



STRAIL^{lastic} STRAIL^{WAY}



profi|STRAIL - Installation Instructions



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Please find your responsible STRAIL[®] contact person at www.strail.de

profilSTRAIL is a product from the range of **STRAIL®** level crossing panels which have been in worldwide use since 1976 and have proven their value. Our know-how as a manufacturer of rubber and as an expert for the special needs of rail operators have made us one of the leading producers of level crossings of this kind. **profilSTRAIL** is used inside and outside of maintenance halls, workshops and operational routes. It allows a pleasant and safe passage for delivery vehicles and fork lifts.

When the installation instructions are not adhered to and when materials are used that were not part of the manufacturer's consignment, the guarantee/warranty on the manufacturer's part is going to be void.

PLEASE NOTE

In preparation of the installation, a check list must be duly completed by the responsible **STRAIL®** contact person, the Deutsche Bahn area construction manager or the track works company.

The installation of **profilSTRAIL** level crossing systems is to be carried out by fit, qualified and supervised expert staff.

INSTALLATION OF profilSTRAIL

There are two possibilities to install **profilSTRAIL**

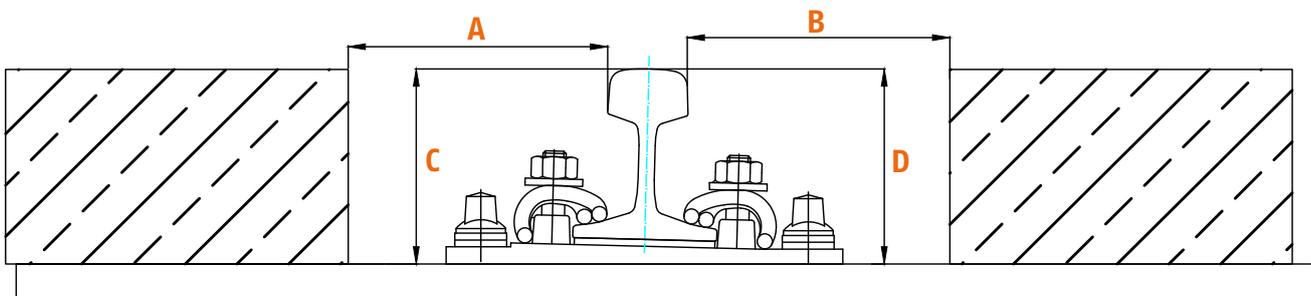
- Installation in a pre-assembled concrete duct (# 1)
- Installation and use of **profilSTRAIL** as formwork for the setting of a concrete sub-base (# 2)

#1 / INSTALLATION IN A PRE-ASSEMBLED CONCRETE DUCT

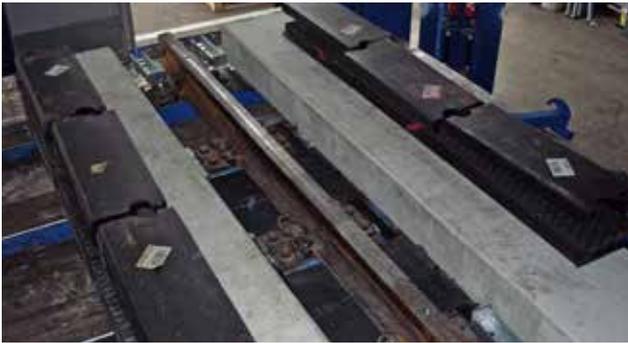
Requirements, preparation work and checks prior to the installation of profilSTRAIL:

- Distance between rail head and concrete has to be changeless dimension. **A & B**
- The height of the concrete level compared to the top of the rail has to be steady dimension.
- The depth of the duct has to be changeless with regard to the top of the rail and of the duct must not exceed 210 mm (max. height of profile) dimension. **C & D**
- Sleeper spacing 600 mm.

PLEASE NOTE > request the valid structural overview
(take dimensions from the relevant valid structural overview)



* (Please observe any accompanying documents, only valid in their most current versions)



Preparing the filler blocks and the **profISTRAIL** outer and inner elements.



Installation and adjusting of the filler blocks in the direction of the rail base. If necessary apply **STRAIL® lubricant***.



Attaching the **profISTRAIL** elements on the outside (without flange groove).
Install the first shifting prevention as stop.



Hammering and adjusting the **profISTRAIL** elements with the hammer.



