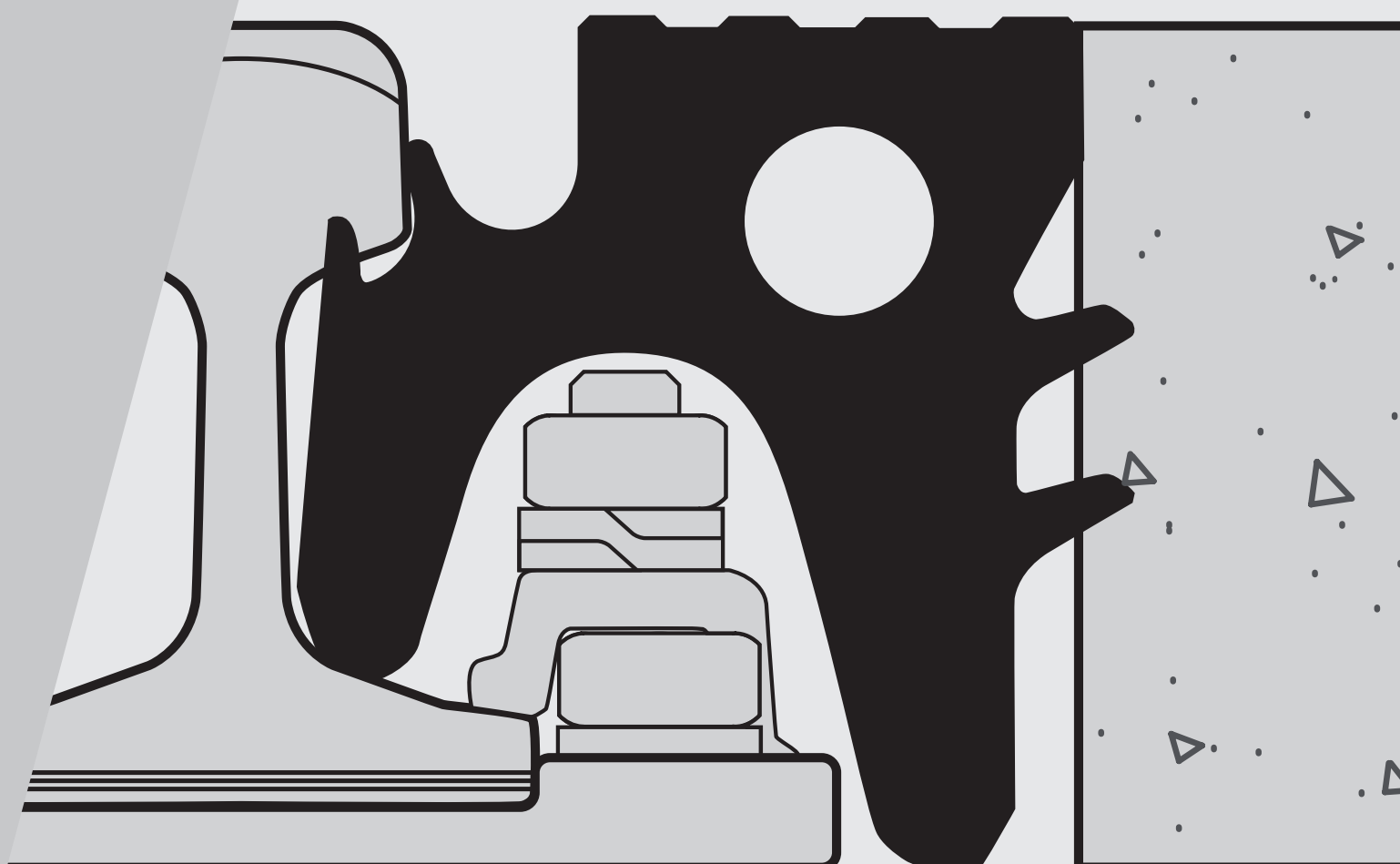


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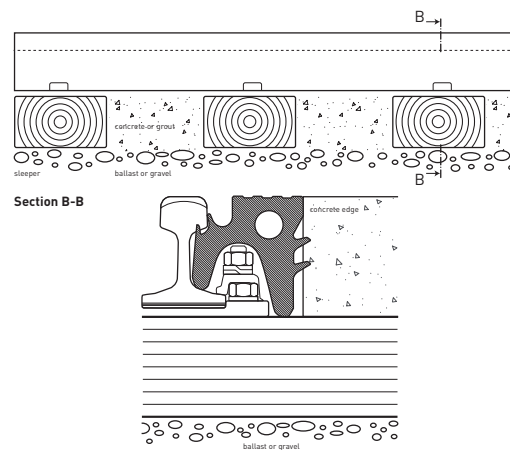
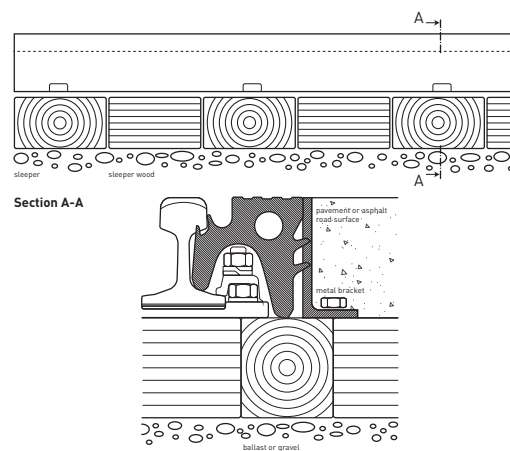
PHOENIX Rail Filler Profile

Installation Instructions



Installation Instructions

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AREAS OF APPLICATION

The PHOENIX Rail Filler Profiles are designed for railway crossings, industrial and crane tracks used by track-guided vehicles or cranes travelling at speeds of less than 20 km/h. There are usually no restrictions in respect to vehicle weight and speed for individual traffic which crosses the track at right angles.

MATERIALS

The rubber compound which is used for the Rail Filler Profiles is distinguished by its high level of elasticity and resistance to wear and weather.

TOOLS AND AUXILIARY MATERIAL

- Cutting:** Rubber knife, cutting jig and soapy water
- Installation:** Brush and soapy water (green soap + water 1:1), sledge hammer
- Adhesion:** Scraper for PU adhesive and brush or roller for cleaner e.g. G 500, PU adhesive.

1 DELIVERY, STORAGE



The Rail Filler Profiles are rolled up in several layers on wooden pallets in lengths of up to 20 m. They should be unloaded at the construction site preferably with a forklift or crane. Longer periods of storage should only be done in storage areas at room temperature, and it is recommended to store the profiles stretched out and unrolled. The Rail Filler Profiles should be unrolled one day before installation, in order to reduce any potential tension and for easier installation of the profiles.

2 PREPARATION OF THE INSTALLATION GROOVE

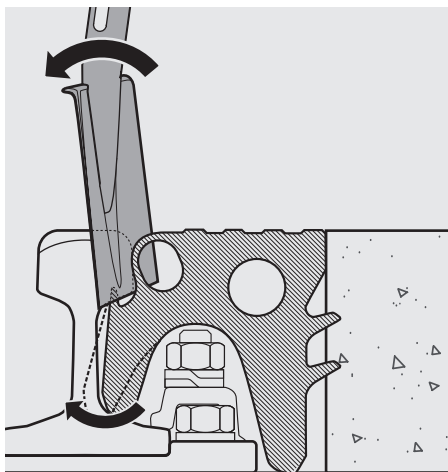
The groove next to the rail has to be built according to the dimensions of the corresponding drawings. The encasement to surround the rail and support the profile should be built of solid material such as concrete, steel or wood (see drawing). The exterior foot of the profile must remain on solid material (wood, concrete, and steel) throughout. Prior to installation all impurities must be removed from the rail chamber and the groove next to the rail.

