

MANUAL



PARALLEL SLIDE RAIL SYSTEM DG-PV

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TRENCH SHORING SYSTEMS FROM SHORING PROFESSIONALS

Trench shoring equipment

Production - Sales - Rental - Service

These instructions for use must be presented to the building site personnel.

1. General purpose of use

Extremely stable and solid slide-rail system with a pipe culvert height of up to 2.60 m. When the system is used as directed, the shoring can be performed with the occurrence of virtually no settling.

2. Specifications DG PV 600

Max. pipe culvert height:	2,600 mm (or more with job side specific engineering)
Rail length:	6,000 mm
Rail weight:	1225 kg
Slide weight:	377 kg
Spacer weight:	(Length [m]-0,5 m)x83,2 kg + 27,4 kg
Max. bending moment:	694,0 kNm

3. Safety regulations

WARNING

We refer to the fact that the above shoring system is only for the intended use and may only be assembled, installed, dismantled and unmounted in the sequence listed under points 4 - 7, exclusively with the use of all relevant "original construction elements".

The shoring plates used are slide-rail plates of the KRA/KRI VS 100 type (plate thickness 105 mm) and KRA/KRI VS 120 (plate thickness 125 mm). If this is not observed, the manufacturer's liability and warranty are invalid. Observe the load-bearing capacity of the shoring elements.

Note:

All of the requirements of BG-Bau (the professional association) as well as DIN 4124 "Excavations and trenches, embankments, workroom widths, shoring" are applicable. In the event of conditions deviating from the standard conditions, construction site statics must be prepared.

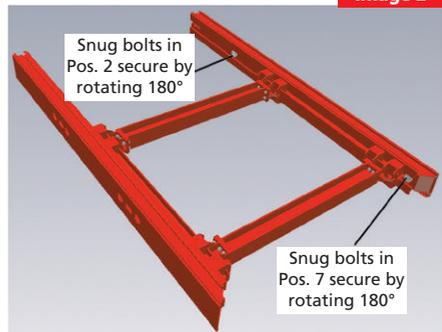
4. Assembly:

Sufficiently tighten the sliding frame consisting of two slides, and the intermediate parts required for the trench width, according to Fig. 2, with screws DIN 6914 M24x85-10.9 HV, nuts DIN 6951 M24-10 and discs DIN 6916. All screw connections must be checked after each dismantling of the shoring elements and retightened if necessary. The screw tightening torque is 750 Nm and the width across flats of the HV screws is 41 mm. Thread the sliding frame according to Fig. 2 into the guide with the rail lying flat. Only an appropriate lifting device may be used. Existing lifting eyes must be used.

After threading, insert the snug bolts into the corresponding apertures pos. 2 and pos. 7 in the rail and secure them by rotating 180°. Then thread a second rail into the sliding frame using the lifting eyes on the back of the rail and secure with bolts in pos. 2 and pos. 7 as described above. After erecting the rails, check the securing effectiveness of the bolts.

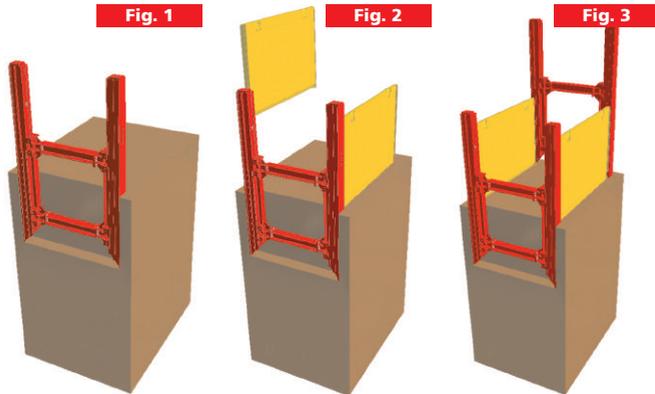


Image 2



5. Installation

- a) At right angles to the shoring direction, excavate a trench with a length equal to the shoring width and a depth of approx. 2.00 m. Press the mounted slide-rail pair into this trench (Fig. 1) so that it can no longer fall over. In the case of unstable ground, e.g. sand, the rail pair should be secured against falling over using the excavator and an appropriate lifting accessory. The rail bolts in pos. 2 and pos. 7 limit the travel of the slide to 800 mm. During this entire installation phase, nobody may be present in the danger area.
- b) Pick up each shoring plate with an appropriate lifting tool, thread it into the outer guides of the slide rails and align it. To align the plates, cables must be attached to the pulling eyes of the plates (Fig. 2).



- c) Position a second preassembled slide-rail unit over the free ends of the plate pair, thread it into the guides and lower it (Fig. 3). To align the slide-rail pair here, cables should again be attached to the lower pulling eyes of the slide.
- d) As the excavation proceeds, both the plates and the slide rails are pressed down alternately. The possible upward travel of the rails is limited by the snug bolts in pos. 2 and pos. 7 of the rails, and amounts to 800 mm (Fig. 4). No later than when this upward travel is reached, the cross-beam must be pressed down until the limit due to the snug bolts in pos. 7 of the rails is reached. Avoid hitting it with the scoop of the excavator. Otherwise, damage to the bolts or other parts is unavoidable.

