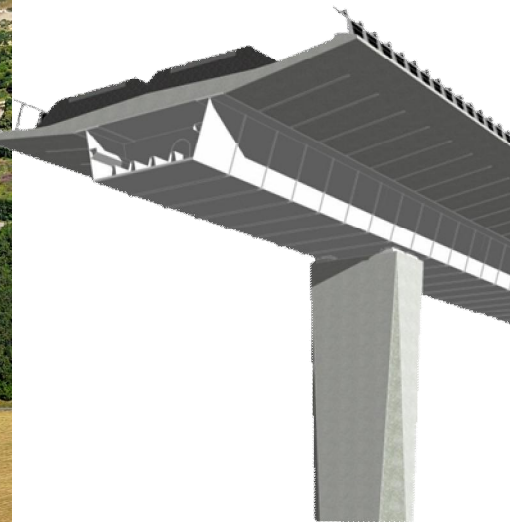


Dansk Brodag 2016

Den ny bane København-Ringsted TP 30



Christian Riis Petersen
ISC Rådgivende Ingeniører A/S



TP 30

banedanmark



Bygherre

Totalentreprenør

Totalrådgiver

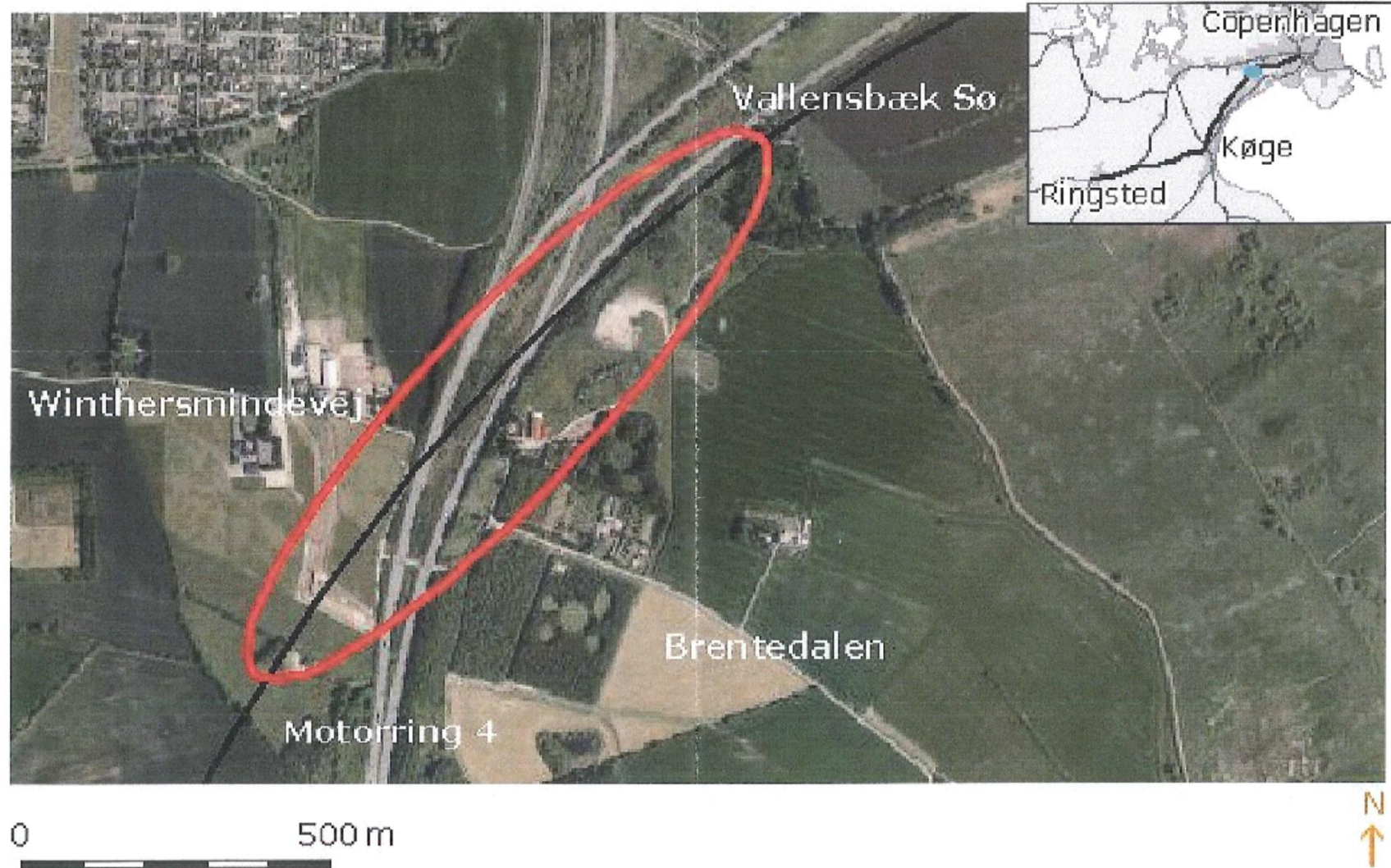
