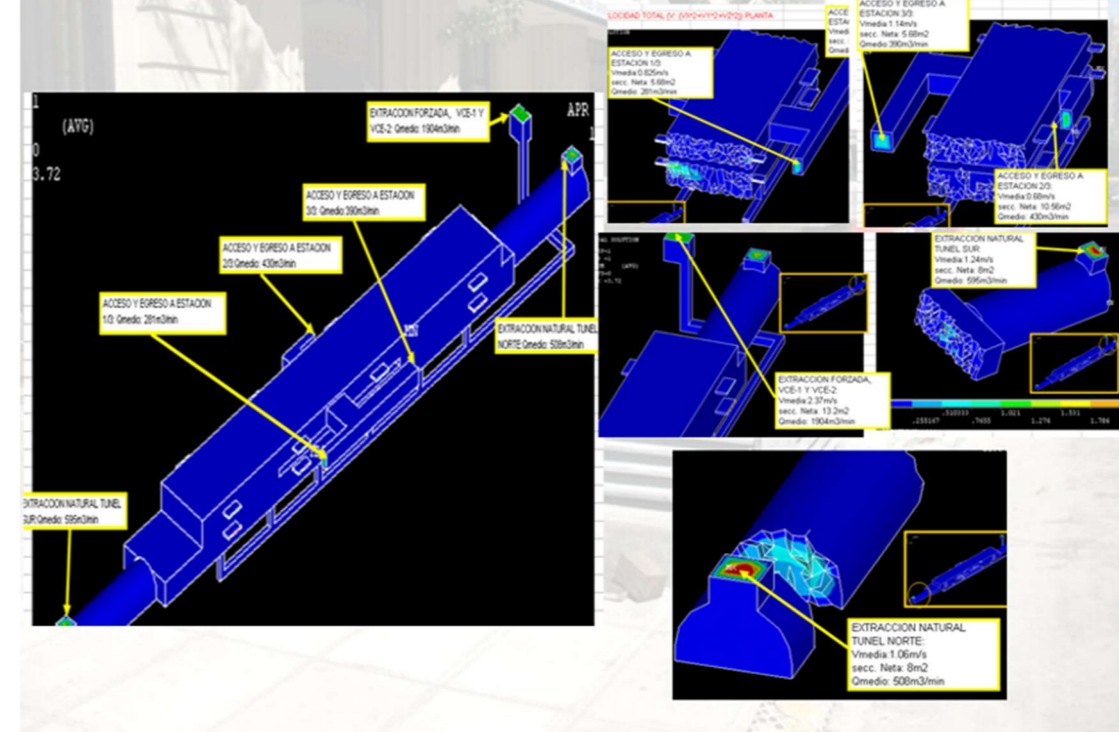


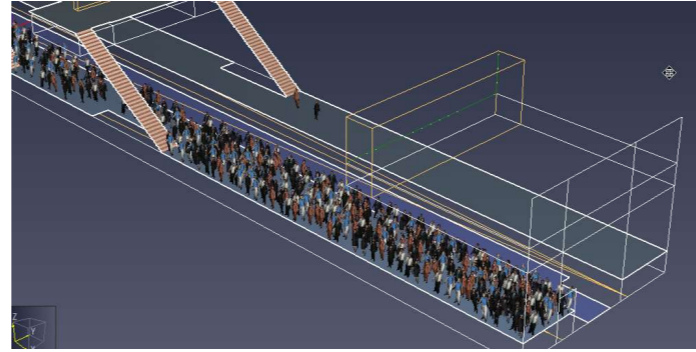
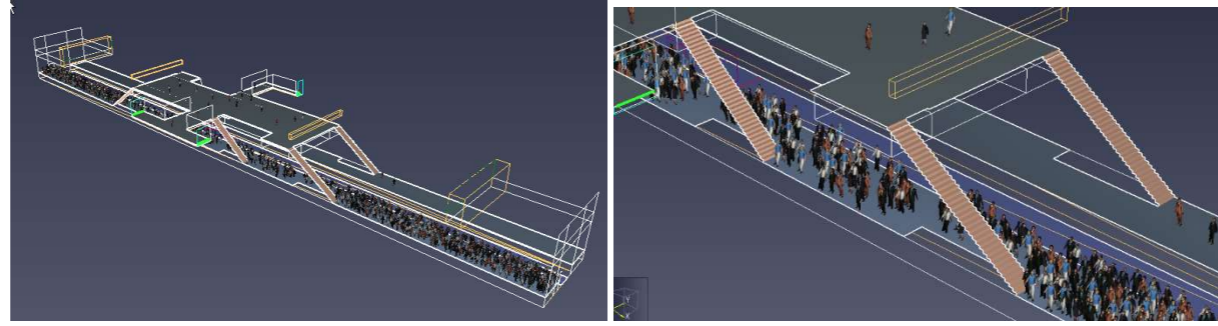
ANALISIS DE FLUJOS DE AIRE ESTACION CORRIENTES LINEA H (SUBTERRANEO DE BUENOS AIRES)

RESULTADOS DEL MODELO DE FEM PARA EL FUNCIONAMIENTO NORMAL DE LA ESTACION CORRIENTES:



RESULTADOS DEL MODELO UTILIZADO PARA LA ESTACION PUAN:





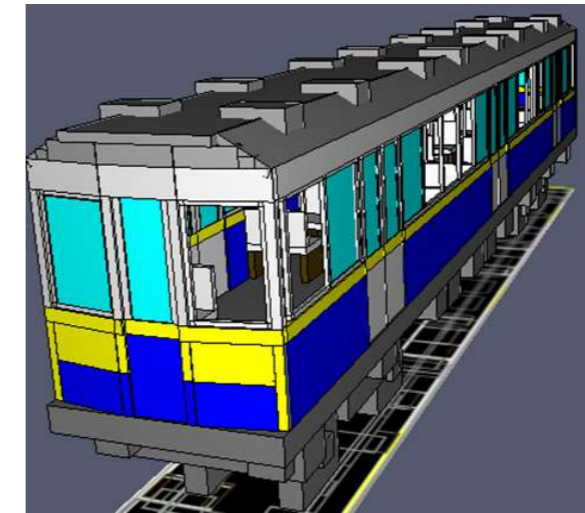
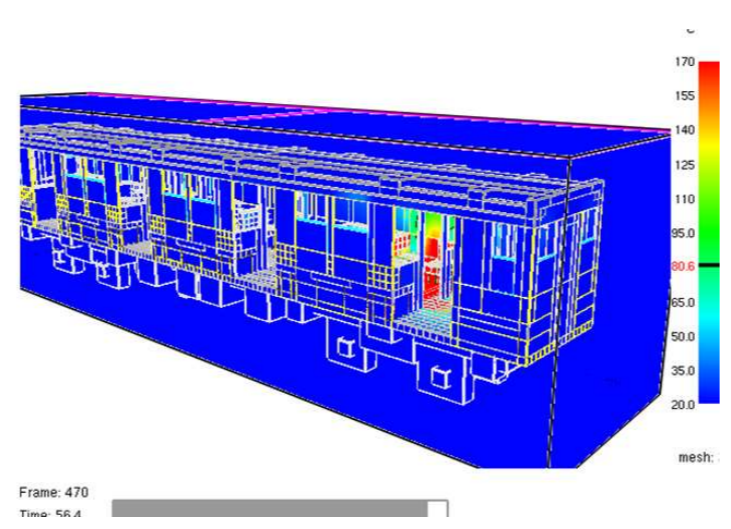
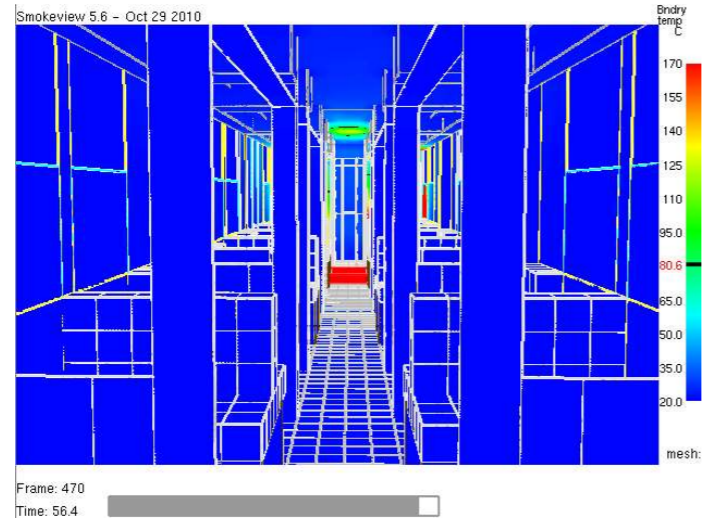
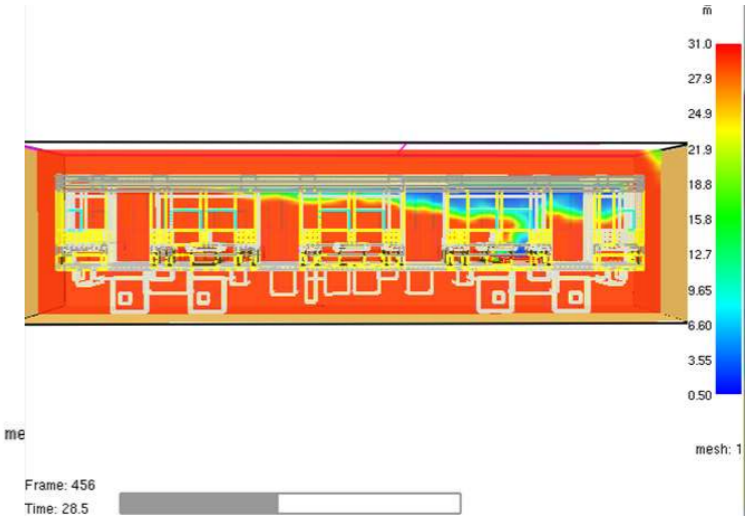
ANALISIS DE FLUJOS DE AIRE ESTACION CORRIENTES LINEA H (SUBTERRANEO DE BUENOS AIRES)

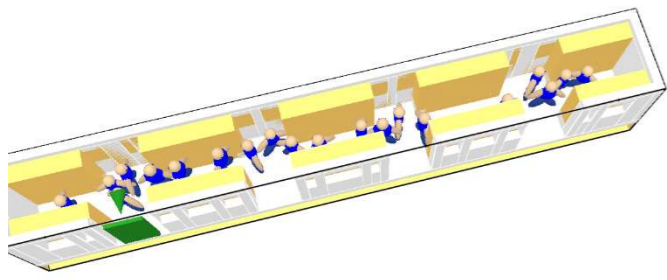
ESTUDIO DE TIEMPO DE EVACUACION DE UN VAGON DE SUBTE LINEA H SUBTERRANEOS DE BUENOS AIRES



