



STRAIL[®]lastic **STRAIL[®]WAY**



STRAILlastic_A INOX 2.0 Installation instructions



Subject to technical changes / January 2023 / JBA



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STRAIL[®]astic_A INOX 2.0

These instructions describe the installation of **STRAILastic_A INOX 2.0** rail vibration damper absorbers with steel inserts and stainless steel fixing clips.

1 / ACCESS TO TRACK

The system can be installed whilst trains are running (i.e. on a live railway).

It is unlikely that a satisfactory rate of installation will be delivered with intervals between access and vacating the track of less than 5 minutes.

Ideally, work should be planned to provide clear periods for laying out the absorbers and clipping up on to the rails with teams working on following production sequence.

2 / INSTALLATION

Remove foreign objects and obstacles (stones, waist a.s.o) from the railfoot and railweb.

Clear a gap of approx. 40 mm between the rail foot and ballast for a smooth installation process.

Transport the **STRAILastic_A INOX 2.0** vibration damping absorbers to the installation site (Generally this is best done with a manually propelled flat bed trolley) unloaded by hand (each absorber weighs approx. 7 kg and will deliver on pallets, weight per pallet approx. 1 to)

Note: Have the site clearly pre-marked by the client/railway operator and identify sleeper bays where absorbers are to be omitted (from one or both faces of the rail profile), or modified to accommodate welds, earth bonding etc, to ensure rapid installation of the system.

Apply the **STRAILastic_A** contact coating (black) onto the rail contact areas (to the rail foot and the rail web) using a paint roller.



STRAILastic coating black 684:

Working temperature (component temperature) +5°C to +35°C

Storage: Cool and dry, protected from sun and frost

Note: Protect open buckets from rain.



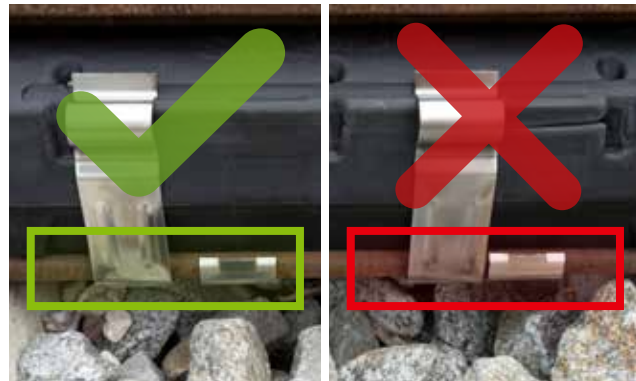
Place the **STRAILastic_A INOX 2.0** absorbers into the installation position on the rail profile (normally located centrally between adjacent sleepers) and press it in with left-right rocking movements.



When the indicator (see circle) is vertically flush with the rail foot the absorber should be in full contact with the rail profile, to the specified detail.



For each **STRAILastic_A INOX 2.0** absorber, normally one on each side of the rail, fit two fastening clips into profiled grooves on each absorber, making sure that the clips are evenly spaced and there are clear gaps between all 4 clips before springing them in to place.



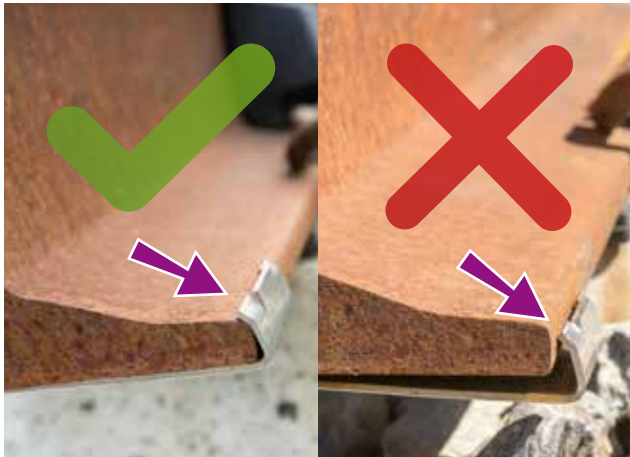
Important check – the opposing clips **must not touch** each other!



Afterwards, use the installation lever arrested on the rail head and **push** the clamps through under the rail foot and bring them into their final positions. The final position is indicated by a „click“ sound.



Final position of the fastening clamps on the side of the absorber.



The final position of the fastening clamps is correct if the two lateral straps on the clamp enclose the rail foot completely.



(Optional – Depending on rail infrastructure operator/owner) when installation is completed, fix the batch/job number labels to the absorbers, as required by the client. Typically this will be with self-tapping screws or ,gun'-fired staples.



If required, the length of a absorber can be reduced at each end by a strict maximum limit of 30 mm (using a low speed cutting tool – typically a hand saw or powered (reciprocating) equivalent).

This may be necessary to accommodate:

weld joints, rail fastenings, deviations in sleeper spacing or electrical bonding connections.

3 / INSTALLATION TIME

The time needed for installation depends on the individual conditions on site.

However, the following can act as reference: A team of 12 persons (3-4 installation tools) can do approx. 75 – 100 m of track in one hour (no check intervalls, depending on the train schedule).

Pre-condition: the necessary components had already been distributed at the rail.

4 / GRINDING OF RAILS, REPROFILING, TAMPING & OTHER TRACK MAINTENANCE

It is not necessary to remove **STRAILastic_A INOX 2.0** vibration damping absorbers when carrying out rail grinding, tamping, maintenance of track, measurements and checks or most other types of track work including use of ballast ploughs.

5 / SELECTIVE REMOVAL – DISASSEMBLY

5.1 / for rail welding, rail breakage

STRAILastic_A INOX 2.0 absorbers can withstand short and localised high temperatures, as normally expected with rail profile rebuilding and re-profiling.

For repairing rail breaks or build-up welding on a larger scale, the absorbers must be removed, and the procedure is described in 5.2.

After completing the welding work, the removed absorbers may require adjustment to the new track geometry and re-installed according to # 2 / **INSTALLATION**.

After a rail change, if the geometry is similar the removed absorbers can be re-installed.

5.2 / Disassembly

Removing STRAILastic_A INOX 2.0 Absorber



The clamp is pushed down with the backside of the installation tool and unlatches.

The **STRAILastic_A INOX 2.0** absorber can be levered out with the foot of the installation tool.

Alternatively a crow bar can be used to disassemble the absorbers.



Removing STRAILastic_A INOX 2.0 Absorber



5.3 / Reassembly

Refer to sequence # 2 / **Installation** and repeat assembly process.

PLEASE NOTE

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