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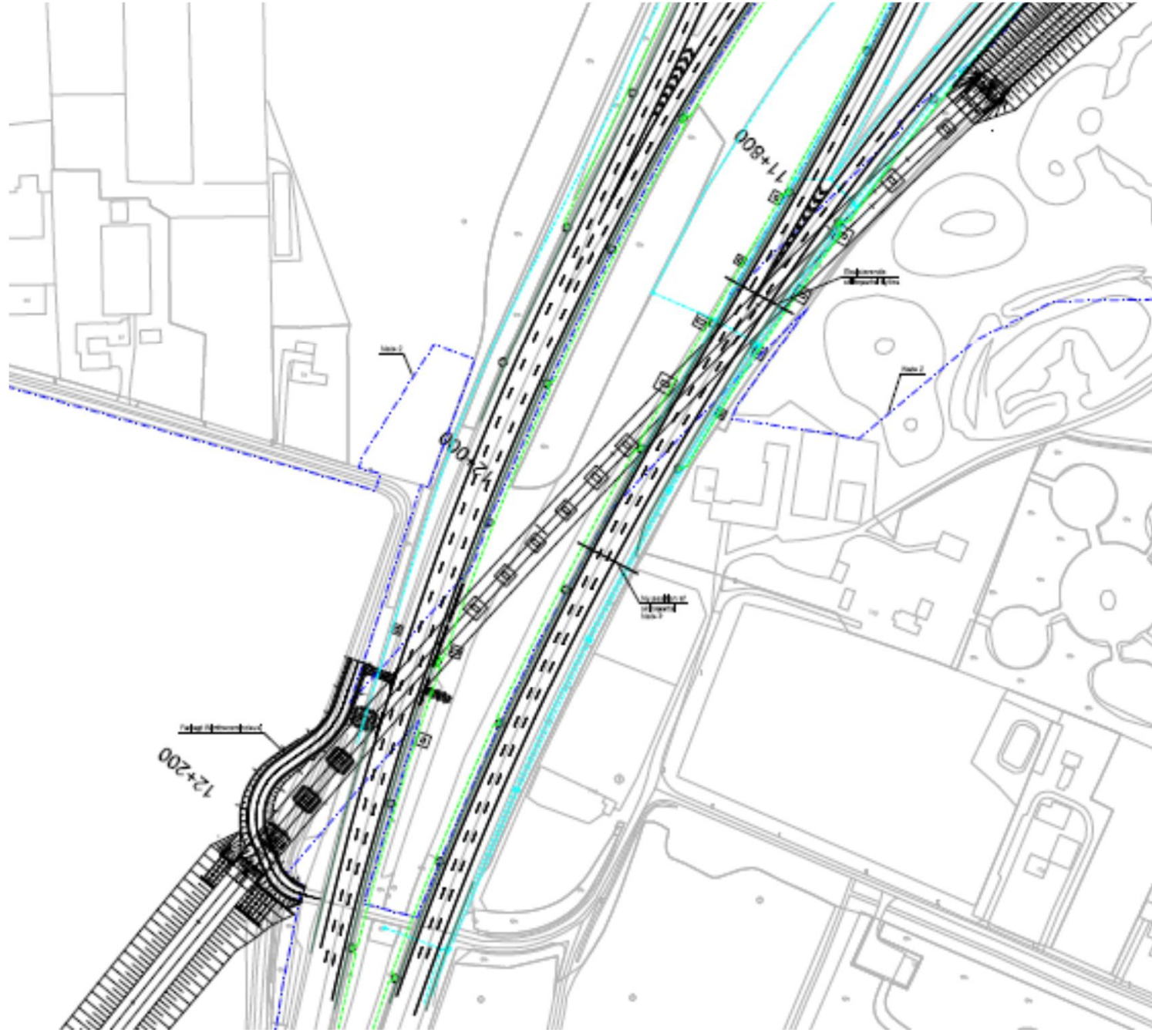
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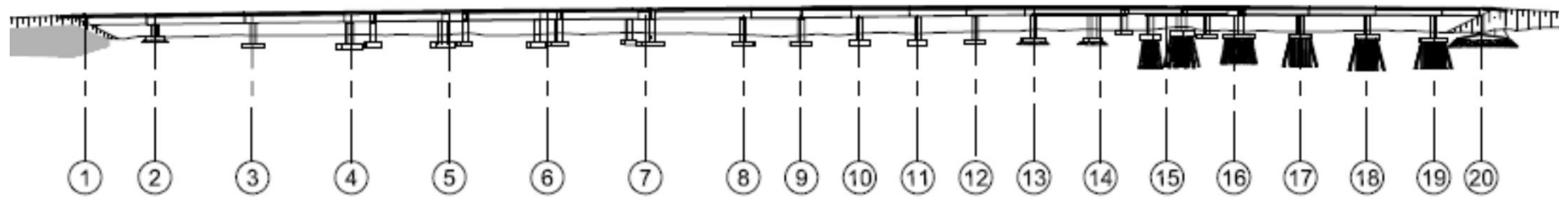
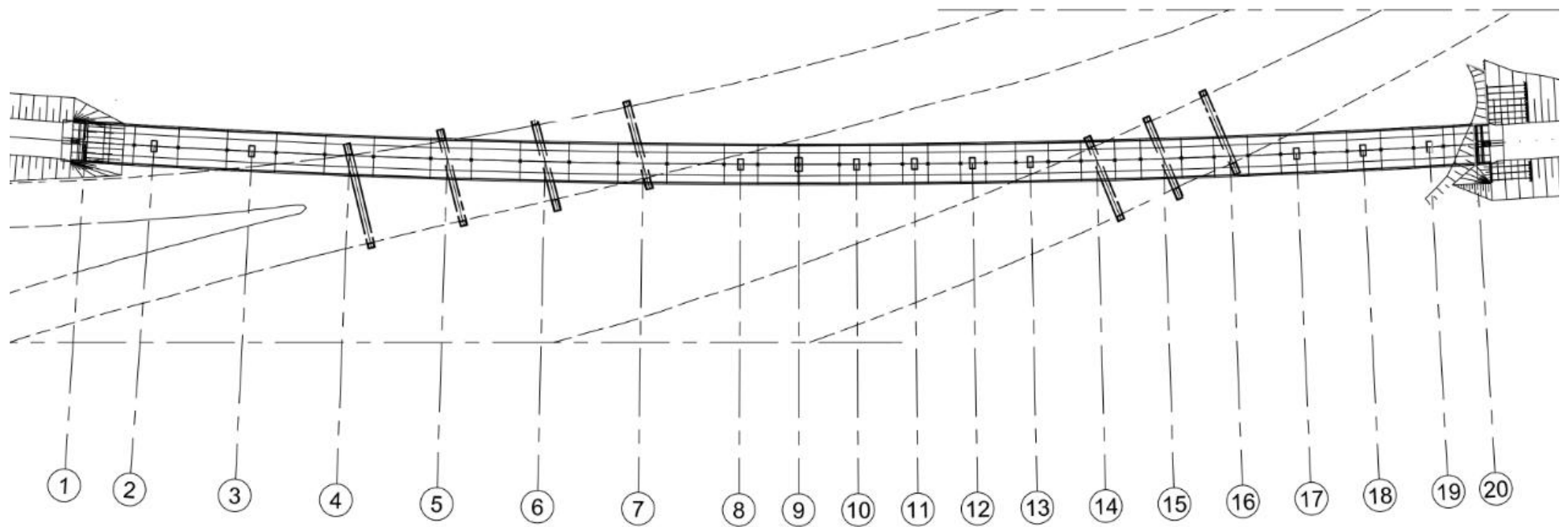


