STRAILastic®

Sound protection systems

made in germany

THE GENTLE TRACK

We can close our eyes – but not our ears.

Fight the noise where it is generated, close to the track. This is the most effective way to reduce noise emissions.
For this reason, we place our products as close as possible to the rail and the railway clearance.
We take advantage of this short distance and install low sound protection products that do not have a separating effect on the landscape.

Our goal: High noise reduction and a clear view for residents and passengers.

Thanks to our sturdy yet elastic material, namely fibre-reinforced rubber, we succeed where others fail.

Hear the invisible.

STRAILastic_IP
The infill panel for fastening to railings.

STRAILastic_mSW 360
The mini sound protection wall fastened to the rail or directly on the sleeper.

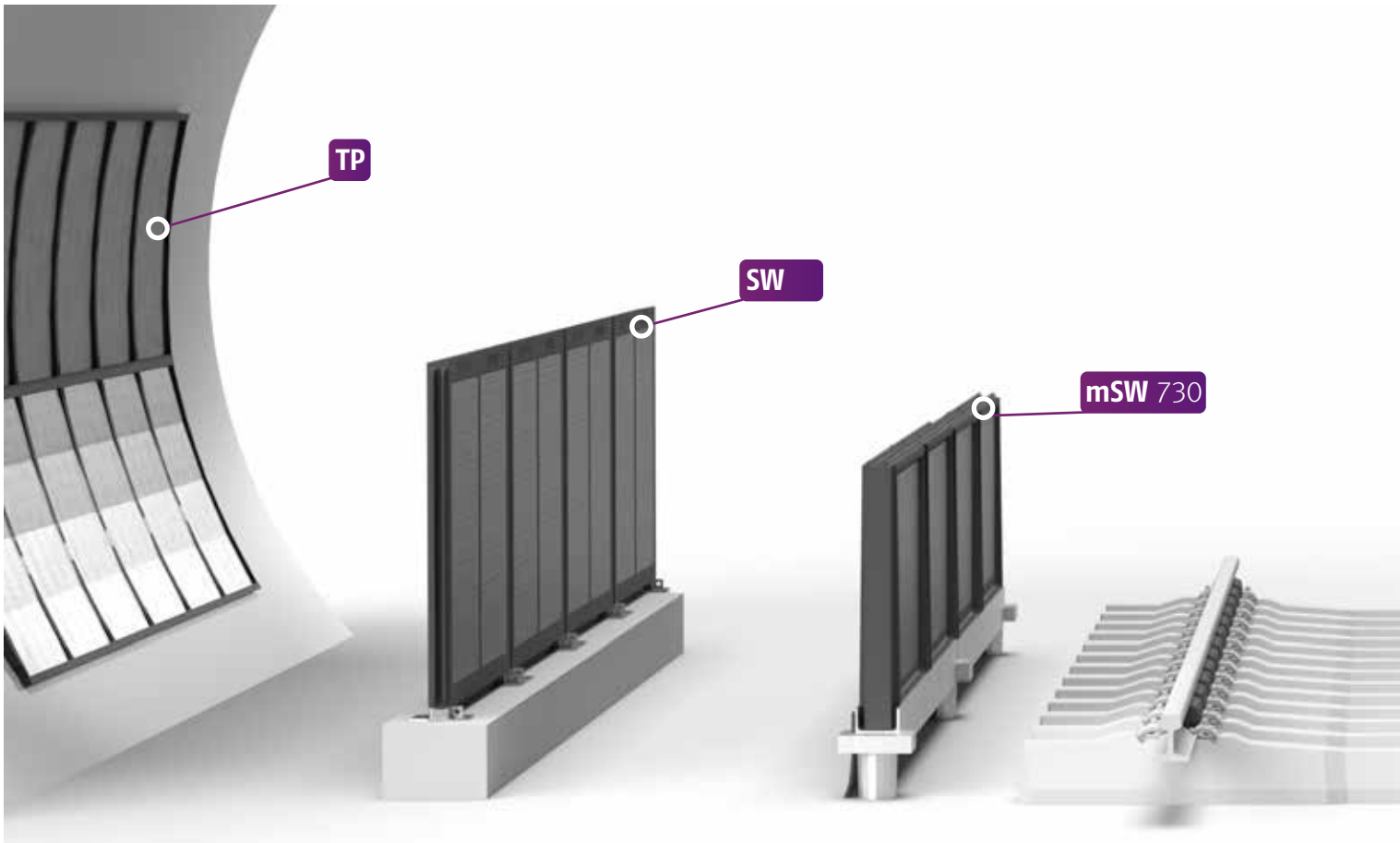
STRAILastic_mSW +
Further development of the mSW, attached to ground screws or the rail.