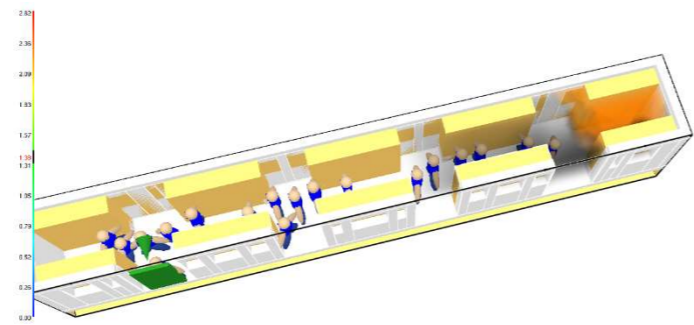
708.9 kW
56.64

>136 (kW/m3)

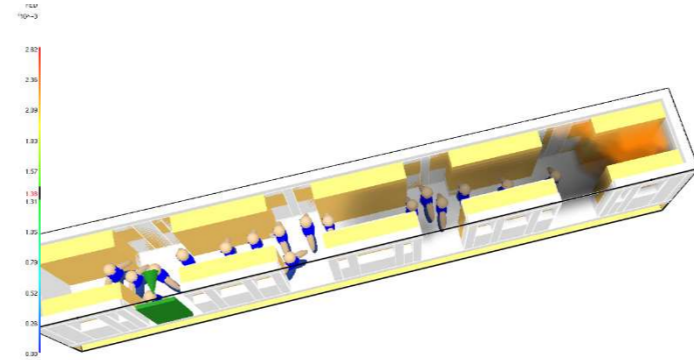




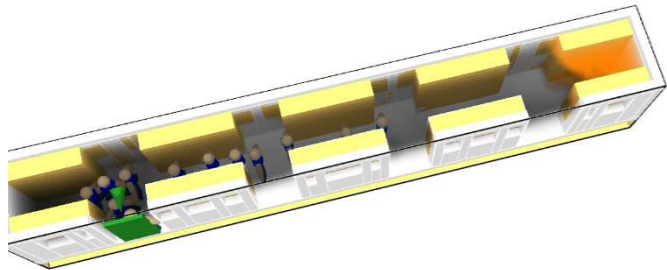
HRR: 0.12 kW
Time: 0:55
Men Load 39%



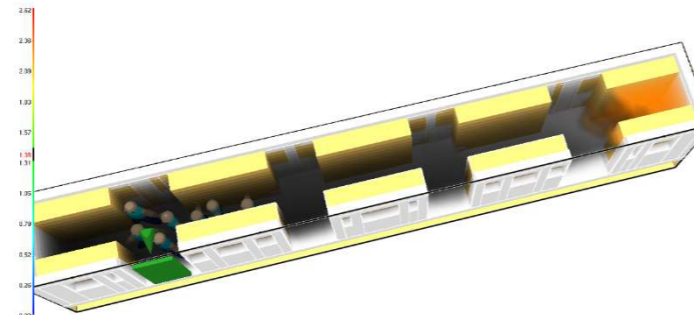
HRR: 0.20 kW
Time: 2:00
Men Load 39%



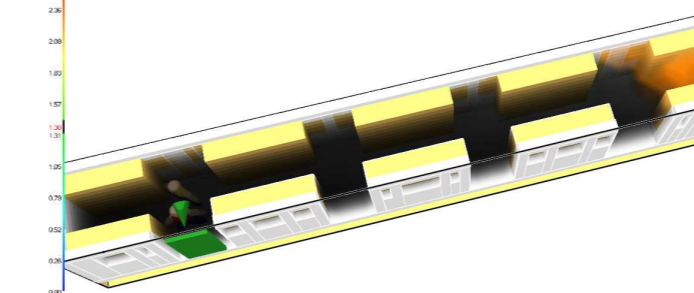
HRR: 0.20 kW
Time: 4:41
Men Load 39%



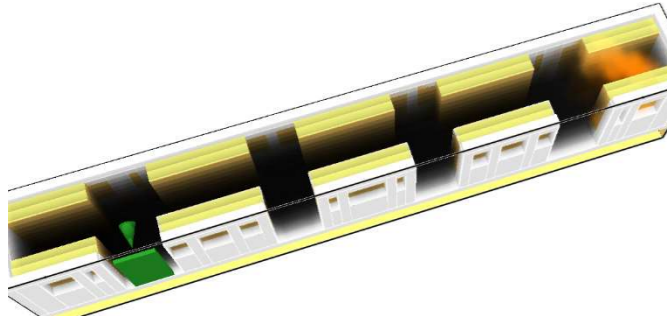
HRR: 0.00 kW
Time: 5:56
Men Load 39%



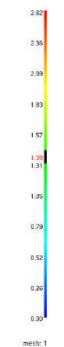
HRR: 0.20 kW
Time: 14:55
Men Load 39%



HRR: 0.30 kW
Time: 19:44
Men Load 39%



HRR: 0.40 kW
Time: 26:00
Men Load 39%



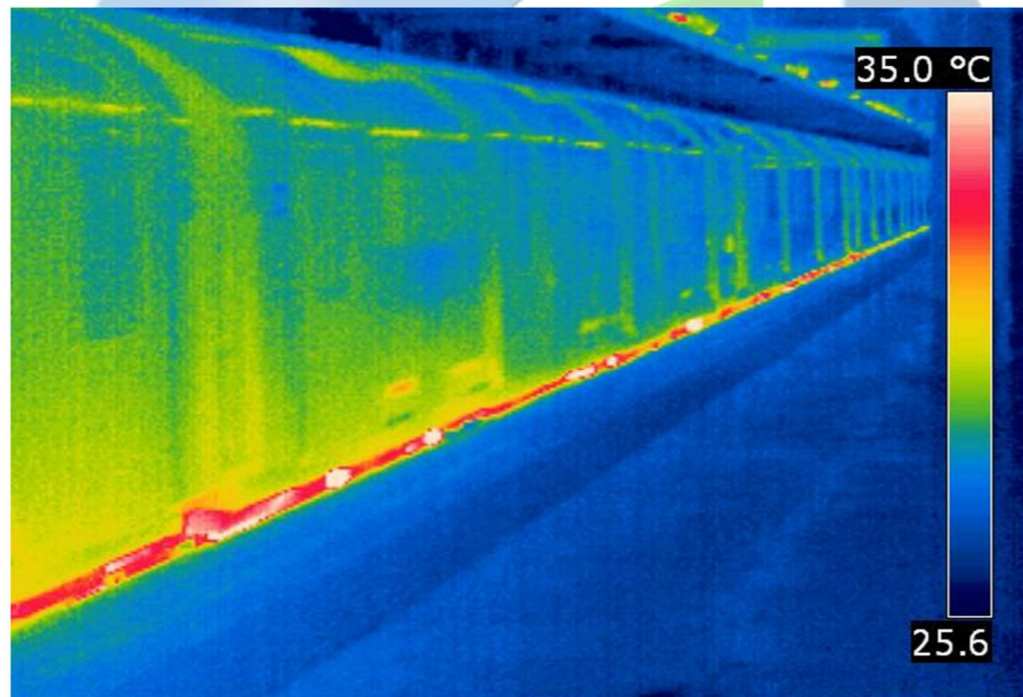
SIMULACION 3D ESTACION LINEA H SBASE



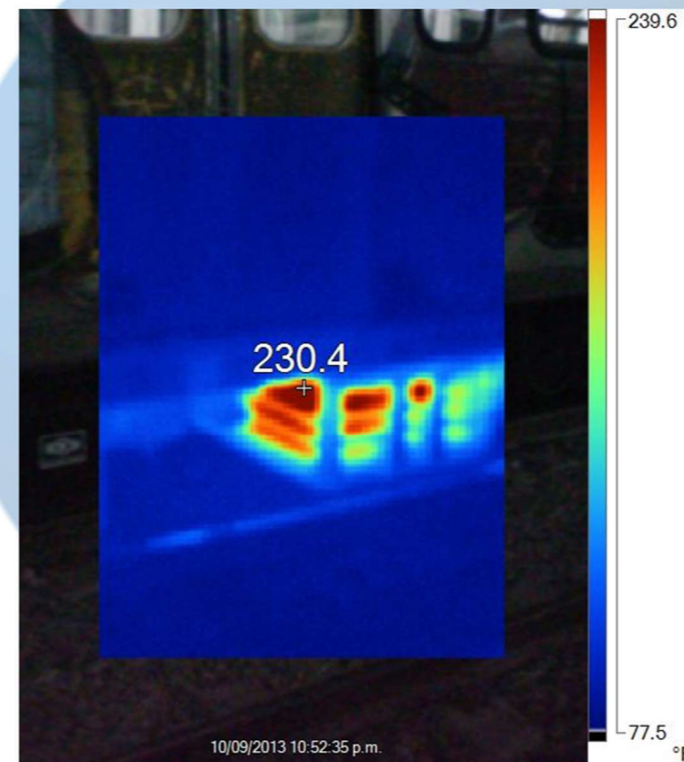
ESTUDIOS TERMOGRAFICOS EN LINEAS DE SUBTE SBASE

Fuentes Térmicas

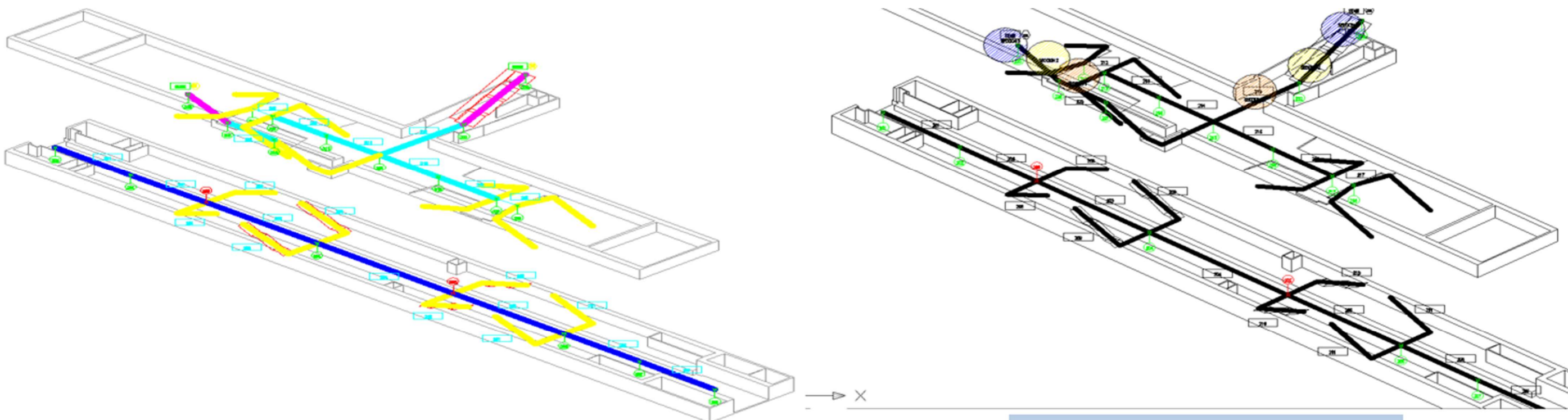
- En los coches: Los usuarios
- En los tuneles y estaciones: El Material Rodante