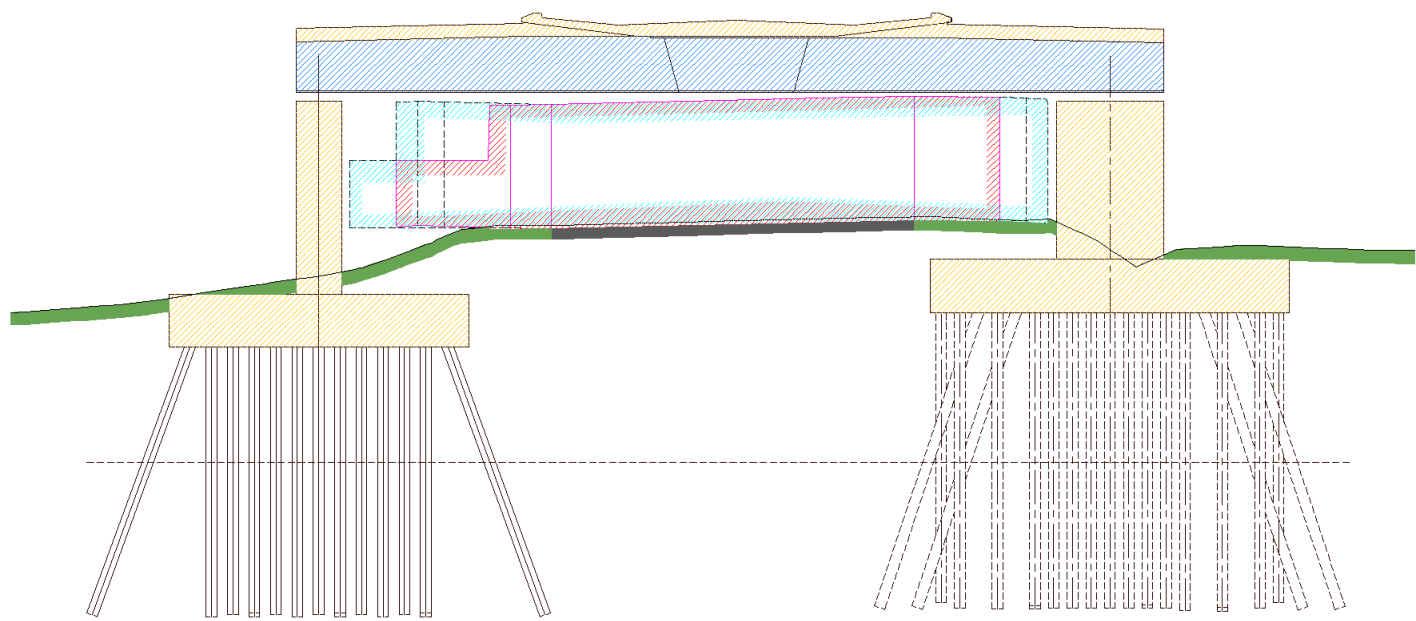
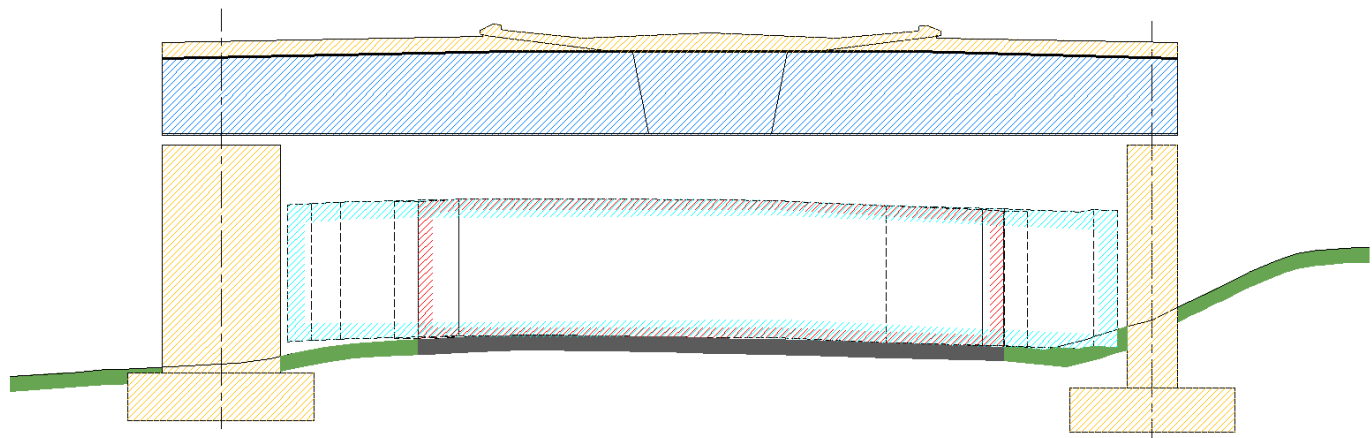
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