

# pedeSTRAIL

The lightweight system.

The cost-effective system, specially developed for pedestrian and bicycle paths, ensures safe and comfortable crossing of the tracks, especially at stops, service crossings and stations.

It can also be used for escape routes in railway tunnels and metros.

- special, non-slip **pedeSTRAIL** surface
- **optional:** with flame-retardant top layer
- long service life
- lightweight panels > quick, easy installation which can be done manually



## Facts:

Load capacity +

L: 900 mm inner panels // W: 591 & 713 mm outer panels  
independent of sleeper spacing  
no filler block

# STRAIL

## Level crossings

### STREET MEETS RAIL

When rail and road meet, the requirements are manifold, and our **STRAIL** level crossing systems are correspondingly diverse.

What the modular rubber panels have in common, however, are tongue and groove on the one hand and the patented lock tight system for all panel types on the other.

The first **STRAIL** level crossing was installed in 1976. Since then, more than 90,000 level crossings have been delivered and installed worldwide.



LEVEL CROSSING SYSTEMS  
TYPICAL **STRAIL**

# STRAIL®

LEVEL CROSSING SYSTEMS

[www.strail.com](http://www.strail.com)



**STRAIL** STRAIL<sup>astic</sup> STRAIL<sup>way</sup>

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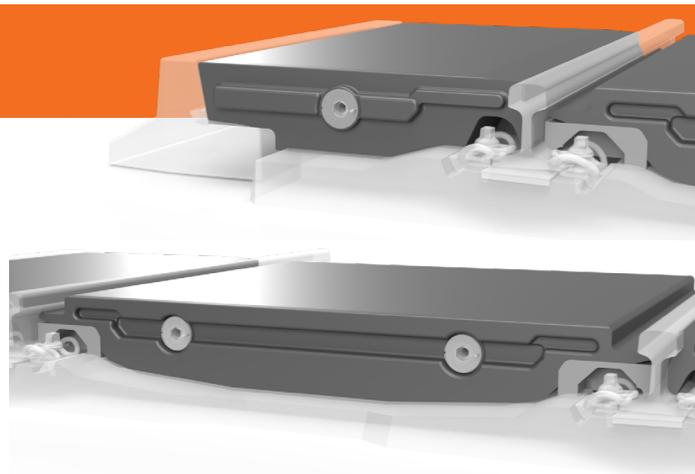
made  
in  
germany

# STRAIL

The premium system.

**STRAIL** is a heavy-duty and very durable level crossing system suitable for main artery roads. The modular system consists of individual solid rubber panels that are secured to a package using our lock tight system.

- suitable for all common rail and sleeper types
- pyramid surface with corundum ensures slip resistance
- long service life
- quick and easy installation and removal
- fibre-reinforced to withstand ever increasing traffic loads



## Facts:

Load capacity **++++**

L: 600 & 1,200 mm inner panels  
W: 591 & 713 mm outer panels  
for 600 mm sleeper spacing with filler block

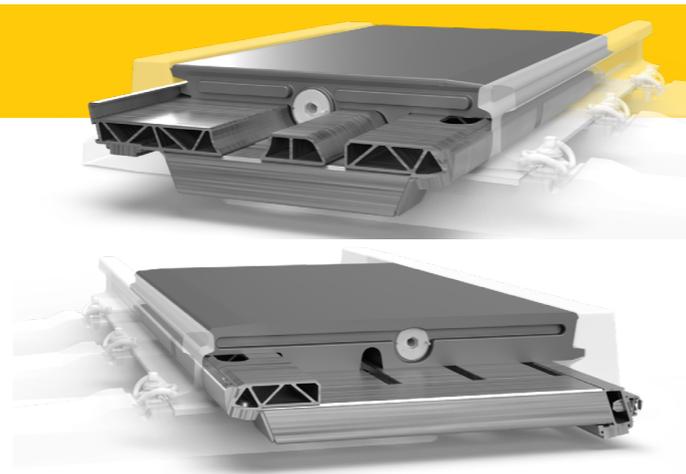
# pontiSTRAIL

The adaptive system.