Mediciones Termográficas - SBASE

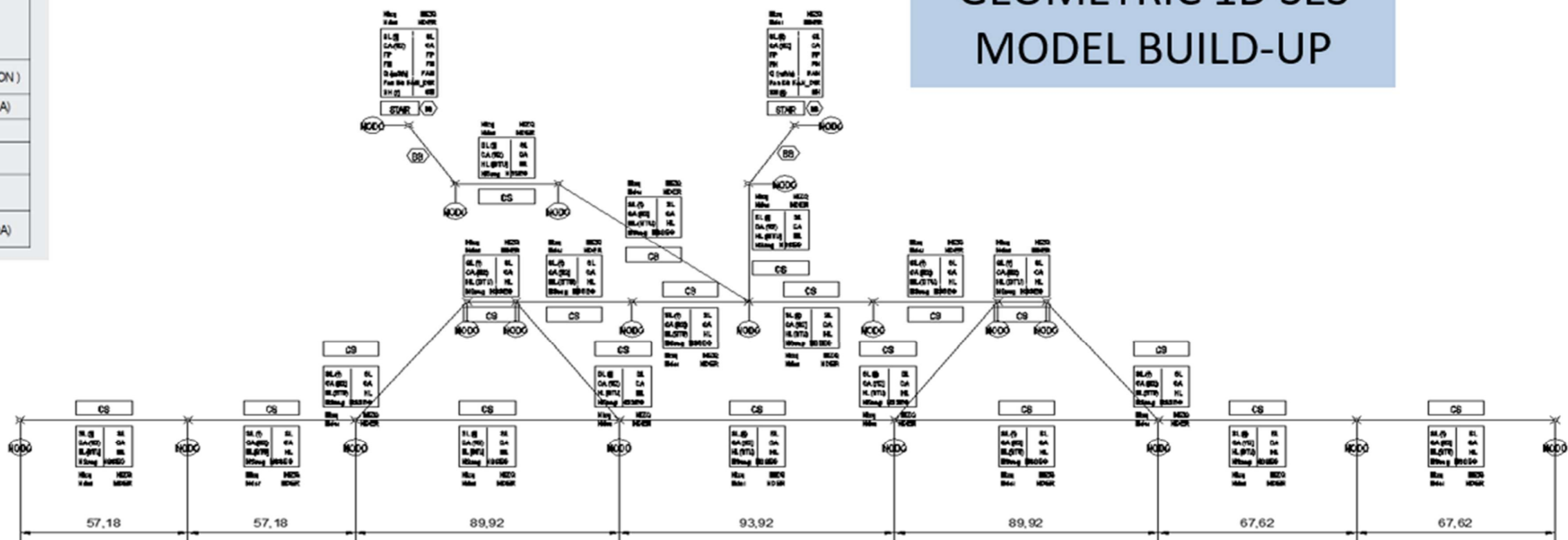


SÍNTESIS Y MODELADO UNIDIRECCIONAL SES (SUBWAY ENVIRONMENT SIMULATION)

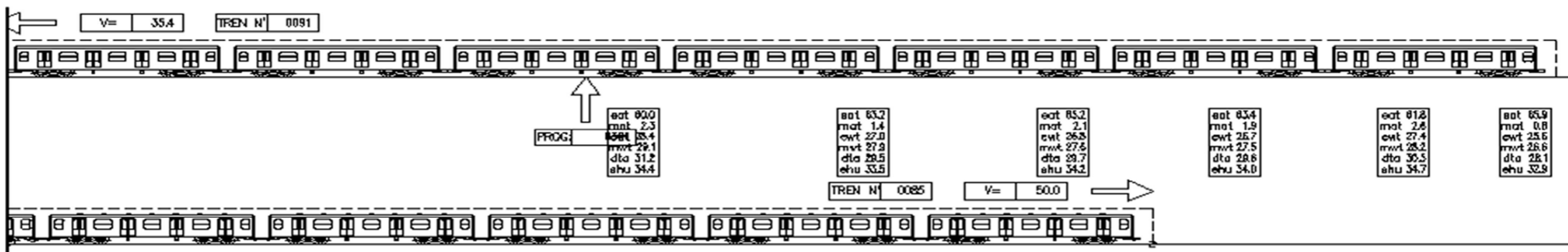
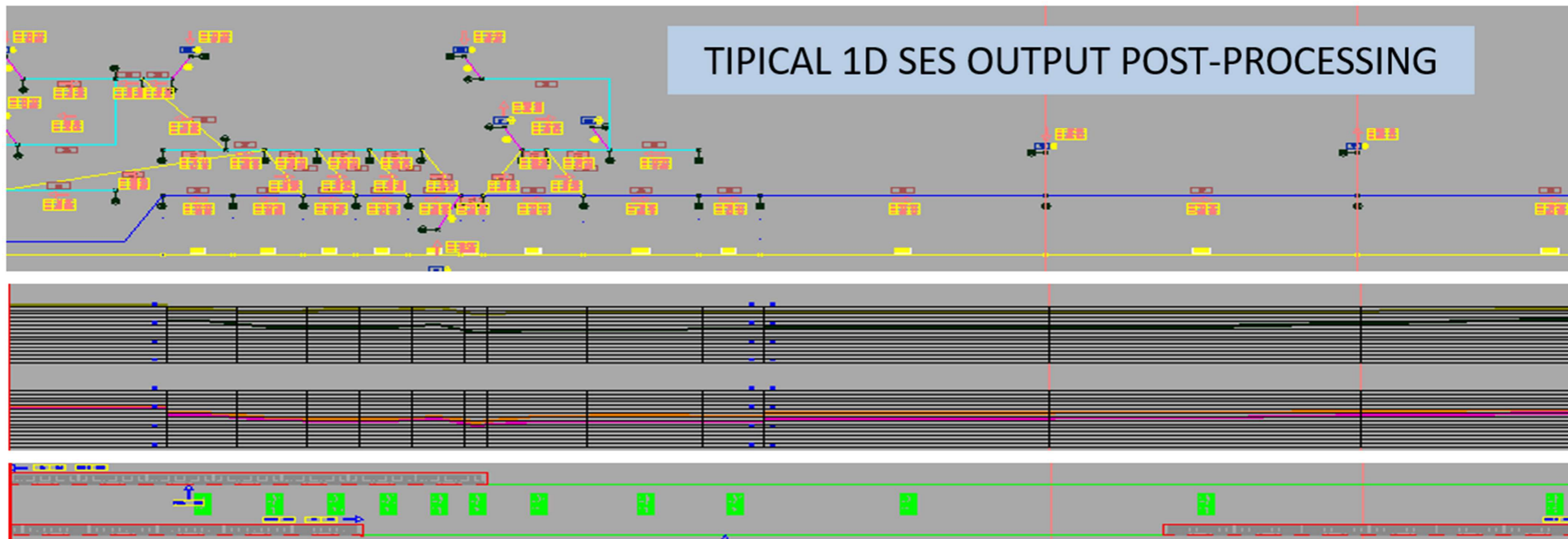


GEOMETRIC 1D SES MODEL BUILD-UP

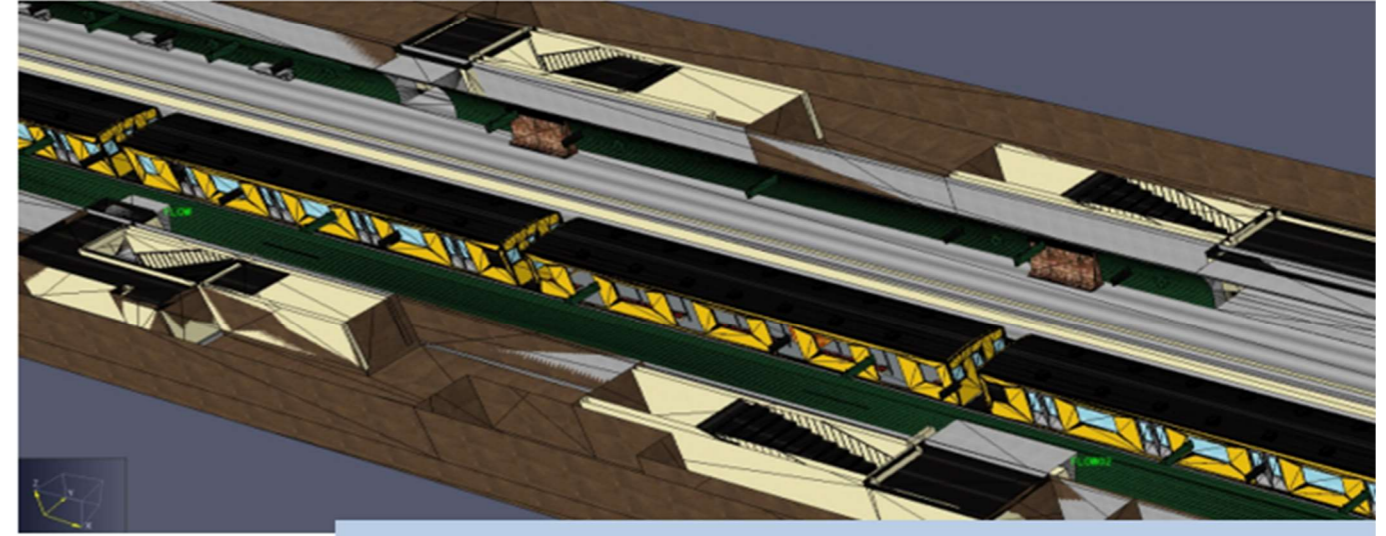
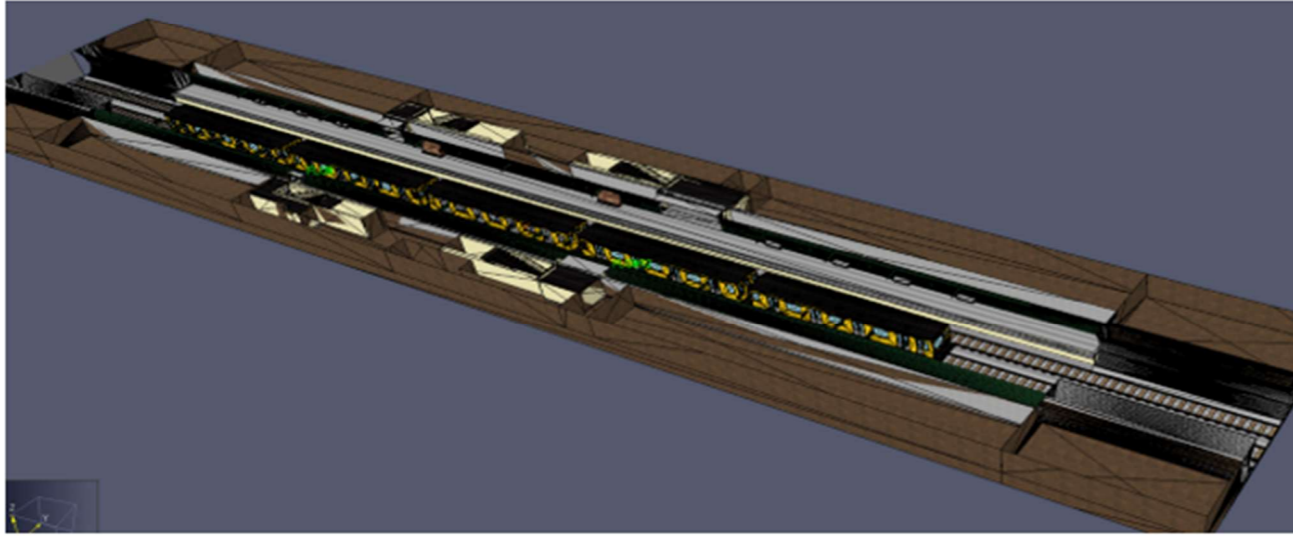
	NODO
	ELEMENTO LINE (TUNEL Y ESTACION)
	ELEMENTO LINE (ESC. INTERMEDIA)
	ELEMENTO LINE (VESTIBULO)
	ELEMENTO SHAFT (ACCESOS)
	ELEMENTO SHAFT (VF O VN)
	ELEMENTO SHAFT (VENT. CERRADA)