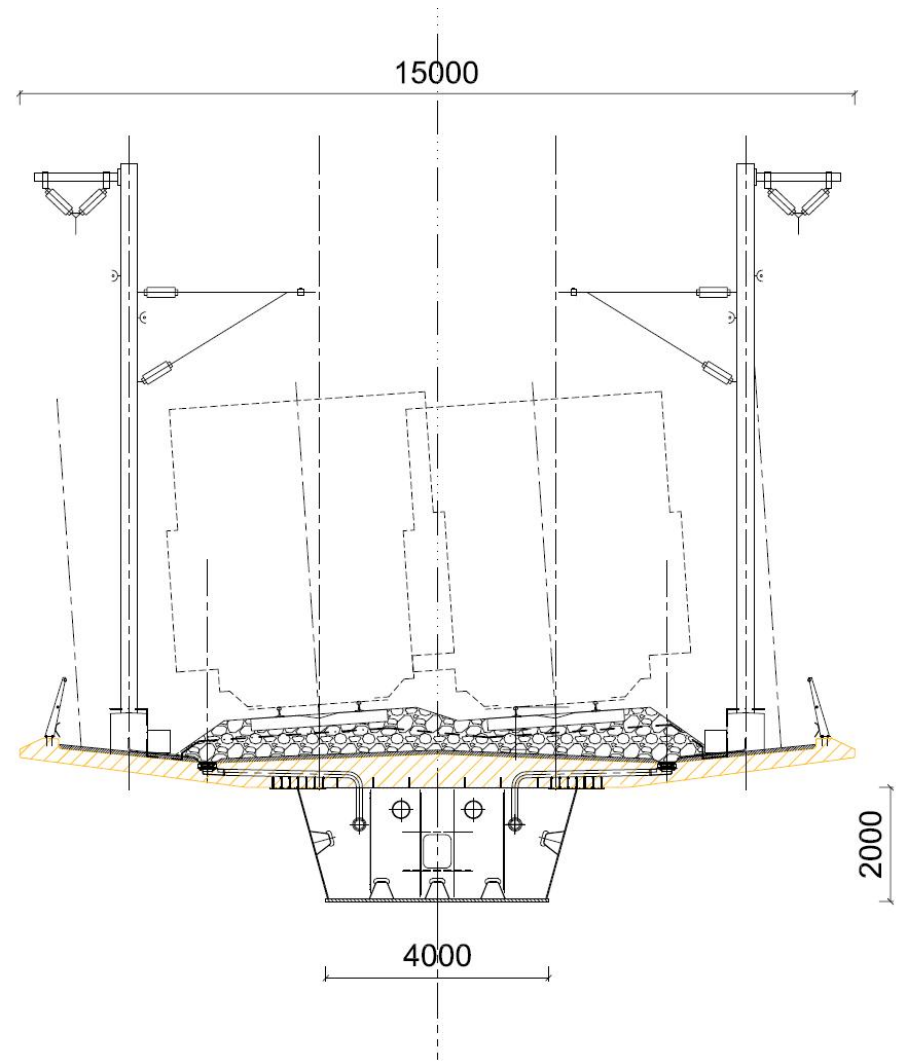
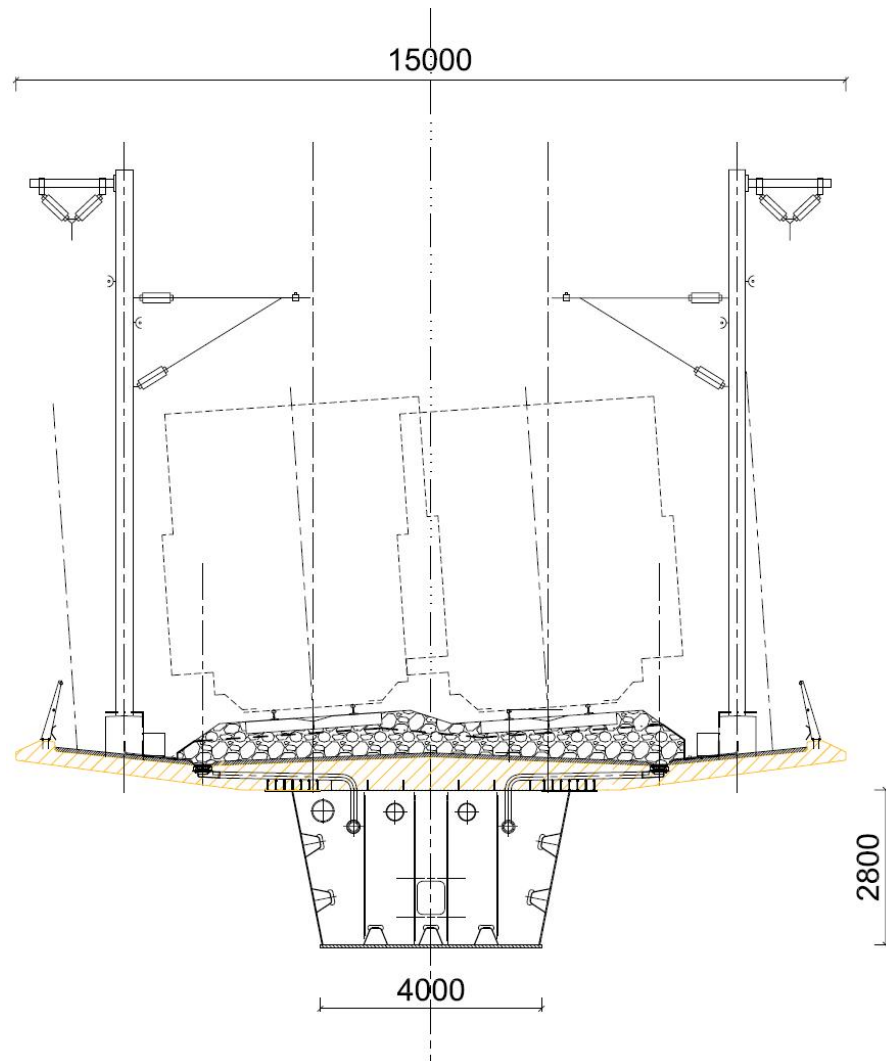


