



STRAIL^{lastic} **STRAIL^{WAY}**



STRAILastic System TOR simplex with GRS track section base plate Installation instructions

Track damping system for continuous support

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These installation instructions describe the installation of the STRAILastic System TOR simplex GRS into a track section of grooved rails and tie bars with 1,500 mm spacing.

This track section is installed on STRAILastic_GRS track section base plates.

This system gets its supporting concrete slab afterwards.

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1 / PREPARE INSTALLATION

The damping system will always be installed into the finished track. Ideally, several track sections are already welded together to a lengthier section. This way, the number of joints that have to be considered is minimized.

Approx. 750 mm should be kept free at the end of the rails for the welding joints in order to adjust the rails prior to the welding.

Tools needed

- Hammer 1 – 3 kg plastic
- Band or compound miter saw
- Electric tenon saw
- Hexagon wrench (size 36)
- Hexagon wrench (size 46)
- Air compressor
- Pneumatic wrench
- Putty knife
- Manual applicator gun

2 / PARTS OF INSULATION

- Chamber filling elements (CFEs) inside and outside (length each approx. 150 cm)
- Rail foot profiles (length approx. 170 cm)
- Tie bar covers
- Sealing adhesive
- Track section base plates (**STRAILastic_GRS**) with adjustable retainer clips
- Insulating mats for boxes/other fittings (optional)

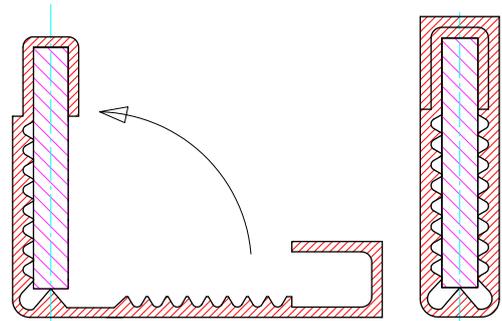
3 / CREATE THE FORMATION FOR THE TRACK

The subbase can consist of blinding concrete or an unbonded base layer.



4 / INSTALL TIE BAR COVERS

Mount the tie bar covers to the centre of the tie bars.
 The run strip has to be on the top.
 Cover the run strips appropriately during installation and protect them against any opening or damage.



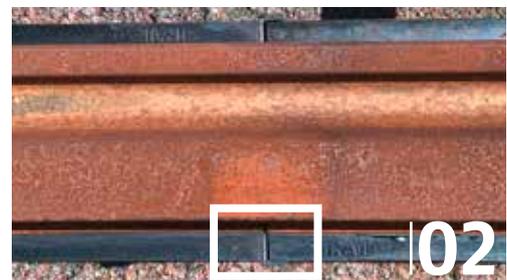
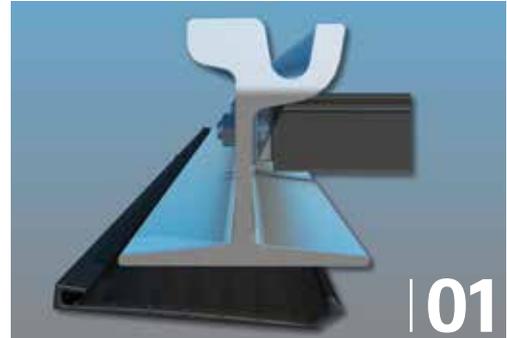
5 / SET UP AND ADJUST TRACK SECTION

Set up whole track section on blocks and adjust the track.
 The distance between rail foot and the subbase layer should be at least 25cm.



6 / INSTALL ELASTIC RAIL FOOT PROFILES

Push the one-piece rail foot profile over the rail foot on one side.
 On the other side bend up the fold and let it snap in place over the rail foot.(1)
 Rail foot profiles should be installed end-to-end and overlapped each-other.(2)
 Incorporate welding joints and other fittings.



7 / INSTALL CHAMBER FILLING ELEMENTS (CFEs)

The chamber filling elements are coated with sealing adhesive in the area of the contact surfaces to the rail head (Figure A) and then driven in with a hammer until they are flush with the rail web (Figure B). The chamber filling elements remain in the rail web due to their self-clamping effect. Any sealing adhesive leaking from the surface must be removed with a spatula. The existing cut-outs for the fastenings in the elements have to face each other.