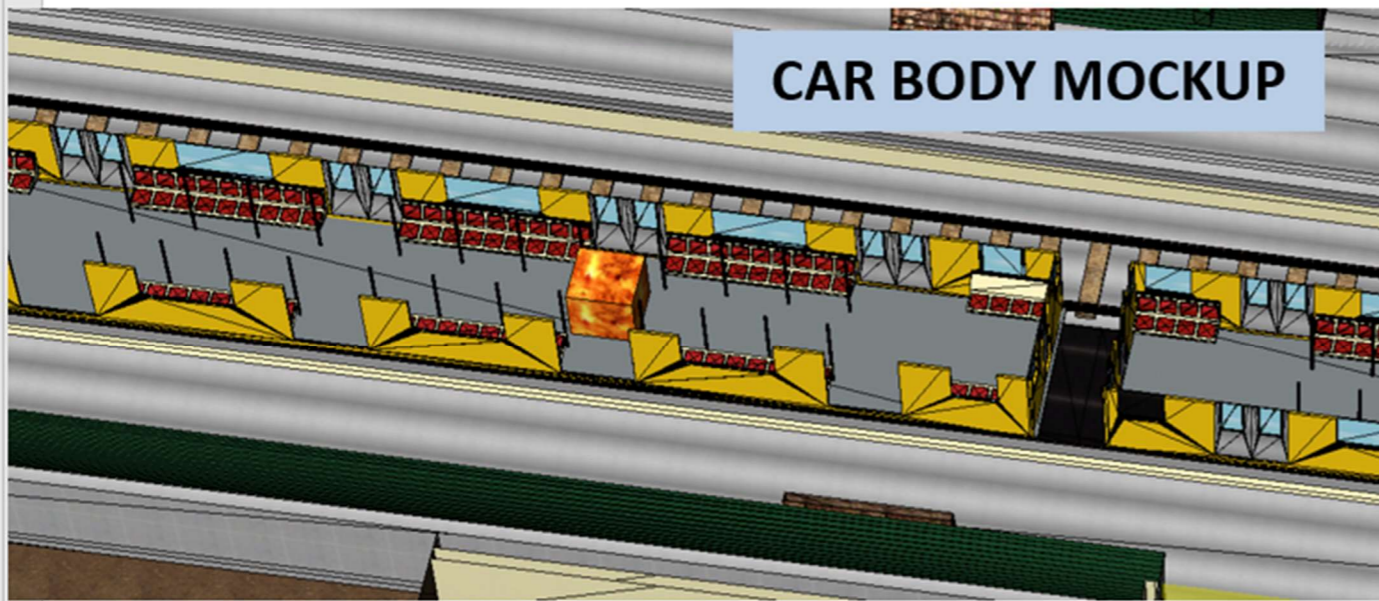
TIPICAL 1D SES OUTPUT POST-PROCESSING



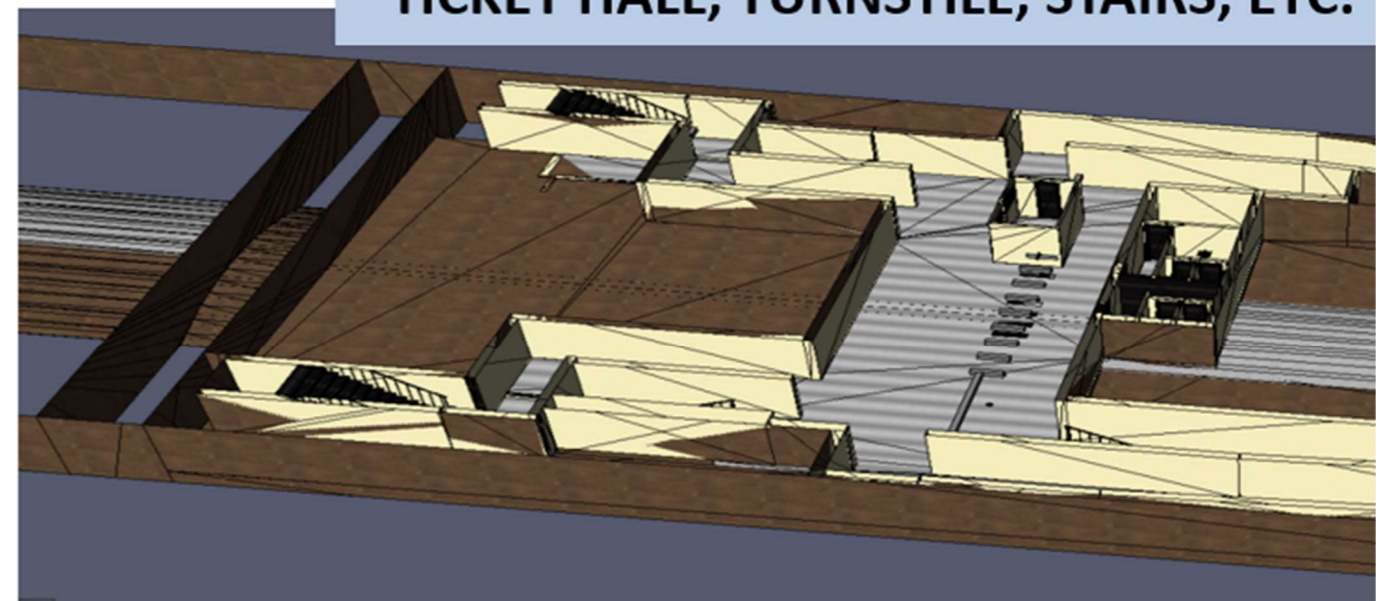
3D CFD DETAILED STATION MODEL
BOUNDARY CONDITIONS SET BY 1D SES MODEL OUTPUT



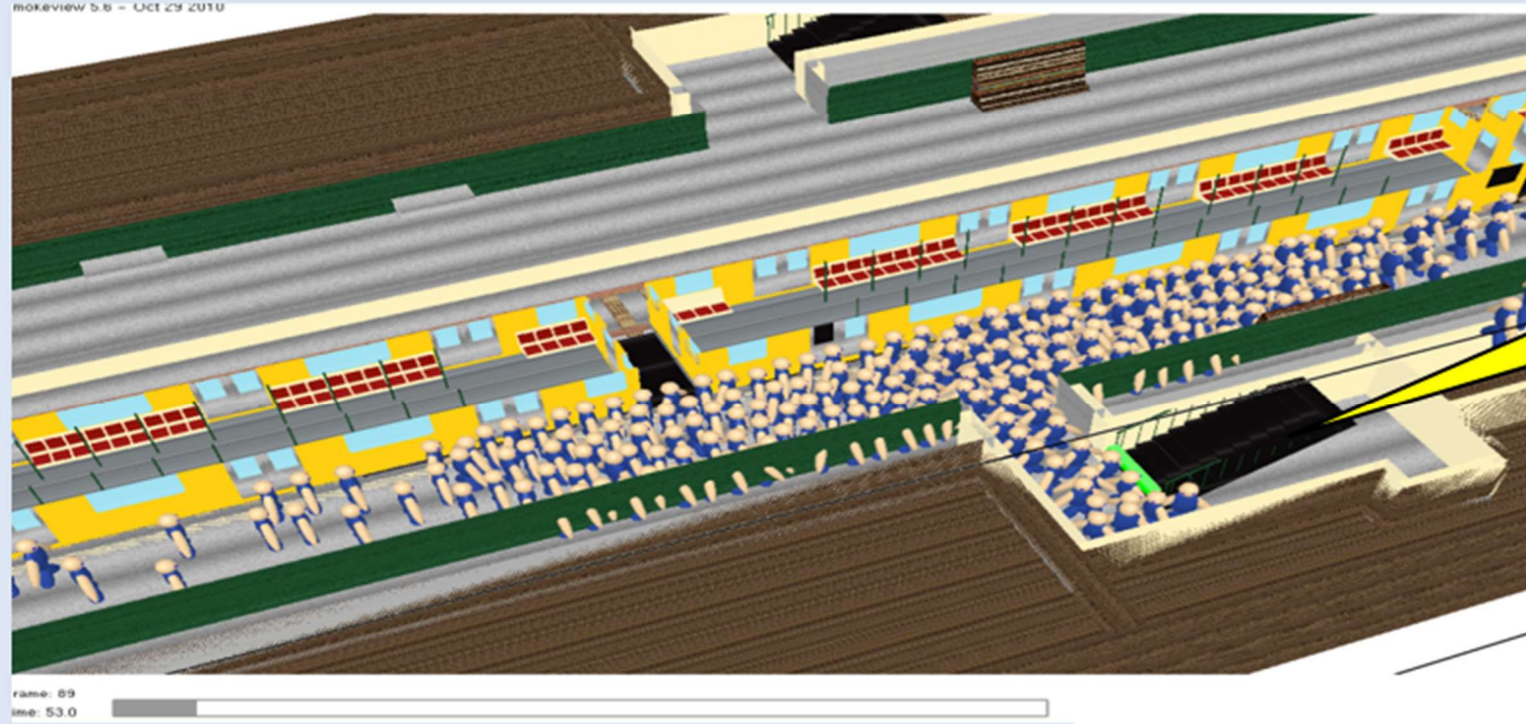
TICKET HALL, TURNSTILE, STAIRS, ETC.