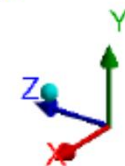
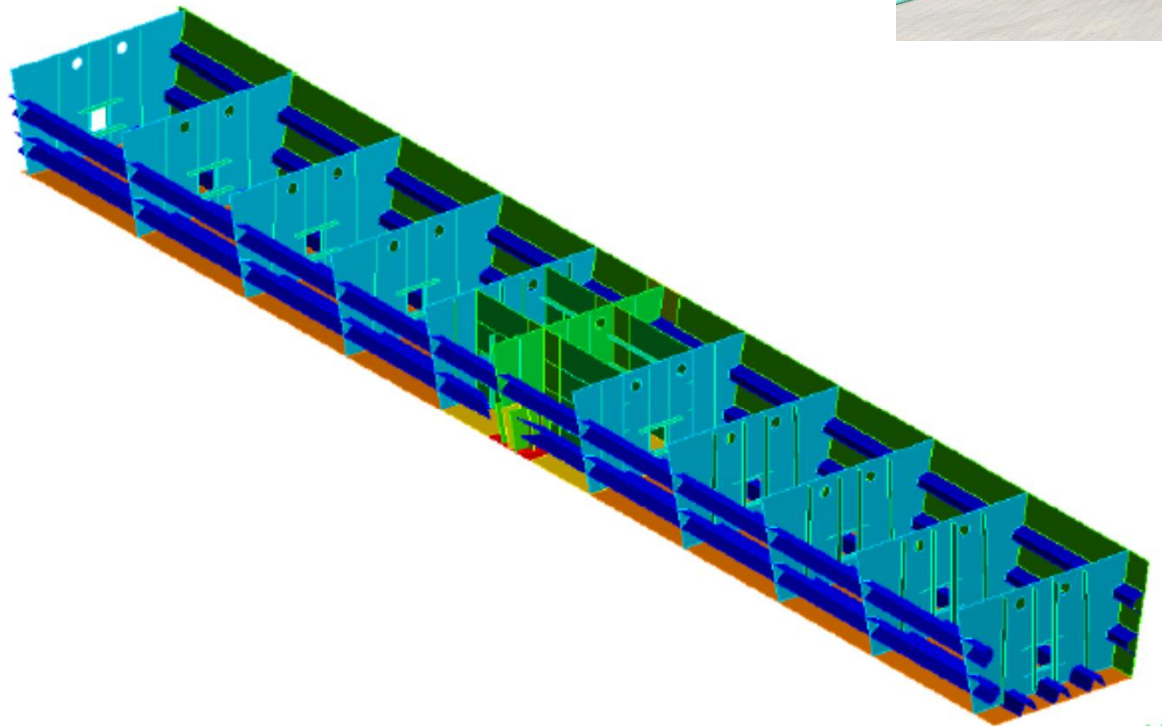
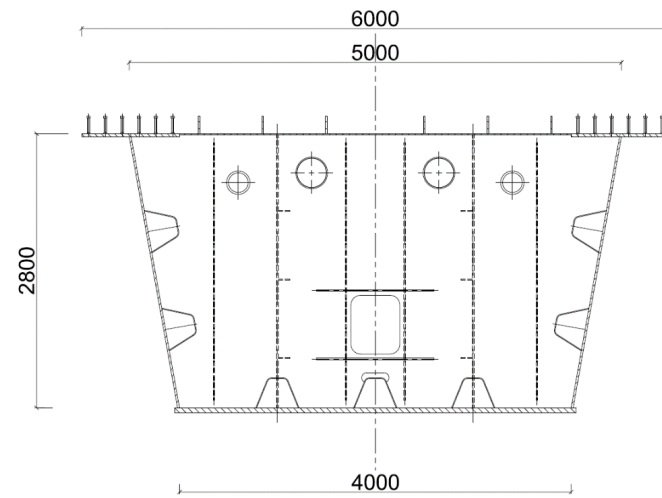