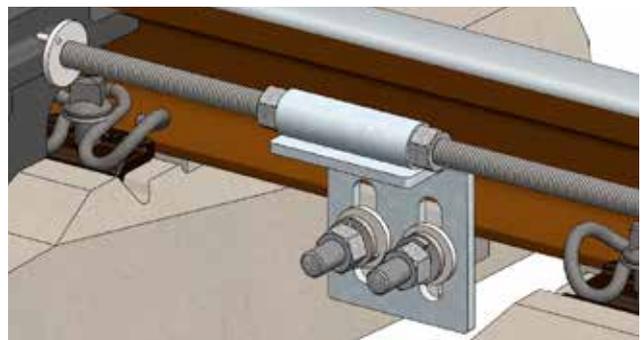
Attaching the **profISTRAIL** elements on the inside (with flange groove)
Install the first shifting prevention as stop.



Setting and adjusting of the **profISTRAIL** elements with the hammer. If necessary, use a PE rail or the **installation lever*** to make it easier.



Let the shifting prevention lie against the profiles and screw them together. (Do not fix the shifting prevention too tight to avoid too high compression).



Alternative: the **pedeSTRAIL / profISTRAIL shift protection*** can be used.

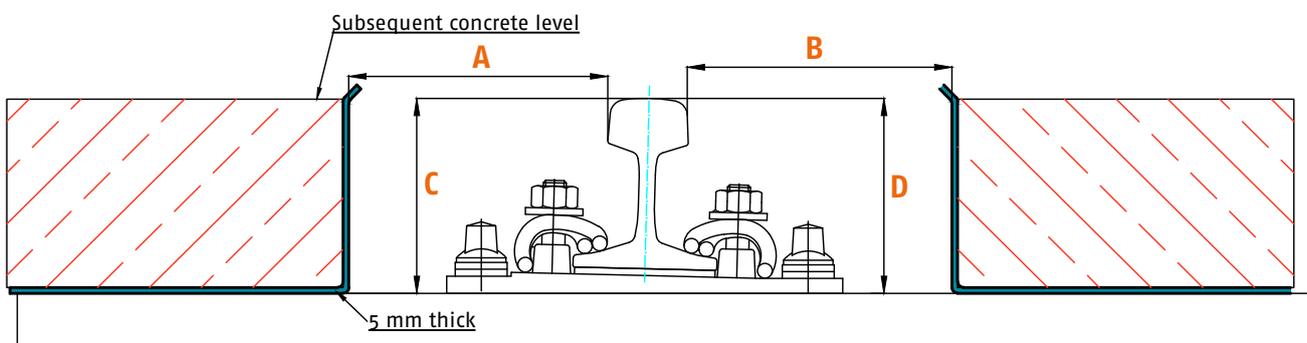
* (Please observe any accompanying documents, only valid in their most current versions)

#2 / INSTALLATION AND USE OF profilSTRAIL AS FORMWORK FOR THE SETTING OF THE CONCRETE SUBBASE

The following arrangements have to be made in order to use profilSTRAIL as formwork:

- A lower concrete supporting base has to be ready, on which the rail system will be set.
- The surface of the supporting base has to be even.
- The distance between the upper edge of the concrete and the upper edge of the rail has to be constantly the same. **C & D**
- The track has to be adjusted and fixed.
- The upper edge of the finished floor must not exceed the level of the track.

PLEASE NOTE > request the valid structural overview
(take dimensions from the relevant valid structural overview)



Installation of profilSTRAIL

- The filler blocks are placed on the rail base and pushed towards the rail web.



- Subsequently, the **profilSTRAIL** elements (for the inside and the outside) are placed and pushed towards the rail head.
PLEASE NOTE > There must not be a gap between the rubber element and the rail head.

- The elements have to be installed in a way that there are no gaps on the backside (concrete lay-on side) where the concrete may flow through.



* (Please observe any accompanying documents, only valid in their most current versions)



An additional mat is inserted to ensure that the filling material (for ex. the concrete) does not flow under the rubber profiles!
The filling material including the stop end must be provided by the customer!



Now the concrete can be poured in up to the upper edge of the **profilSTRAIL** elements.
We recommend pouring in the concrete in several steps to avoid a possible flooding of the elements.
When possible use and compact dry concrete (Exposure class XM2 fork lift traffic; concrete class C35/45).
Match the concrete to the upper level.



With a trowel groove you get a perfect division line between **profilSTRAIL** and the concrete.



#3 / REMOVAL

Loosen the shifting prevention on both sides.
Insert a crow bar or an installation lever between two profiles.
Remove the profile carefully.

ACCOMPANYING DOCUMENTS

Operation manual: installation lever

Work instructions: assembly paste

PLEASE NOTE

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*** (Please observe any accompanying documents, only valid in their most current versions)**