CAR BODY MOCKUP

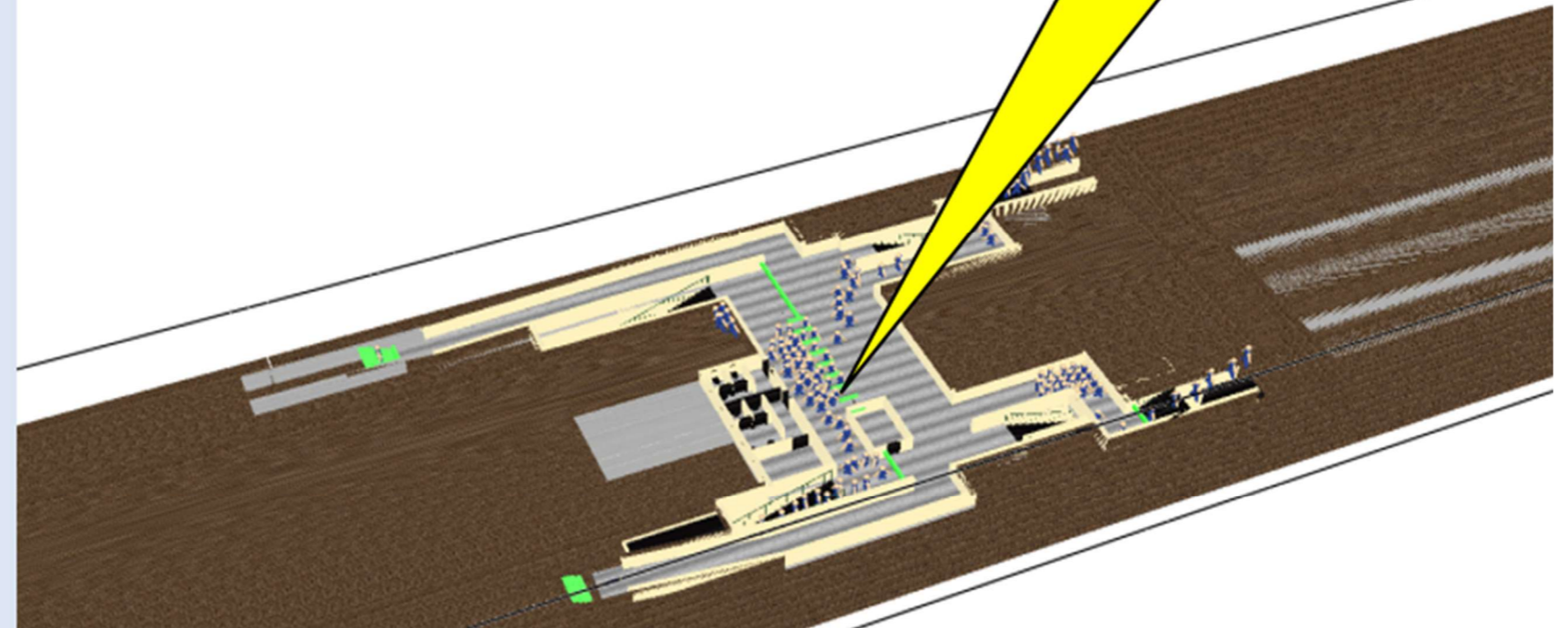


EVACUATION TIME ANALYSIS (sec)



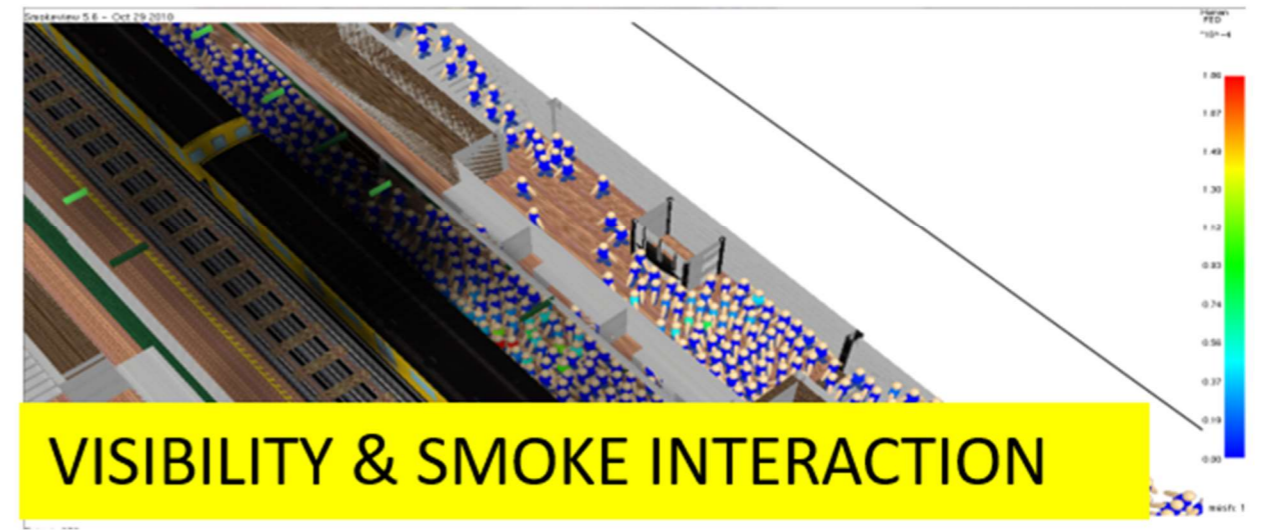
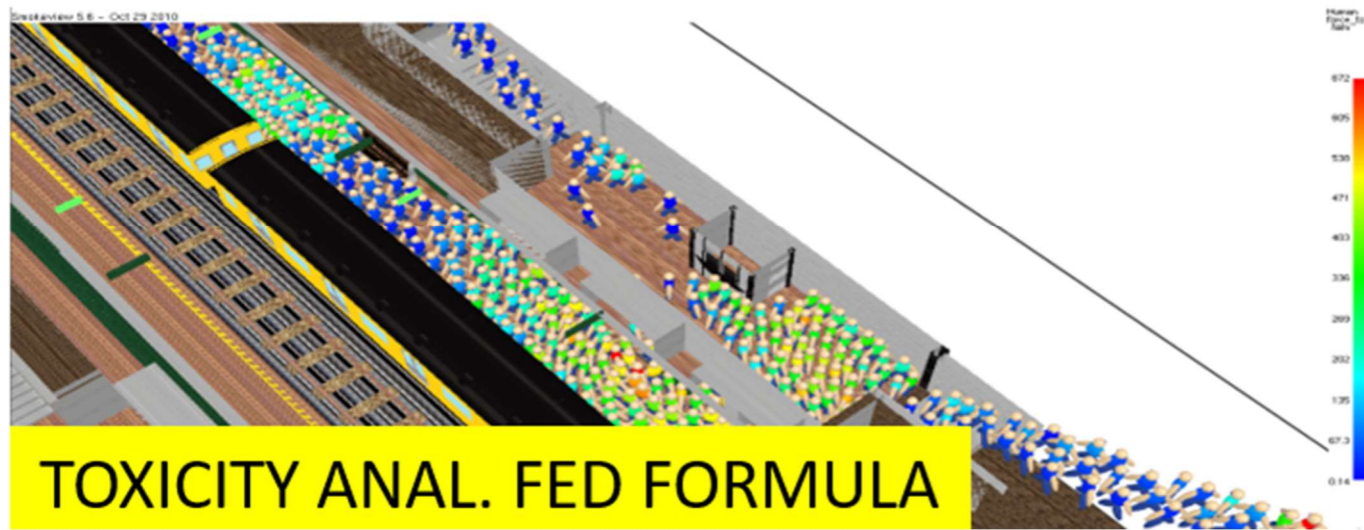
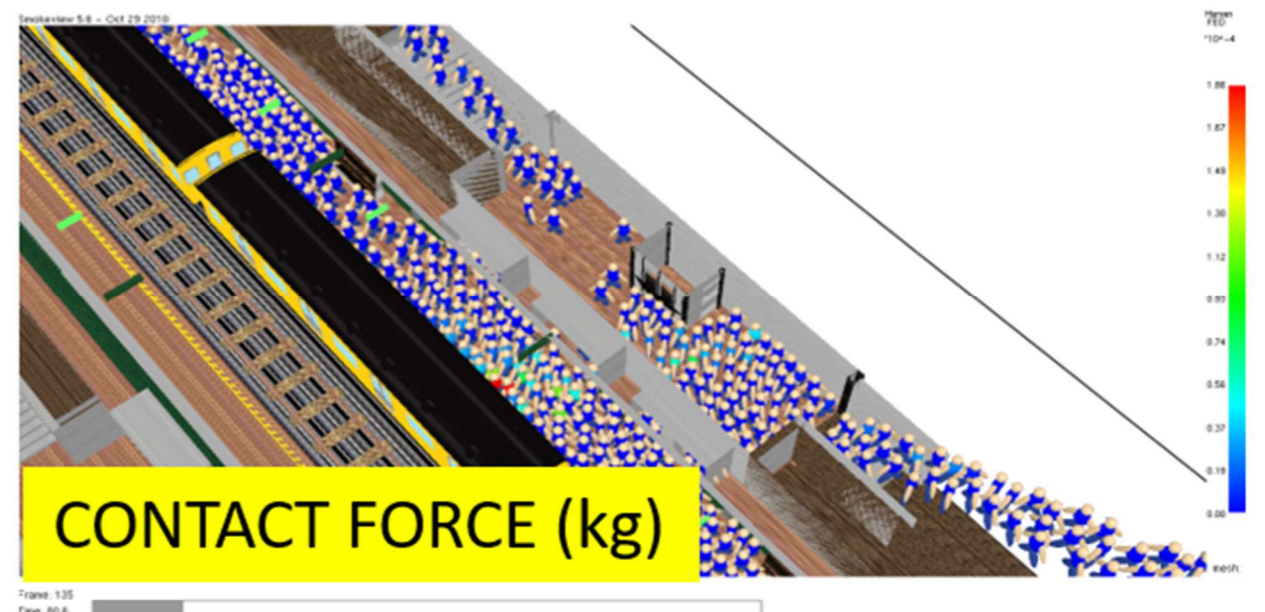
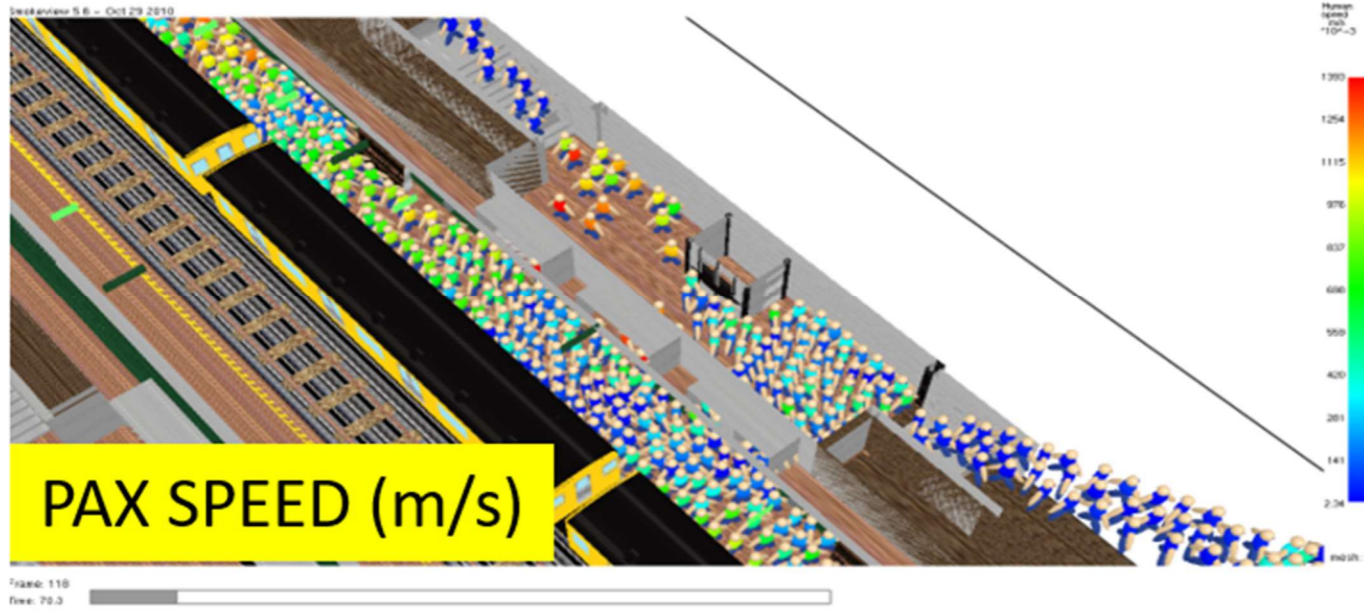
STAIR
CAPACITY
CALIBRATION