The elements must close the rail chamber as a whole and should be installed end-to-end.

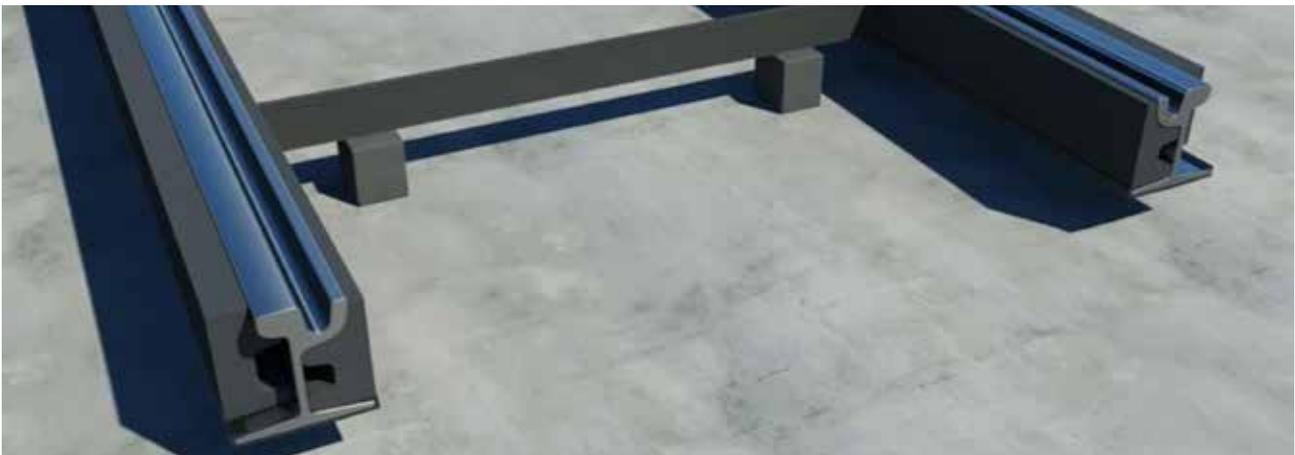
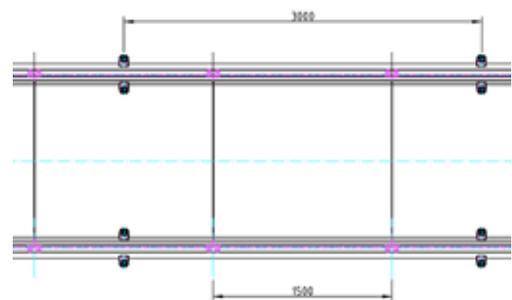
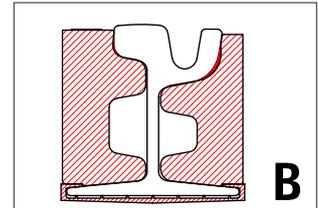
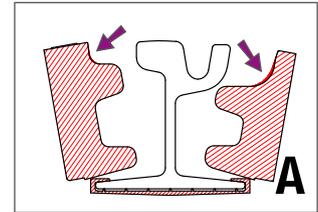
Adjustments have to be made at curves, turnouts and other fittings.

For this purpose, CFEs can be cut with band, compound miter or electric tenon saw.

PLEASE NOTE >>

Saws with fast-turning chains are not recommended.

Close recesses in the CFEs as well as installation gaps which are not used with a sealing adhesive.



8 / INSULATE DRAINAGE AND CONTROL BOXES

Drainages boxes and any other fittings are to insulate with suitable (elastic) mats.

The bottom sides of the boxes are to be insulated in order to guarantee the vertical deflection of the track.



9 / INSTALL TRACK SECTION BASE PLATES (STRAILastic_GRS)

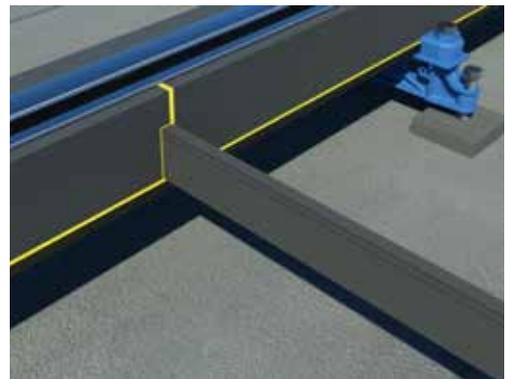
Fasten the **STRAILastic_GRS** Track Section Base Plate every 3.00 m under the rail.