STRAILastic_SW
The sound wall, free-standing and freely positionable.

STRAILastic_A inox 2.0
The rail damper, directly at the source of the noise.

STRAILastic_WP
The wall panel is fixed directly to existing walls.

STRAILastic_TP
The tunnel panel adapts perfectly to the curvature in the tunnel.



SOUND PROTECTION

Your benefits - which all our systems offer.

- quick building permit -
Installation without foundation

- short blocking times -
quick & easy installation

- break-proof -
fibre-reinforced rubber compound

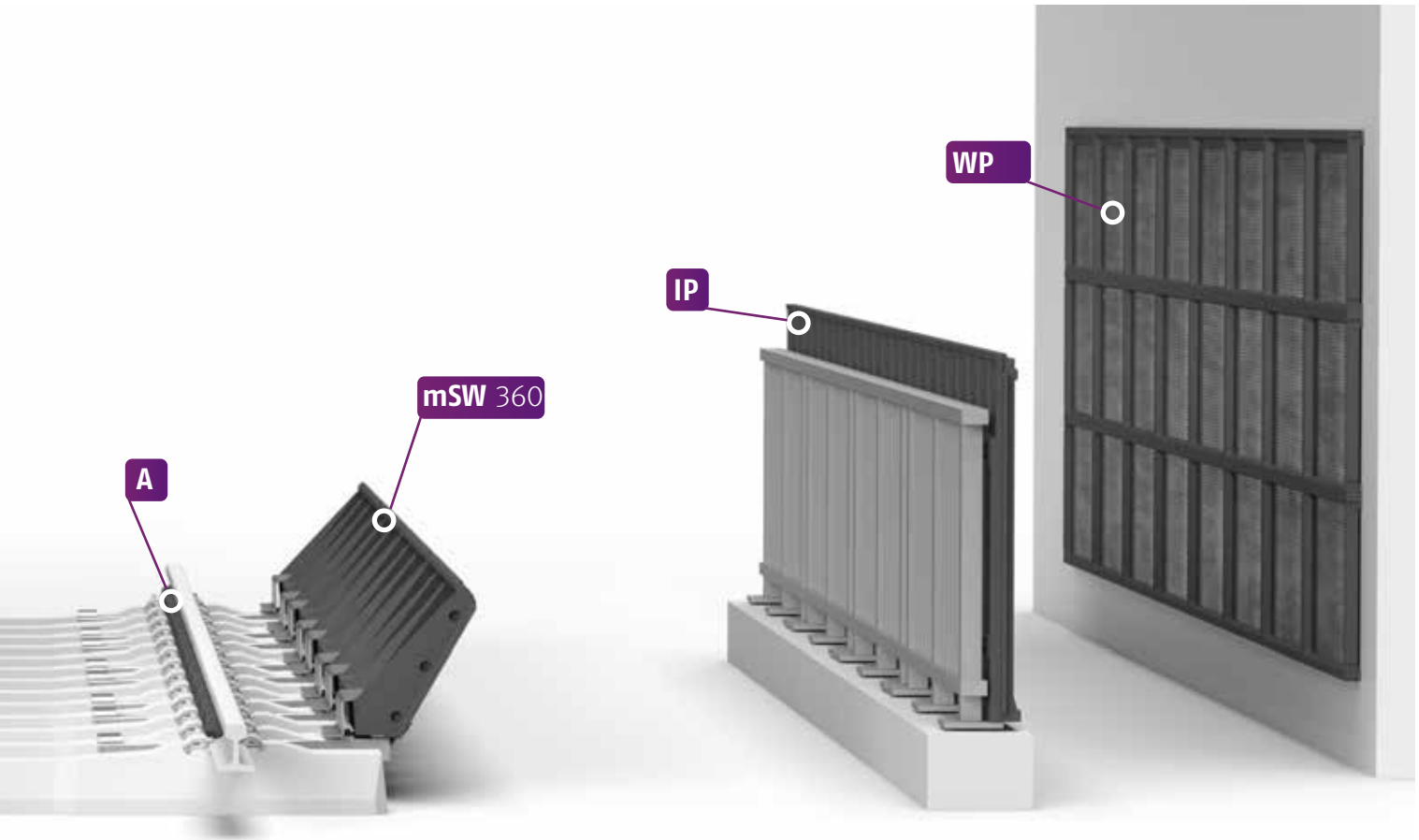
- UV & ozone resistant -
EPDM coated

- defuse noise hot spots -
fast delivery time

- no material fatigue -
due to vibrations

- full noise protection -
one- and two-sided installation

- free view -
at the border of the clearance area



A inox 2.0

The rail damper

STRAILastic_A inox 2.0 rail dampers reduce the vibrations of the rail and the resulting sound emission through their adjusted material properties.

