

# Double slide rail system

## Linear shoring



Suitable for concrete poured in-situ, linear shoring can be adapted flexibly to suit project requirements and leaves the soil outside the trench largely unaffected, with no adverse impact on buildings and traffic flow. The use of overlapping linear shoring is also a benefit when operating at greater depths.

The inner and outer panels are held in vertically installed rails so that they can slide past each other. Since the extraction forces are much lower than on most other shoring systems, this improves the overall economy of the system, particularly in deeper trenches. Rigid bogie cars, height-adjustable to suit the increasing depth of the excavation, keep the beams and shoring panels at a uniform distance apart, and the trench width stays the same at all stages of the project. This noticeably improves the efficiency, speed, quality and cost-effectiveness of the process, with a key benefit of the system being contributed by the design of the beam, i.e. only with linear shoring is it possible to pivot the shoring panels in from the side.

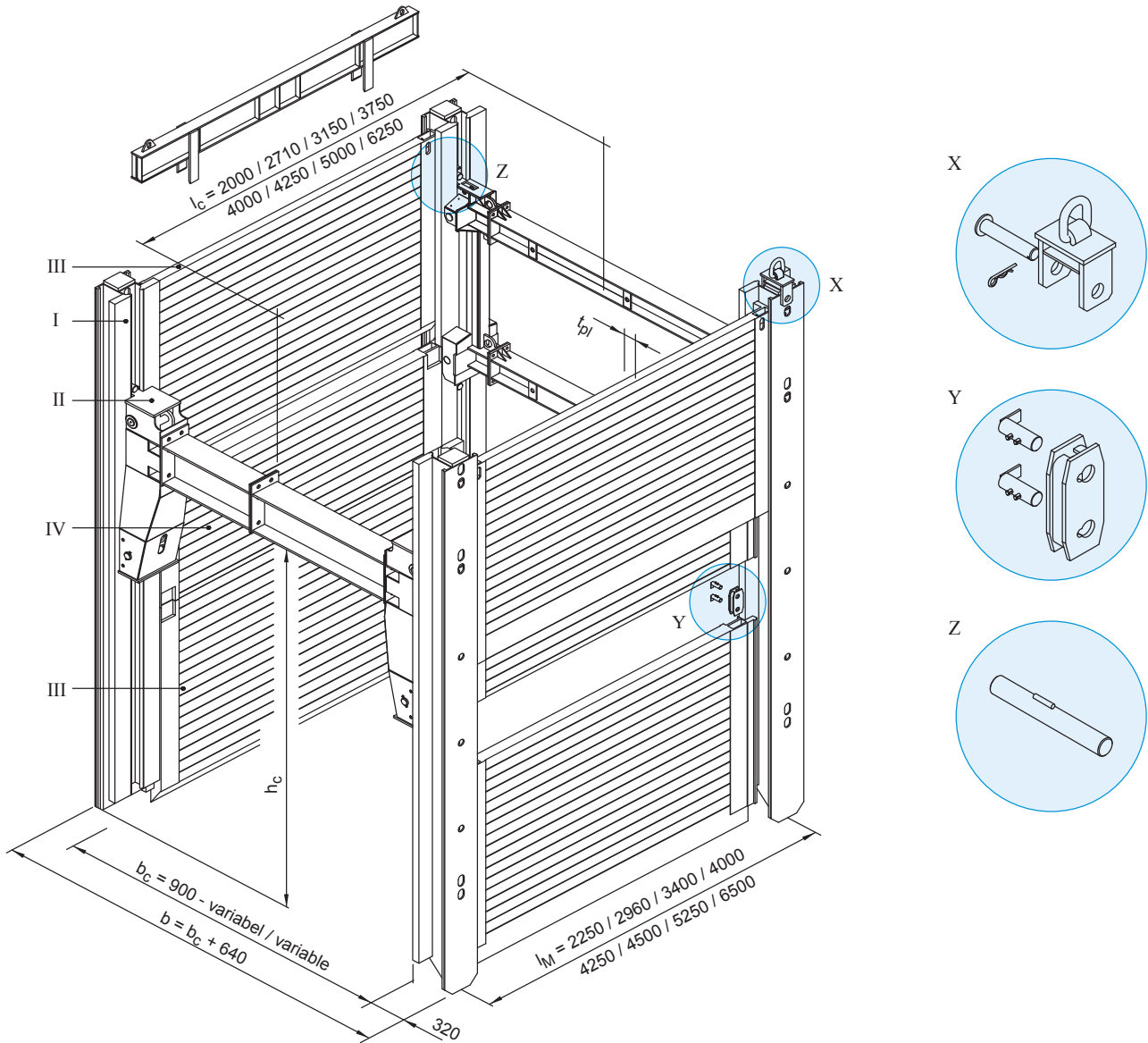
### Basic data

Module length	2,25 m - 6,50 m
Length slide rail	5,13 m - 9,13 m
Panel height	1,32 m / 2,32 m
Pipe culvert height	variable
Trench width	variable, see page 32-33

### Advantages

- Economical shoring solution for very deep and/or wide excavations
- Low extraction forces
- Trench width constant in all construction phases
- Suitable for in-situ concrete
- Ideal for use in towns and city centers

Double slide rail Linear shoring with U-type or rectangular boogie car



(All dimensions in mm. The details of length of pipe opening  $l_c$  refer to the rectangular boogie car.)

I	Linear shoring support	$l_c$	Pipe culvert length	X	Pull adapter
II	Boogie car	b	Shoring / trench width	Y	Connector
III	Base panel	$b_c$	Inner width	Z	Pin
IV	Top panel	$h_c$	Pipe culvert height		
$l_M$	Module length	$t_{pl}$	Thickness		

Slide rails, Panels and Accessories; see page 29