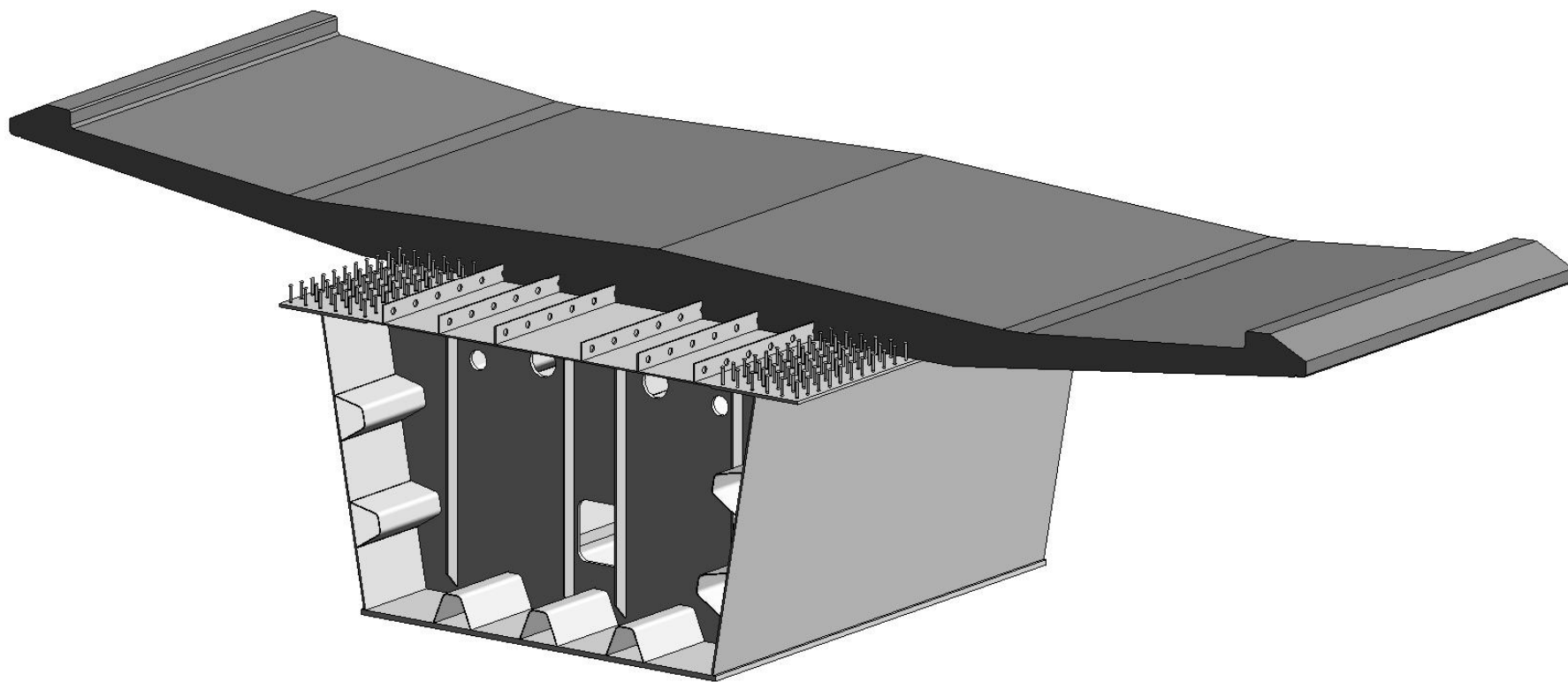


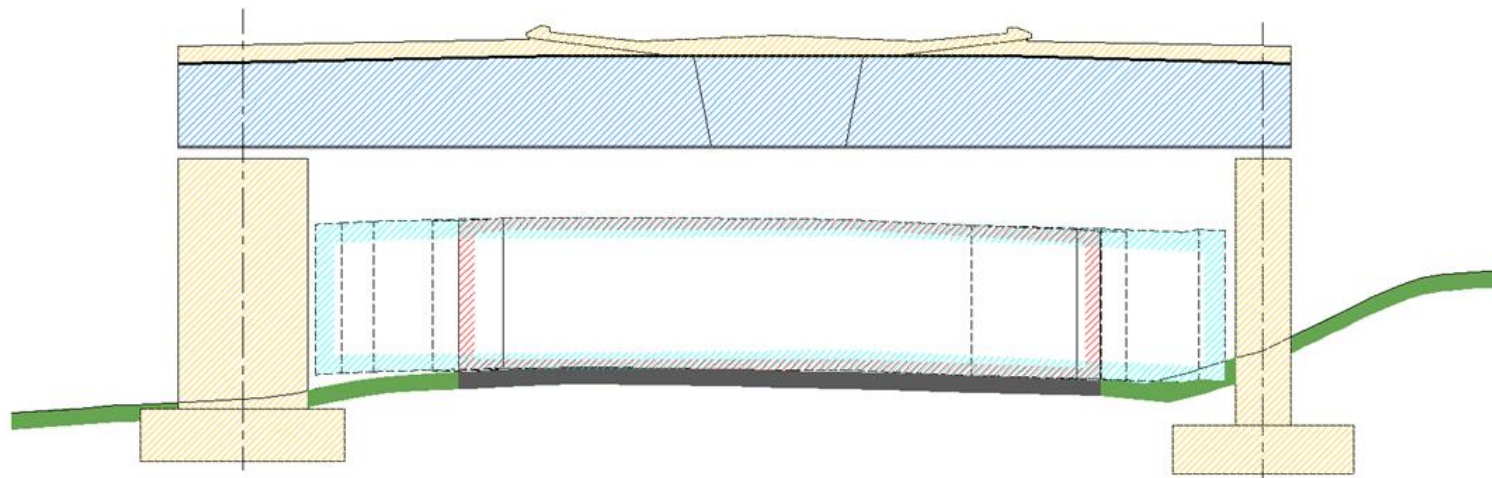