The rail damper consists of vulcanised virgin rubber with steel insert and stainless steel clamps for fastening.

Fastened in the rail web, it is not necessary to remove the rail damper for track maintenance.

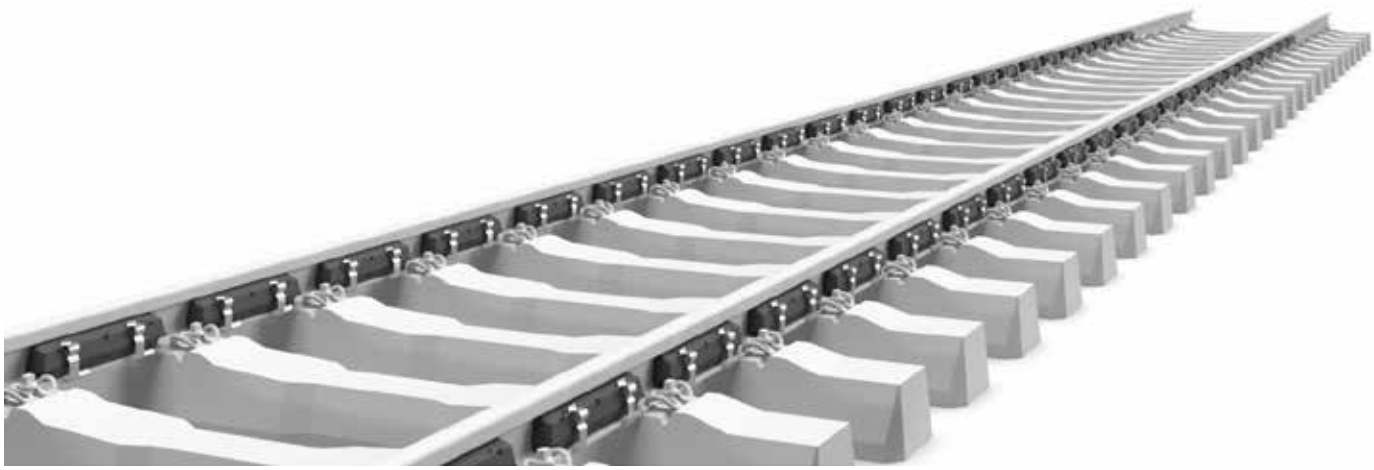
Data

Dimension element
Individual configuration varies depending on the superstructure

Fastening
2 clamps per damper

Weight
approx. 40-60 kg/m track

Allowed speed
≤160 km/h




Sound protection times 3
Three products, one result – silence!
In Nordhorn, three systems from STRAILastic were installed on a construction site for the first time.
The client, Bentheimer Eisenbahn AG, is very satisfied with the result.
But read for yourself www.strailastic.com

mSW 360

The mini sound protection wall

The mini sound protection wall is installed just barely outside the clearance area. Neither the metal substructure, nor the fibre-reinforced mini sound protection wall touches the clearance area.

STRAILastic_mSW 360 is fastened with just a few screws to the metal substructure, which in turn is fixed to the rail.

This also allows a quick disassembly for maintenance work. The metal substructure does not have to be dismantled for these.

Experience has shown that approx. 30-40 m **STRAILastic_mSW 360** can be installed per hour.

Data

Height above TOR
approx. 380 mm

Distance center of track
approx. 1,600 mm

Dimensions element
1,800 mm x 550 mm

Fastening
Steel substructure at rail foot

Weight
approx. 85 kg/m track

Allowed speed
≤ 160 km/h

mSW +

Data

Height above TOR
varies: 730 mm - 1,250 mm

Distance center of track
approx. 1,800 mm

Dimensions element
varies

Fastening
Ground screws or isolated substructure at rail foot

Weight
varies

Allowed speed
≤ 120 km/h

The mini sound protection wall with the height +

The new versions of the established **STRAILastic_mSW 360** supplements the system with higher noise barriers.

