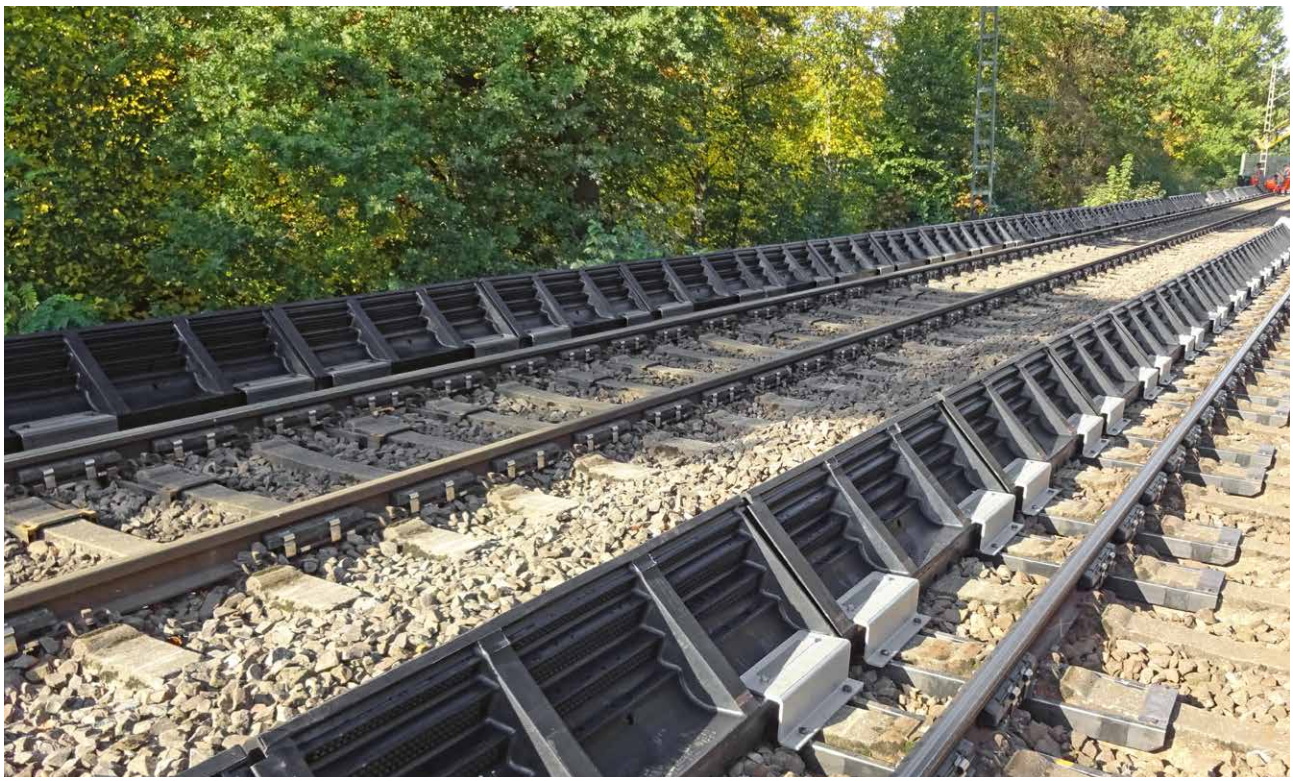

STRAILastic_mSW
Installation Instructions

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These installation instructions describe the installation of the **STRAILastic_mSW** „mini sound protection wall" for direct mounting on the track system.

1 / TRACK AVAILABILITY

- ¬ The **STRAILastic_mSW** is a two-part system consisting of the fastening construction and the elastomer element.
- ¬ The fastening construction can be installed during operation in shutdown periods, while the local conditions must be taken into account when installing the elastomer elements (e.g. track closures).
- ¬ We strongly recommend a suitable and detailed construction schedule (depending on the train schedule) to coordinate the construction progress.
- ¬ Measure each sleeper bay beforehand – Differences up to ± 25 mm in sleeper spacing can be compensated, differences of more than 25 mm require special elements.
- ¬ All track construction workers involved must have sufficient lighting equipment.
- ¬ For special superstructure features (e.g. axle counters, etc.) **STRAILastic_mSW** elements cannot be installed.

