



## LOW VIBRATION TRACK (LVT)

# Track adjustment and Component substitution

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## **Component replacement and Vertical adjustment procedure**

If an LVT component requires replacement or if vertical adjustment becomes necessary, the following procedure applies:

1. The rail fastenings are released over a length of approximately 10 metres (30 feet) on both sides of the work area.

2. The rail is lifted with two or more (depending on the length of the work area) standard rail jacks as shown below or equivalent equipment, the affected concrete blocks remaining fastened to the rail.



3. Once the base of the concrete blocks clears the track concrete by a maximum height of 200 mm (8 inches), the rail is secured in place.





- 4.1 If a block pad or rubber boot needs to be replaced, that component is removed and substituted with a new one.
- 4.2 If a concrete block needs to be replaced, the corresponding cavity in the track concrete is covered with plywood, the rail fastenings are dismantled, the block is lowered onto the plywood and slid away, a new block is slid under the rail and the rail fastenings are re-assembled and tightened.
- 4.3 If vertical adjustment is required, shims of appropriate thickness are inserted under the concrete blocks (over the block pads) up to a maximum adjustment height of 25 mm (1 inch).
5. The rubber boots are pulled up onto the concrete blocks and secured in place.
6. The rail is lowered back into its original position.

The manufacturing tolerances specified for the rubber boot and block pad dimensions and the resiliency of their materials provide for direct interchangeability.

For concrete block replacement purposes, it is recommended to specify tight dimensional tolerances or to set aside spare blocks with a rail seat depth and base dimensions near the minimum tolerance, thus ensuring that new blocks will fit in the track concrete cavities left by damaged ones.