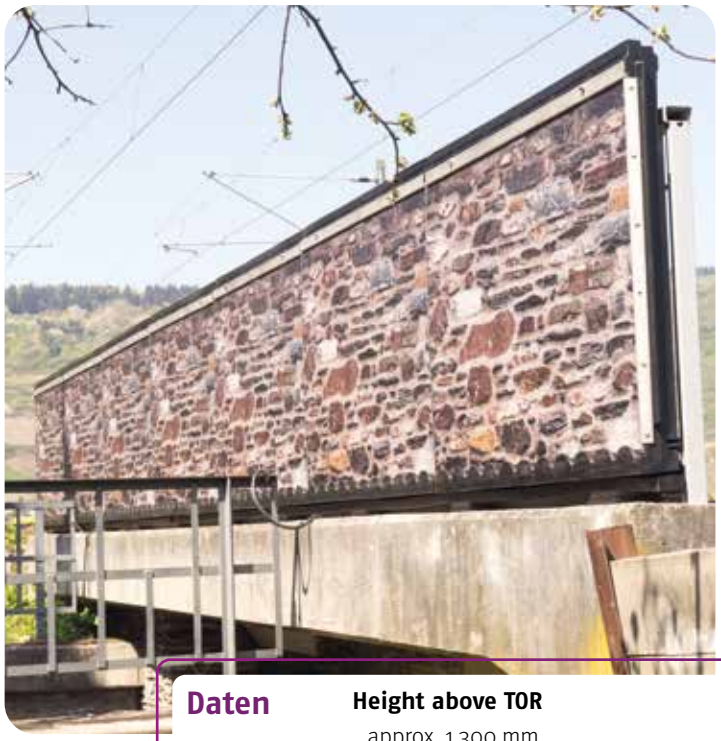
Due to its higher construction, they cover more surface area and gaining even more effect in the area of the wheel.

They are fastened directly with ground screws or to both rails with an insulated, decoupled substructure.

STRAILastic_mSW + consists of following types: **730**, **930** and **1,250**.

Optional customized printed panels can be installed.

IP



The infill panel

Sound insulation you can hear, but not see -

STRAILastic_IP uses existing structures.

Presented in 2014 › Since then, the fibre-reinforced infill panel has been playing to its strengths, especially on bridges and retaining walls in exposed locations.

One of these is the vulcanised fastening rail for mounting, so that the infill panel can be mounted on railings provided for this purpose, either inside or outside.

In addition, it is possible to attach individually printed panels on the outside.