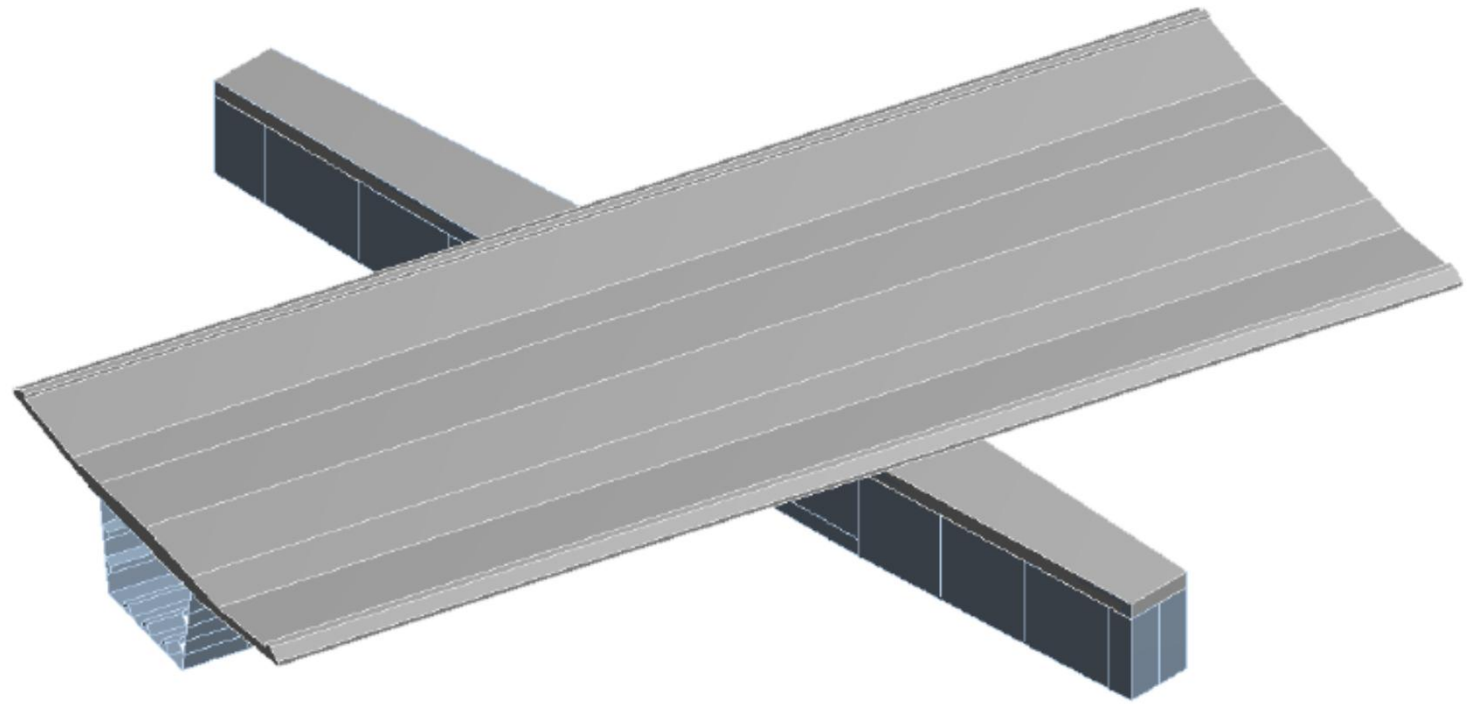