TURNSTILE
CALIBRATION



SIMULACION TRIDIMENSIONAL ESTACION CALLAO LINEA D (SBASE)

EVACUATION SIMULATION RESULTS

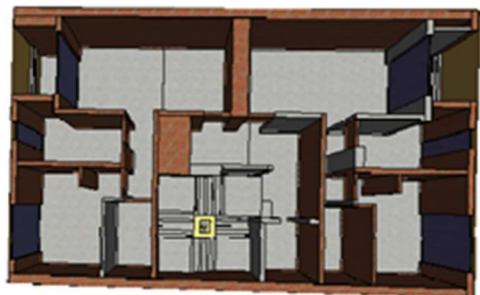
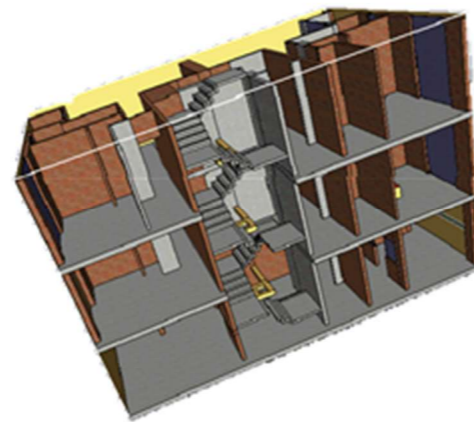
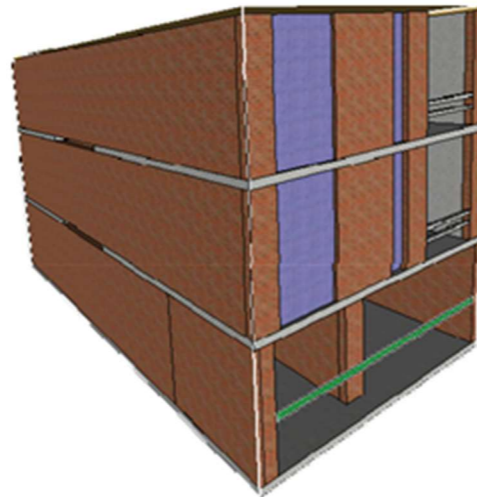


SIMULACION TRIDIMENSIONAL ESTACION CALLAO LINEA D (SBASE)

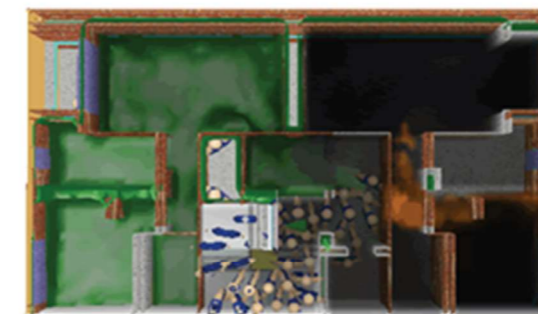
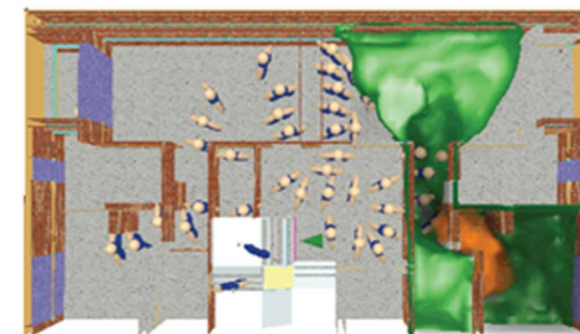
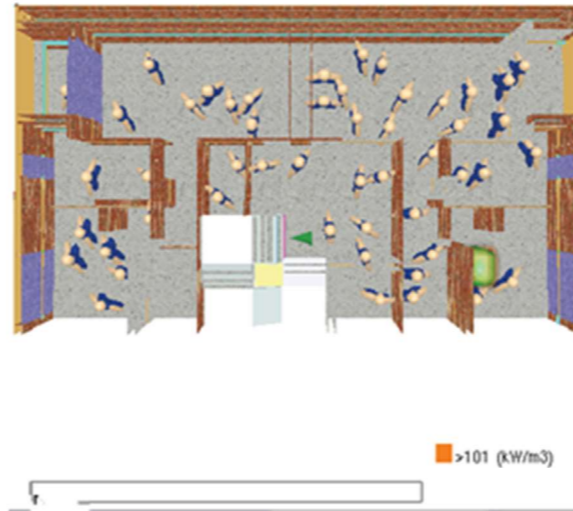
APLICACIONES IMPLEMENTADAS

Análisis de evacuación del personal en edificios.

Con este tipo de análisis se podrá evaluar el Tiempo de Evacuación, cantidad de personas Intoxicadas, Muertas, evacuadas etc. Temperatura del aire en los caminos de evacuación, concentraciones de gases tóxicos, visibilidad, concentraciones de gases etc.