3 INSTALLATION OF THE RAIL FILLER PROFILES



The friction surfaces of the profile feet must be moistened with soapy water. The Rail Filler Profile has to be initially pressed loosely into the groove and then brought into its final position using a sledge hammer.

It is possible to press Heavy Rail Filler Profiles into the groove using a vehicle (forklift, truck etc.). It is important to correctly position the two supporting legs of the profile, you will have greater success if you use a spade (see sketch) to slightly lift the profile head. This causes the profile feet, as shown in the drawing, to slip into the radius between the rail foot and the rail web.



4 ADJUSTMENT OF THE RAIL FILLER PROFILES



Any required cuts in the area of the rail fastening systems are made using a rubber knife. In order to minimise the frictional forces during cutting, the knife should be immersed in a bucket of soapy water. Good, clean 90° cuts are ensured through the use of a cutting jig.

5 CONNECTION OF TWO RAIL FILLER PROFILES



The ends of the rail filler profiles are cut at 90° angles with the cutting jig and initially cleaned over a length of 0.5 m using the G 500 thinner. The PU adhesive is prepared according to the manufacturer's instructions. The profile ends, as well as the lengths of the 0.5 m profile/rail contact area of the profiles have to be coated with PU adhesive. When joining the ends, ensure that the profiles in the joining area are slightly compressed. This causes the profile ends to be compressed at the joint. A tried and tested method of improving the alignment of the profile ends is to insert a short length of steel or plastic tubing, using PU adhesive, into the profile hollow space.



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