**pontiSTRAIL** is the outer panel system that adapts flexibly to the individual track position and is therefore particularly suitable for level crossings that are subject to frequent maintenance cycles.

**pontiSTRAIL** consists of two materials > rubber and aluminium and thus combines the advantages of both.

- tolerates horizontal track position changes and the outer panel can be adapted to the road gradient
- possible to replace **STRAIL** outer panels with **pontiSTRAIL 713**
- pyramid surface with corundum ensures slip resistance
- fibre-reinforced to withstand ever increasing traffic loads



## Facts:

Load capacity **++++**

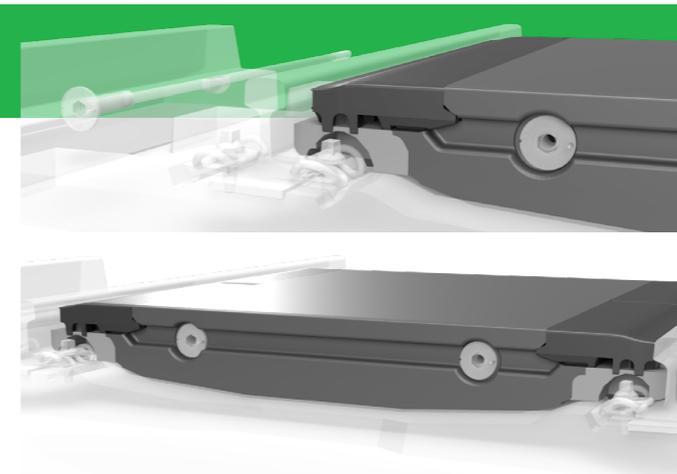
L: 1.200 mm outer panels // W: 713 & 910 mm outer panels  
for 600 mm sleeper spacing  
with aluminium bearer

# veloSTRAIL

The safe system.

**veloSTRAIL** permanently eliminates the flange groove with interchangeable elements made of virgin rubber. This allows a completely barrier-free crossing of the level crossing. The interchangeable parts can be easily exchanged and recycled at the end of their service lives without removing the inner panel.

- for train speeds **up to max. 120 km/h**
- pyramid surface with corundum ensures slip resistance
- no need to keep the flange groove clear from snow and ice
- fibre-reinforced to withstand ever increasing traffic loads



## Facts:

Load capacity **++++**

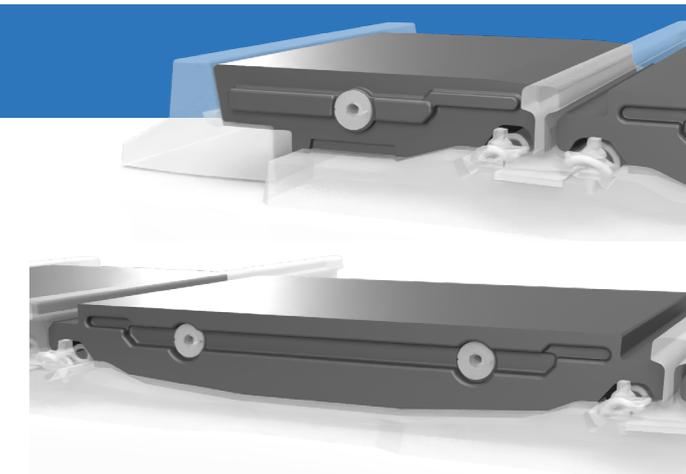
L: 600 & 1.200 mm inner panels  
for 600 mm sleeper spacing with filler block  
can be combined with all outer panels

# innoSTRAIL

The economical system

**innoSTRAIL** is recommended for crossings with medium to high loads (> depending on the track superstructure). The system, which is independent of the sleeper spacing, does not require any filler blocks and is therefore a particularly economical system.

- pyramid surface with corundum ensures slip resistance
- long service life
- **optional application**  
for rerailing points of road-rail vehicles for maintenance work and rescue operations



## Facts:

Load capacity **+++**

L: 900 & 1.200 mm inner panels // W: 591 & 713 mm outer panels  
independent of sleeper spacing  
no filler block