Daten

Height above TOR
approx. 1,300 mm

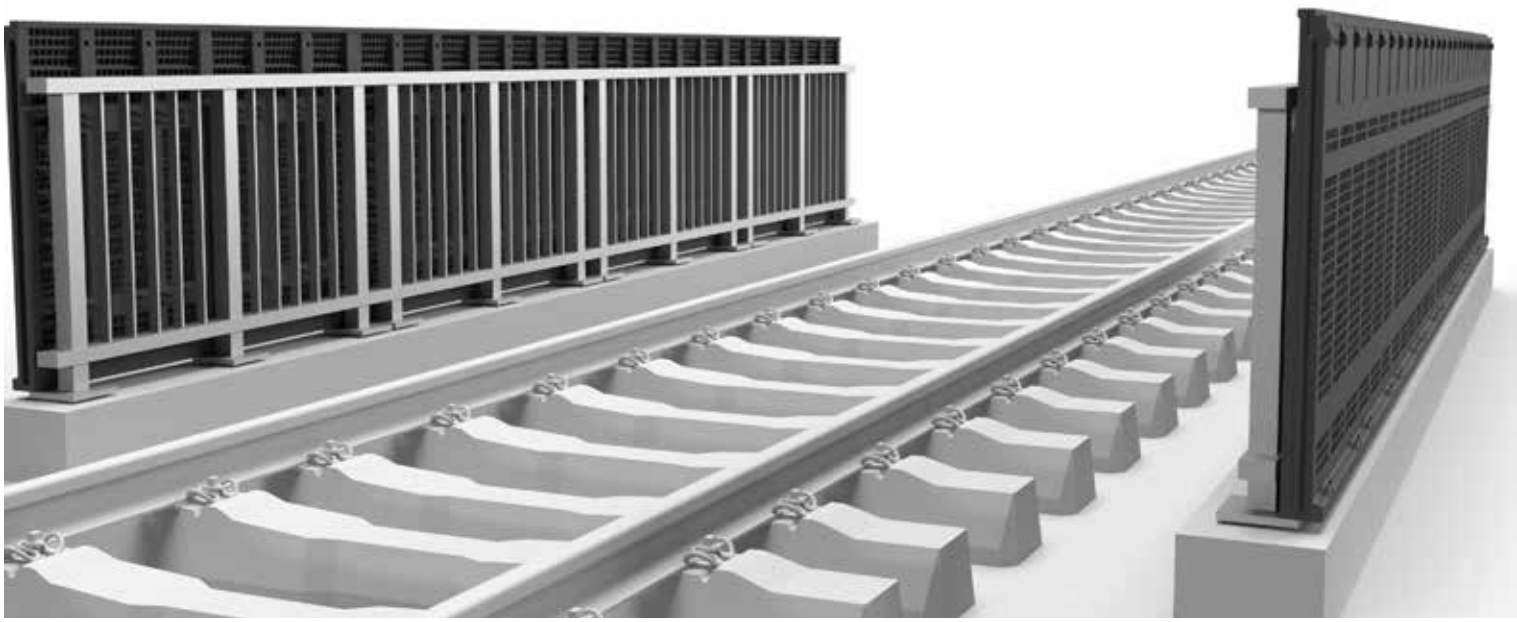
Distance center of track
› 3,300 mm

Dimensions element
1,800 mm x 1,250 mm

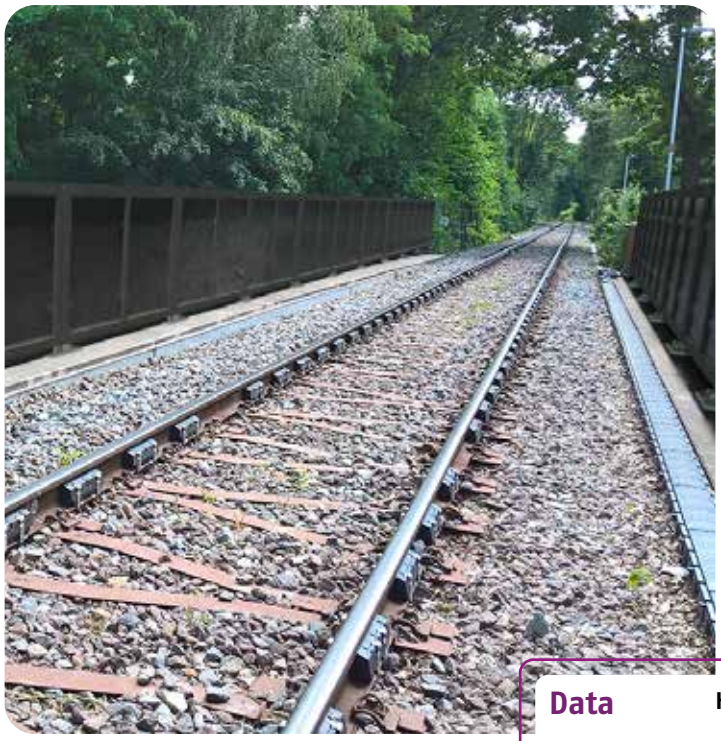
Fastening
Railings (Ril. 804.9060), others upon request

Weight
approx. 140 kg/m track

Allowed speed
≤160 km/h



SW



The sound wall

The new **STRAILastic_SW** is our first system that can be placed almost anywhere.

A noise barrier that can be installed without a railing. This is possible thanks to our patented manufacturing process. The metal fastening is already integrated into the rubber noise wall.

STRAILastic_SW can therefore be freely placed and screwed to existing substructures.

Alternatively, it can also be fastened with ground screws or on prefabricated foundations from **STRAIL**.

Equipped with the new absorbent acoustic surface and optionally individually printed panels.