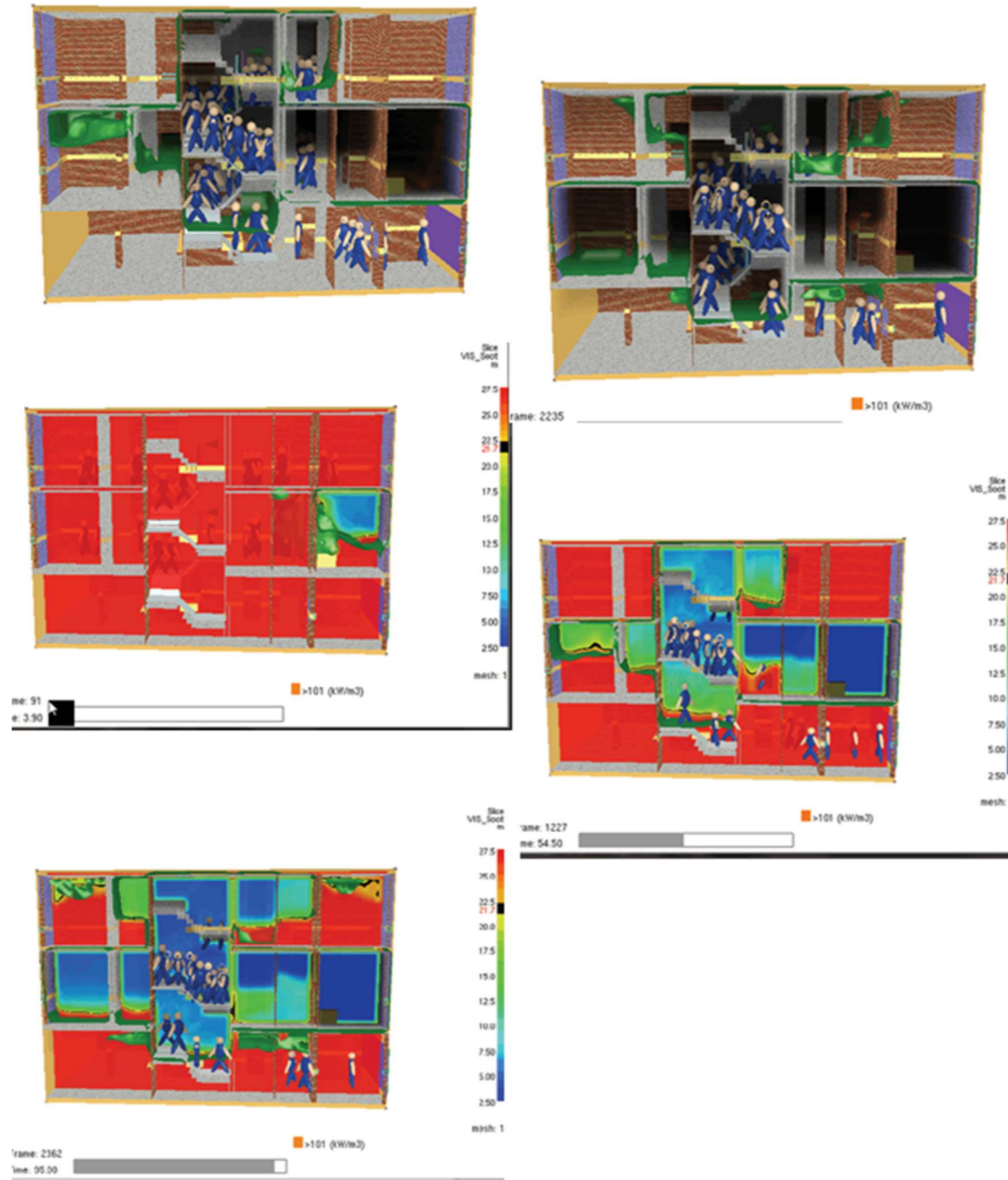


Secuencia temporal Vista en planta

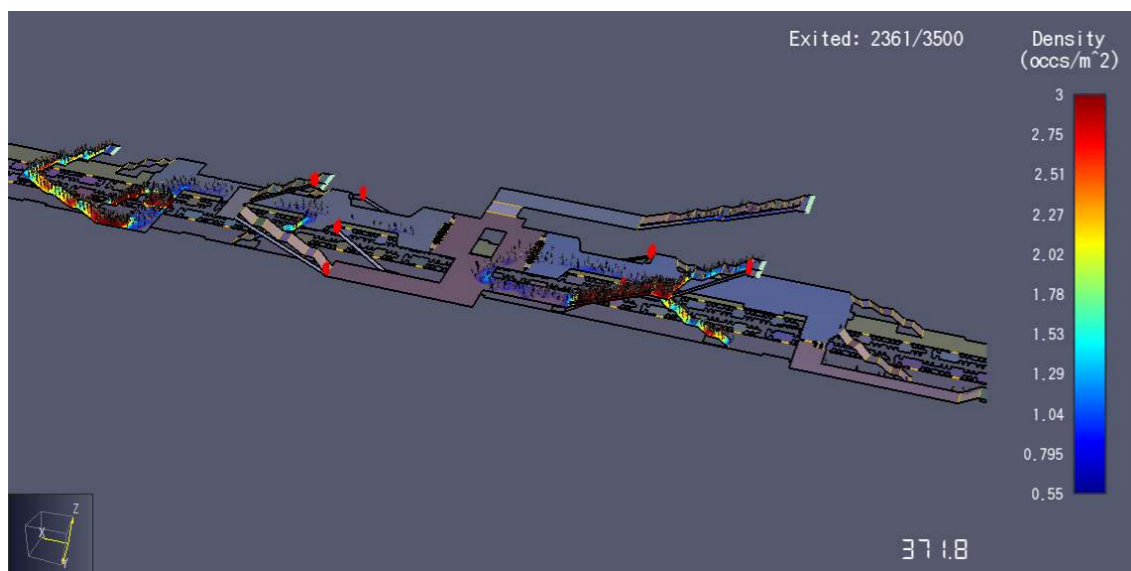
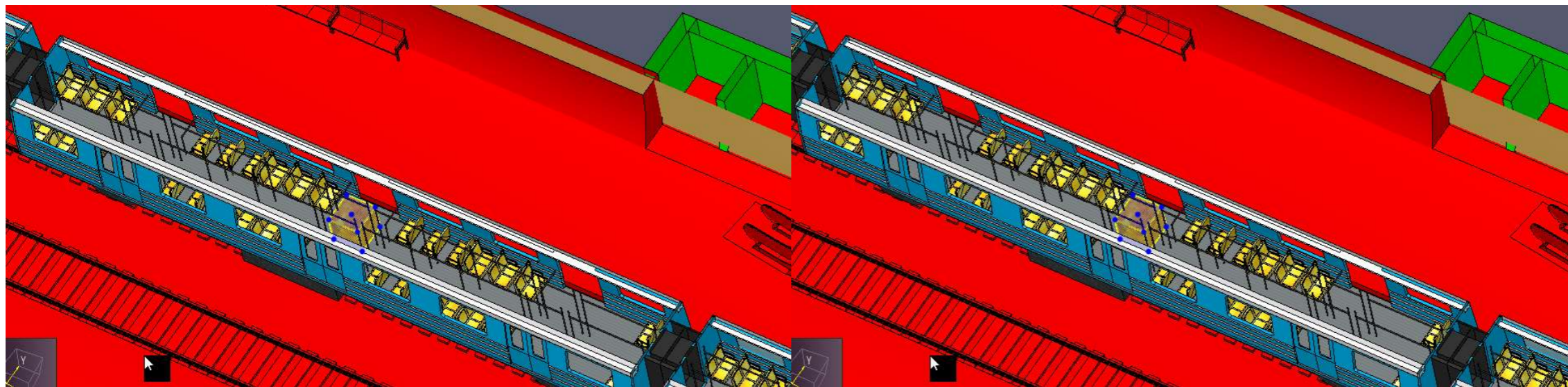


EVACUACION EDIFICIO UNIVERSIDAD DE AVELLANEDA (CONFORT Y CONTROL DE HUMOS)

Secuencia temporal Vista en corte

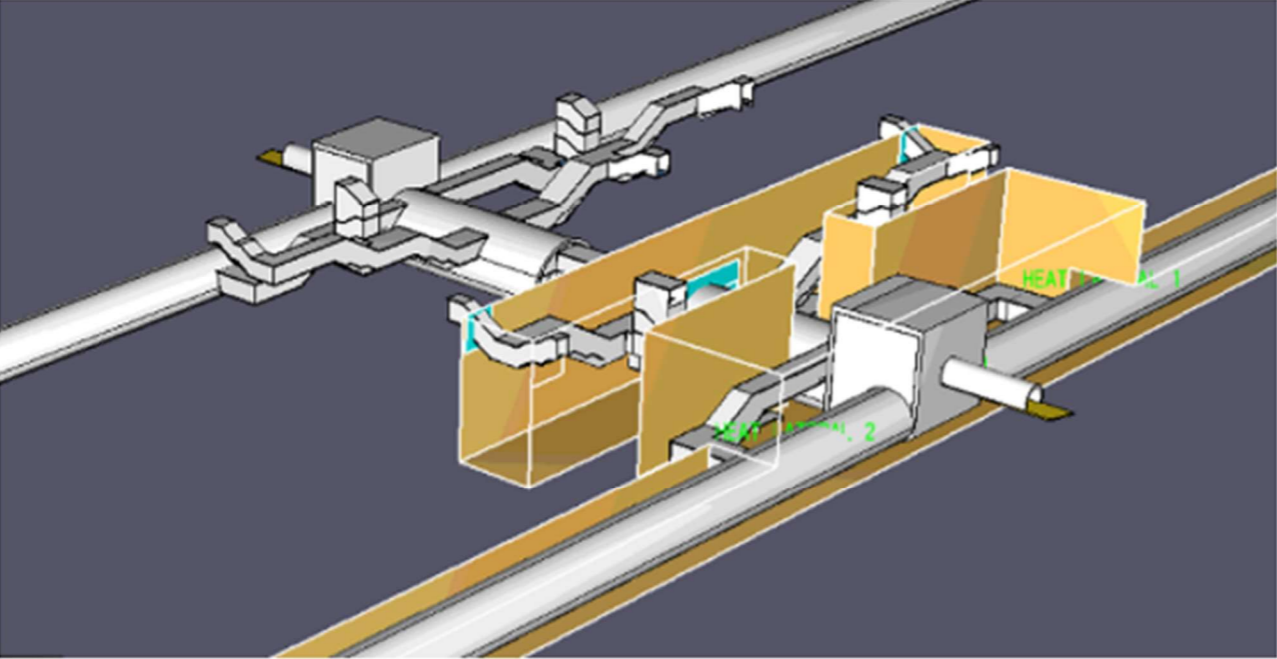


EVACUACION EDIFICIO UNIVERSIDAD DE AVELLANEDA (CONFORT Y CONTROL DE HUMOS)

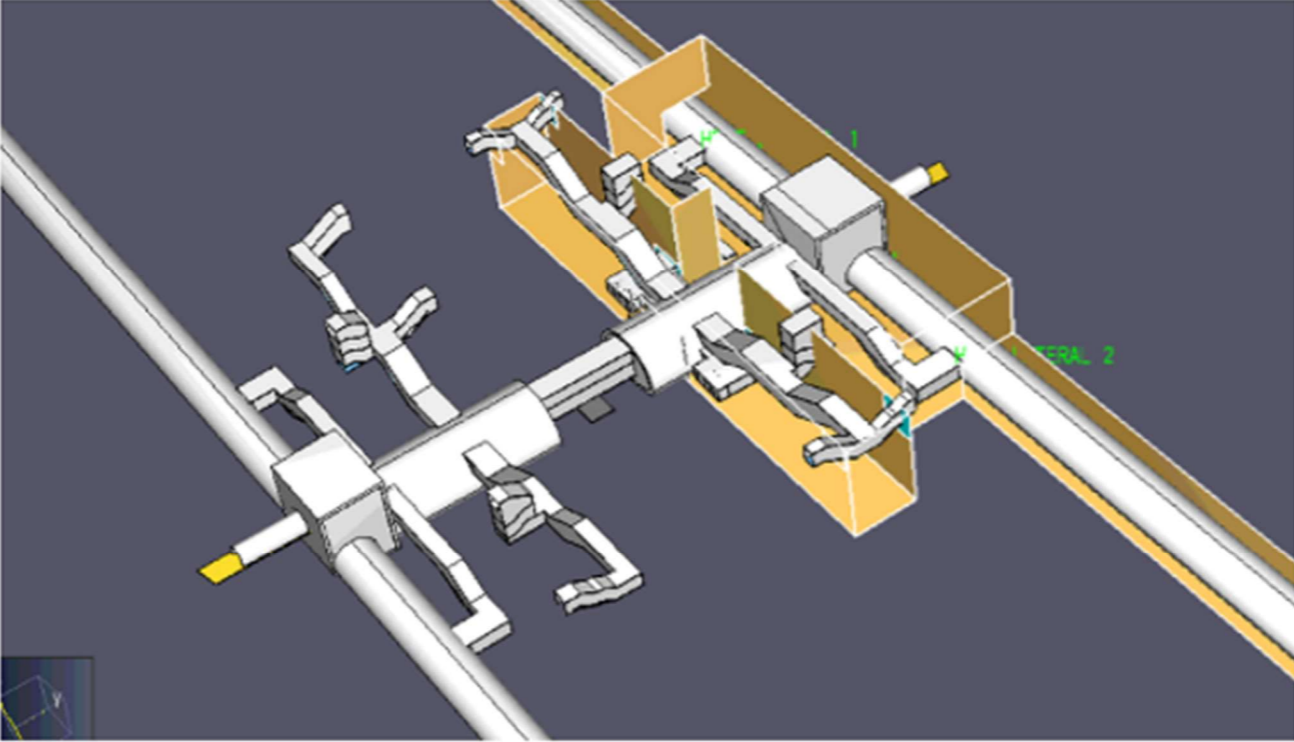


ANALISIS EMERGENCIA ESTACION VILLA LURO PROPUESTA SECRETARIA DE TRANSPORTE SOTERRAMIENTO DEL SARMIENTO (CONFORT Y CONTROL DE HUMOS)