Open the two-piece adjustable retainer clips and insert them into the cut-outs in the CFEs. Fasten the adjustable retainer clips on the base plate and hand-screw the inner part and the outer part together with the M24x100 screw. Then, use an open wrench size 46 to turn the inner part sitting in the outer part until it firmly fits against the CFE. After this procedure, tighten the M24x100 head screw applying 70 – 90 Nm.



10 / SEAL DAMPING SYSTEM

Seal the entire damping system with sealing adhesive at all joints, gaps, fittings and tie bar covers. Processing of the sealing adhesive requires a temperature of min. 5° C.



11 / ADJUST TRACK SECTION FOR POSITION AND DIRECTION

Turn the support screws of the track section base plate as far in as possible (in a clock-wise direction) before removing the provisional supports.

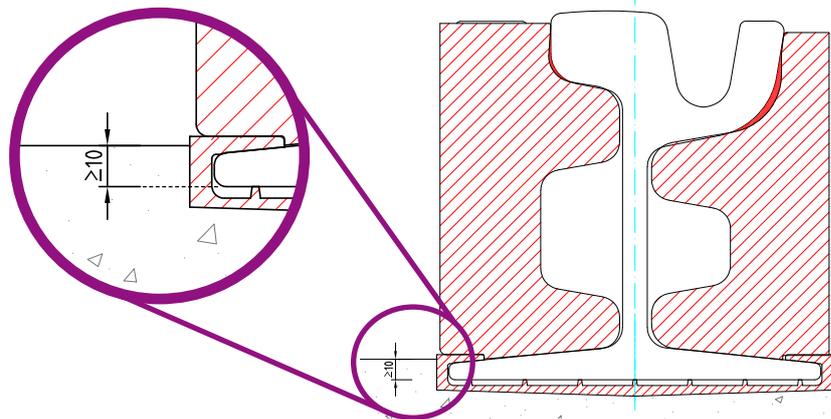
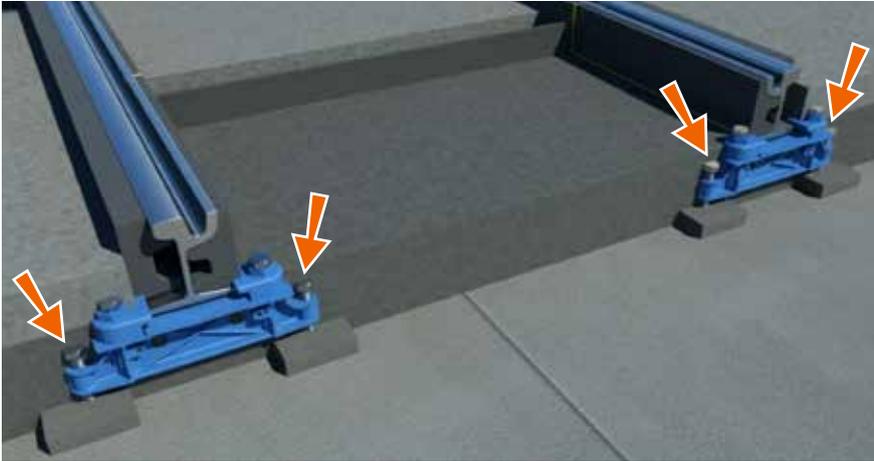
Afterwards, adjust the track section for the exact position and height.

This can be done by adjusting the support screws.



12 / POUR SLAB TRACK CONCRETE

Pour in the concrete from the middle using a concrete pump at its best. During this process, the track section needs to be watched and checked all the time and must not be moved.



Ensure that the concrete level is ≥ 10 mm above the rail foot lower edge.

13 / POUR IN FILLING CONCRETE AND APPLY FINAL SUPERSTRUCTURE

After the slab track concrete has been set, the upper trackway layers can be finished. However, the track is ready for tramway traffic as soon as the slab track concrete has set.

