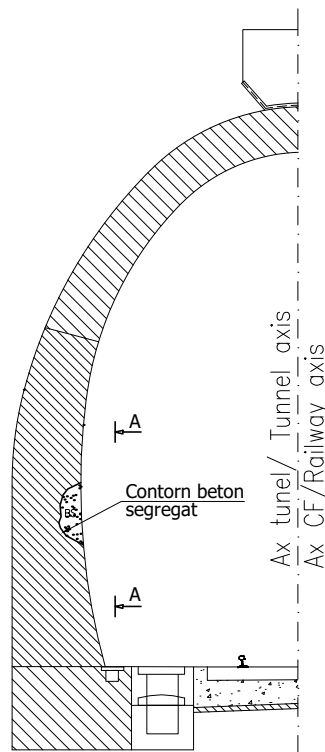


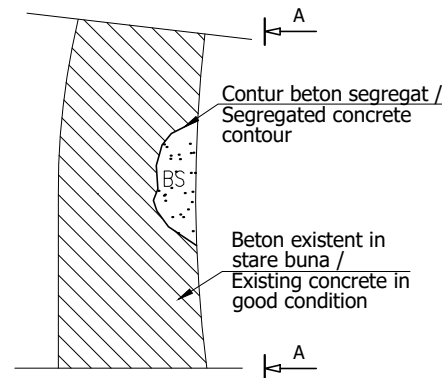
SECTIUNE TRANSVERSALA/CROSS SECTION

1:100

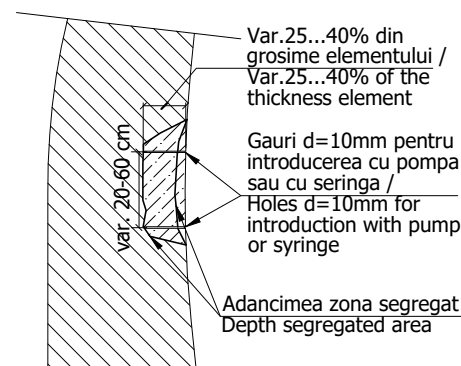


SECTIUNE 1 - 1 / SECTION 1 - 1
1:50

Defecte / Defect



Solutie / Solution



Nota 2:
Acest tip de interventie se aplica pentru urmatuare tuneluri: VIR, FENES.

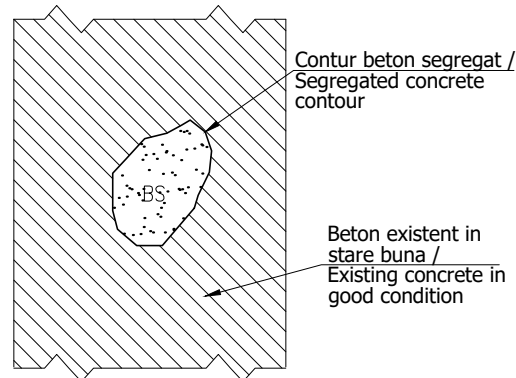
Note 2:
This type of intervention applies to the following tunnels: VIR, FENES.

Nota 1:

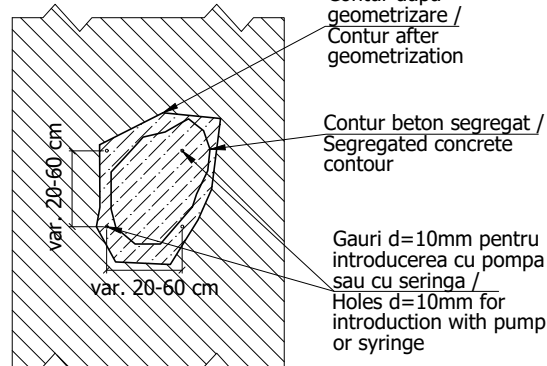
1. Stabilirea zonelor ce urmeaza a fi injectate;
2. Stabilirea locurilor orificiilor de injectare, astfel incit sa fie dispuse la distanta de 20...60cm, in fuctie de porozitatea zonei;
3. Pregatirea tubului IPV sau PVC de 5...7cm lungime in fuctie de procedeu de remedie (manual sau cu pompa);
4. Tencuirea intregii suprafete segregate pe toate fetele accesibile cu mortar de ciment;
5. In anumite situati cind zonele segregate sint de adincime mari, se creiaza prin perforare cu masina rotopercutanta orificii de injectare cu & 10...20 cm si adancime de 25...40% din grosimea elementului, dupa care se continua ca la punctele 3 si 4,
6. cu circa 24 ore inainte de inceperea injectarii se va face verificarea continuitatii dintre punctele de injectare, introducindu-se in orificii apa sau aer sub presiune.

VEDERE A - A / VIEW A-A
1:50

Defecte / Defect



Solutie / Solution



Note 1:

1. Establishing the areas to be injected;
2. Establishing the places of the injection orifices, so that they are arranged at a distance of 20 ... 60 cm, depending on the porosity of the area;
3. Preparation of the IPV or PVC tube of 5 ... 7cm length depending on the remediation procedure (manually or with pump);
4. Plastering the entire segregated surface on all faces accessible with cement mortar;
5. In certain situations when the segregated areas are of great depth, injection holes with & 10...20 cm and depth of 25 ... 40% of the thickness of the element are created by perforating with the rotary percussion machine, after which it is continued as in points 3 and 4,
6. About 24 hours before the start of the injection, the continuity between the injection points will be checked, introducing water or pressurized air into the holes.



CLIENT / CLIENT

C.N.C.F. "C.F.R." - S.A.



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Studiu de Fezabilitate pentru Reabilitarea liniei feroviare Craiova - Drobeta Turnu Severin - Caransebes, parte a Coridorului Orient/Est Mediteranean - Feasibility Study For The Rehabilitation Of The Railway Line Craiova - Caransebes

Proiect/Project
74 / 2018
Faza/Phase
S.F.

Denumire / Title :

Lucrari de reabilitare ale tunelurilor - solutie pentru beton segregat
Tunnel rehabilitation works - solution for segregation concrete

Codificare / Codification System

E 2 1 8 0 S F 0 0 W Z T U 0 0 0 0 0 6 A

Istoricul reviziilor / Revision History

Rev.	Data/Date	Descriere Modificare / Modification description
1		
2		
3		
4		

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