MAQUETA ELECTRONICA

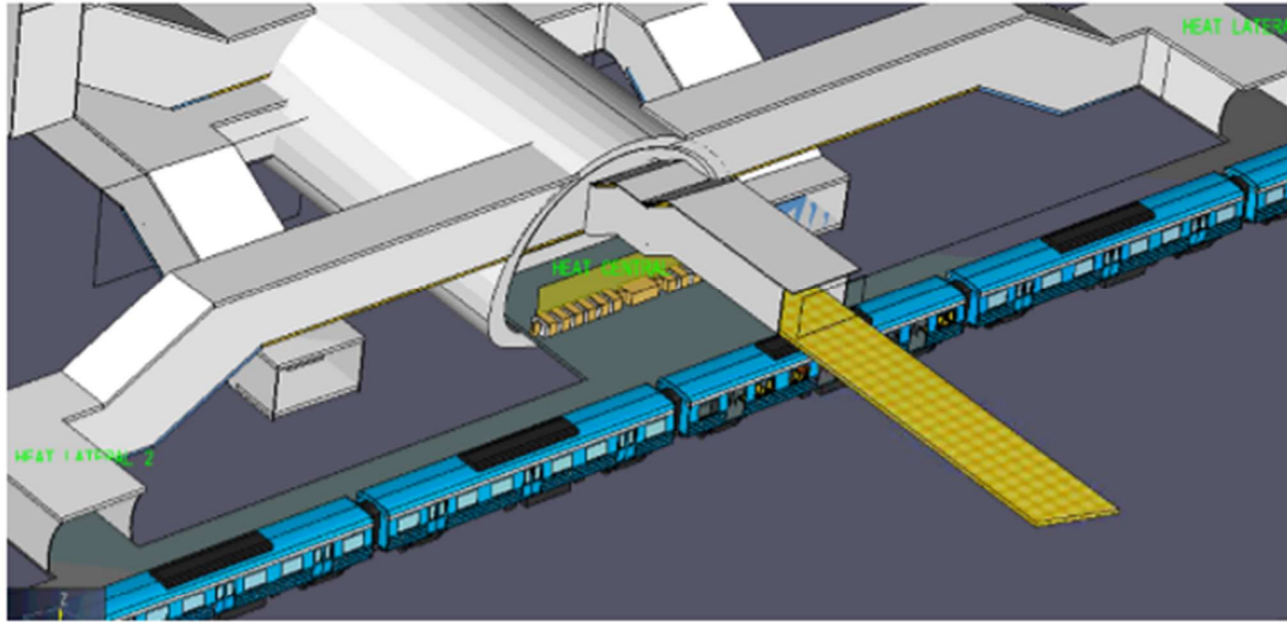


Maqueta electrónica vista general.

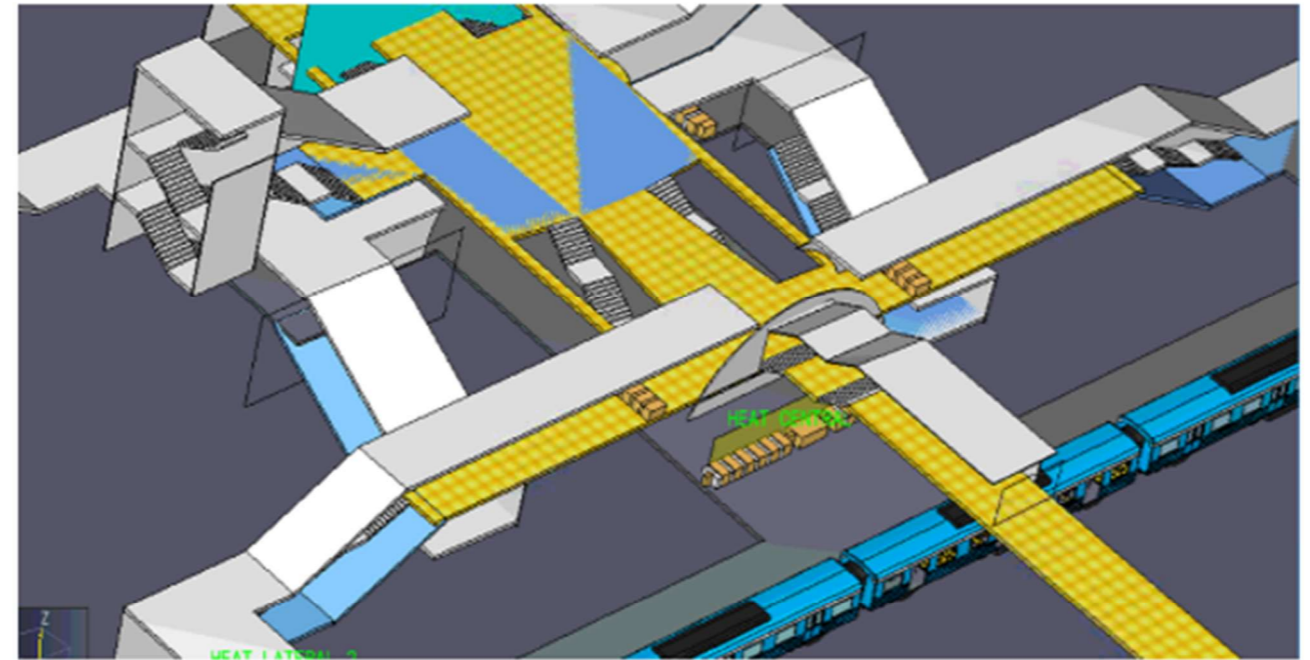


Maqueta electrónica vista general.

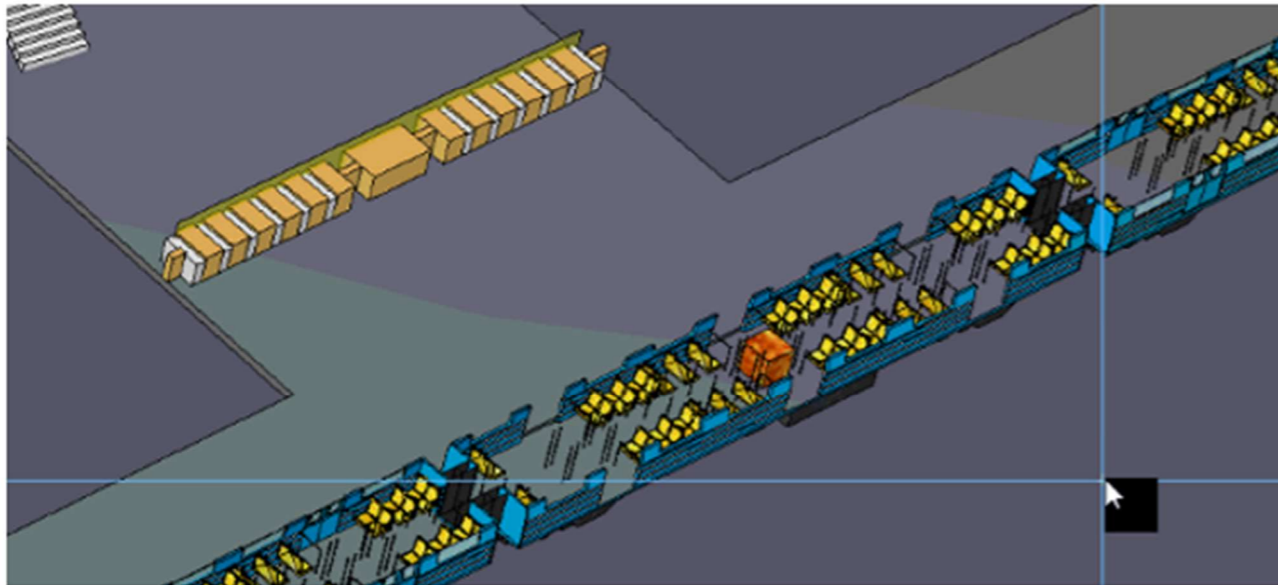
ANÁLISIS EMERGENCIA ESTACIÓN RER INTERCONEXIÓN CON ESTACIÓN CENTRAL - SECRETARIA DE TRANSPORTE (CONFORT Y CONTROL DE HUMOS)



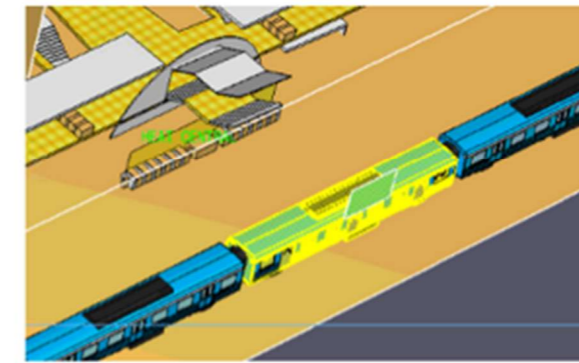
Zoom sector del tren, centro



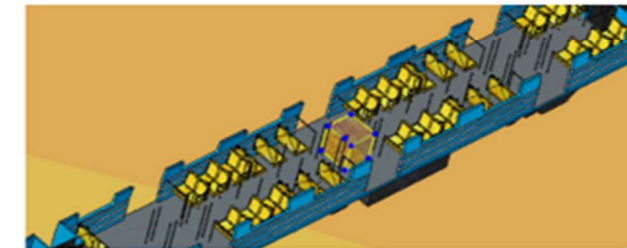
Maqueta sector vestíbulo



Maqueta del interior de la formación. Ubicación del foco de incendio.



Ubicación del incendio dentro de la formación considerando las ventanas abiertas y las puertas solamente abiertas las del lado del andén



Incendio dentro de la formación
A continuación se presenta el código indicado en el modelo de FDS correspondiente a la ubicación y las dimensiones de la caja considerada para el incendio

ANÁLISIS EMERGENCIA ESTACIÓN RER INTERCONEXIÓN CON ESTACIÓN CENTRAL - SECRETARIA DE TRANSPORTE (CONFORT Y CONTROL DE HUMOS)