2 / NECESSARY TOOLS

- ¬ Lifting gear / slings
- ¬ Torque wrench (min. 280 NM)
- ¬ Plastic hammer
- ¬ Battery drill with bit inserts
- ¬ Impact wrench
- ¬ Socket wrench set
- ¬ Lever tool (e.g. crow bar or other iron lever)
- ¬ Marking pen
- ¬ Generator (if necessary)
- ¬ Suitable screw grease (e.g. OKS 252 or comparable)

3 / INSTALLATION SPEED

Installation speed is approx. 10 to 12 product meters/hour based on 8 persons, excluding all ballast work and material transport to the site.

4 / INSTALLATION

4.1 / Installation of fastening constructions

¬ All screws must be sufficiently greased with a suitable screw grease before installation.


¬ Clear the ballast along the sleeper shoulder using crow bars or similar tools over an area as wide as the steel pipe (approx. 50 mm). Spread excess ballast in front of the sleeper head (step-over height).



¬ Push the pre-assembled longitudinal beams from the outside centrally over the sleeper until the rail foot clamp snaps into place on the rail foot.



¬ Snap the supplied clamping jaw into place opposite the rail foot clamp.

¬ Tighten the enclosed hexagon socket screw M16x200 incl. NORDLOCK wedge lock washer hand-tight (approx. 4 turns)

¬ Use the plastic hammer to release tension from the hand-tightened steel construction and to align it.

¬ Tighten the inner cross-connector in the middle of the sleeper by hand (approx. 4 turns) using the M12 screws and NORDLOCK wedge lock washer provided.

¬ Then all screws are screwed down to final strength.
Clamping jaw: **M16x200 final strength 180 Nm**
Cross-connector: **M12x200 final strength 80 Nm**

¬ Use some of the ballast that was removed previously in order to fill in any gaps in the ballast layer.

4.2 / Installation of the STRAILastic_mSW elements

In principle, the installation procedure can be adapted to the project, depending on shutdown periods and local conditions.
The responsible **STRAIL** contact person, the Railways construction district manager or the track construction company should be consulted in advance.

- ¬ The **STRAILastic_mSW** elements can be placed by a crane using either slings or lifting pliers.
  PLEASE NOTE > One person secures the component in the installation position.
- ¬ If necessary, the element can be brought into the installation position using a crow bar/iron lever.

- ¬ The Z tread plates are positioned in such a way that the enclosed fastening screws can be screwed hand-tight to the wedge lock washers.
- ¬ Then tighten all M16 screws of the Z tread plates with a torque of 180 Nm.
- ¬ The following components are installed in the same way as described above.

¬ Steel substructures (Z tread plate) can be numbered with needle embossers (e.g. from FlyMarker® mini).

¬ **STRAILastic_mSW** elements can be numbered with stainless steel sheets with consecutive numbers.

5 / MAINTENANCE

5.1 / Rail grinding, re-profiling, replacement of fasteners, etc.

It is not necessary to dismantle **STRAILastic_mSW** for rail grinding, control and surveying work or for replacing the fastening.

5.2 / Use of ballast ploughs or front end compactors, etc.

For the use of ballast ploughs, tamping machines with front head compactors or similar machines, only the elastomer element has to be dismantled. The steel substructure does NOT have to be dismantled. When tamping the track, the correct tamping pick position must be ensured.
For this purpose, just carry out the installation steps in the reverse order.

6 / SELECTIVE REMOVAL – DISMANTLING

¬ Selective removal and installation is possible at any time, e.g. to create escape routes or similar.

7 / QUALITY & ENVIRONMENT

KRAIBURG / STRAIL is a certified company according to ISO 9001:2000
KRAIBURG / STRAIL uses environmentally friendly materials.
Externally monitored according to DIN ISO EN 18200

NOTE