Data

Height above TOR
approx. 1,300 mm

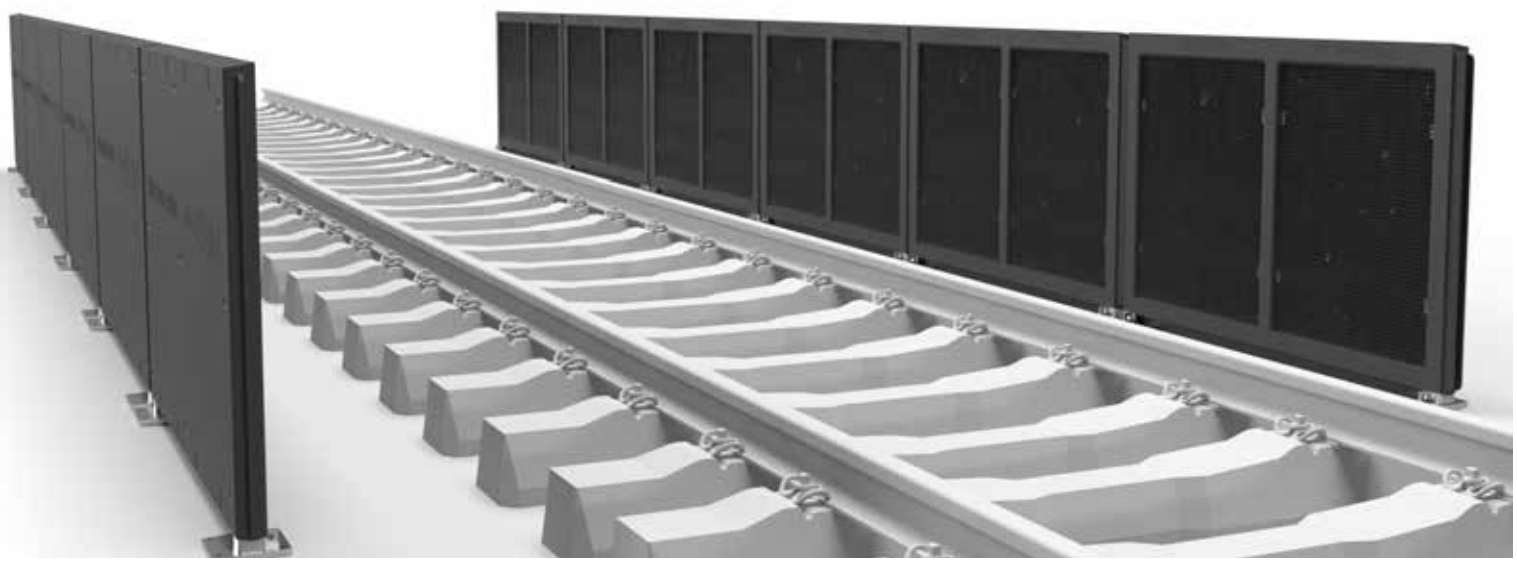
Distance center of track
› 3,300 mm

Dimensions element
1,800 mm x 1,250 mm

Fastening
Base plates and anchors

Weight
approx. 210 kg/m track

Allowed speed
≤160 km/h



TP

The tunnel panel

STRAILastic_TP was specially developed for use in tunnels. Due to a predefined curve, it perfectly adapts to the shape of the tunnel.

The panels are attached directly to the tunnel wall with mounting rails, so you can replace individual panels at any time.

The extreme pressure and suction forces that arise in a tunnel are also withstood by the new absorbent acoustic surface.

For the first time, screwless fixings are used with **STRAILastic_TP** and **_WP**.

Fewer individual parts › less maintenance in the tunnel.

Data

Height above TOR
varies

Distance center of track
clearance area

Dimensions element
varies

Fire class
on request

Fastening
directly on tunnel walls

Weight
approx. 40 kg/m track

Allowed speed
≤120 km/h

WP

The wall panel

STRAILastic_WP is an adaptation of **STRAILastic_TP**. The panels are manufactured without defined curve.

The straight panels can be placed in subways, walls or at the entrance to the tunnel.

Optionally, the **STRAILastic_WP** is available with the same fire protection class as **STRAILastic_TP**.

Data

Height above TOR
varies

Distance center of track
› 3,300 mm

Dimensions element
varies

Fastening
with support rail on retaining walls

Weight
approx. 140 kg/m track

Allowed speed
≤160 km/h

EFFECTIVENESS 2.0

The highly absorbent acoustic surface - the next generation of sound insulation!

Surface 2.0 – the next generation.

From now on, new sound protection systems from **STRAILastic** will be equipped with the new generation of the **highly** absorbent acoustic surface.

Constructed from several layers and materials,
it combines all the advantages of the individual materials.
The basic material remains the durable and stable rubber compound.

The insulating effect of the elements and properties of rubber
are now complemented by a highly absorbent surface.

Three components - one highly effective product

STRAILastic_IP, _SW, _TP, _WP *and all* ***_mSW*** *currently use the highly absorbent acoustic surface.*

the gentle track.

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