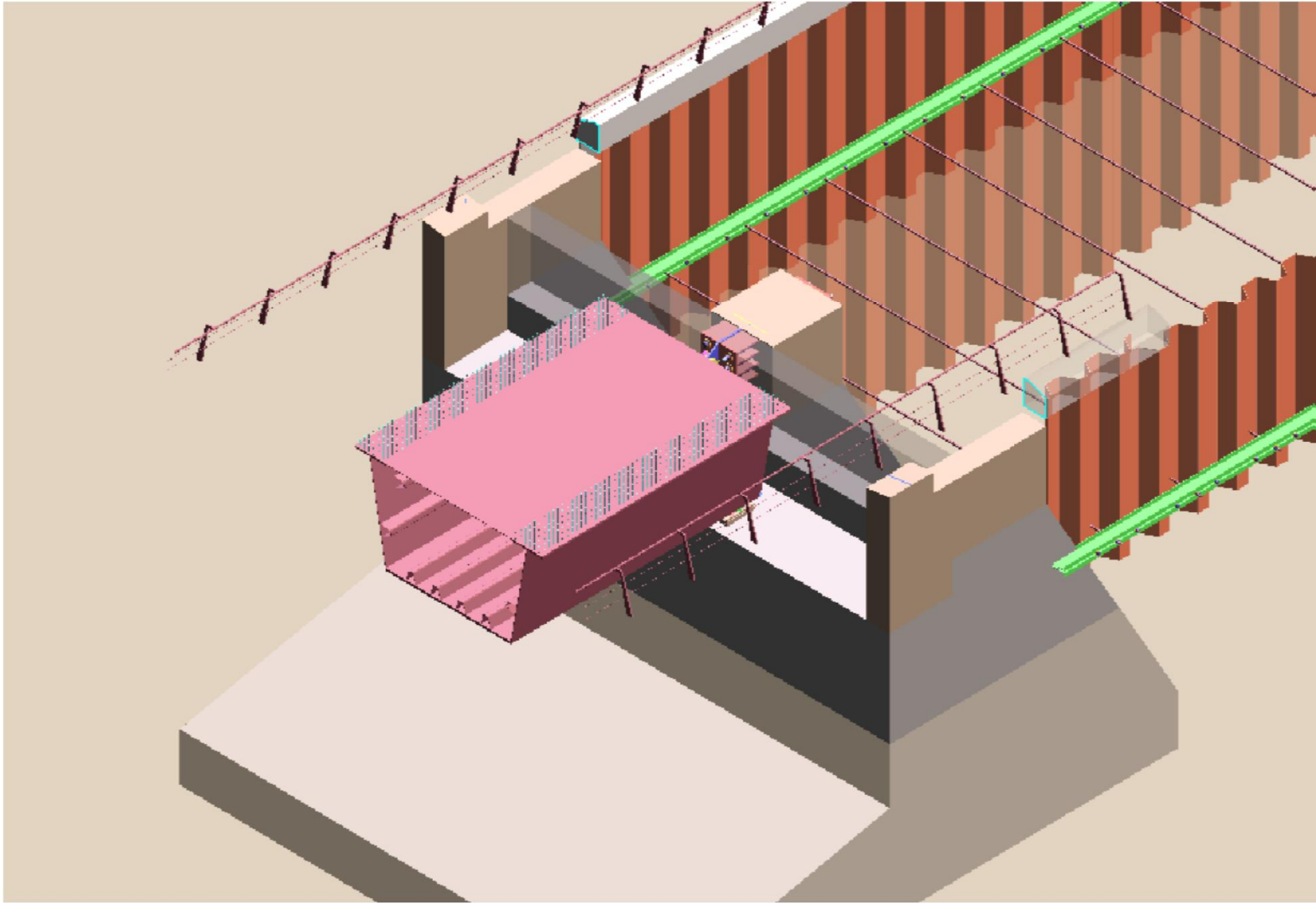


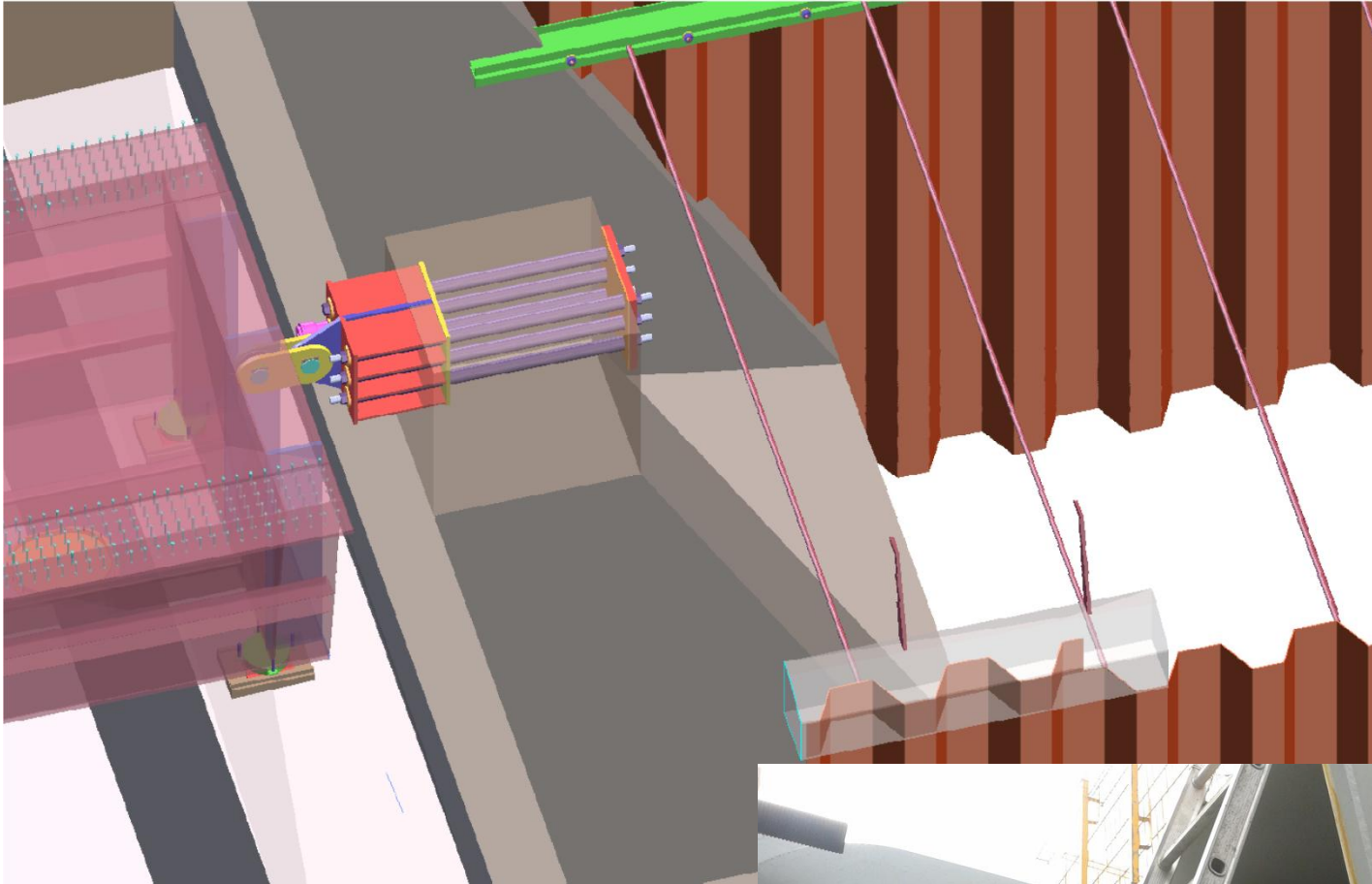


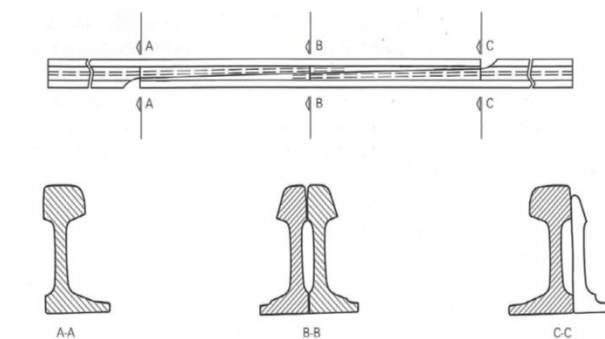




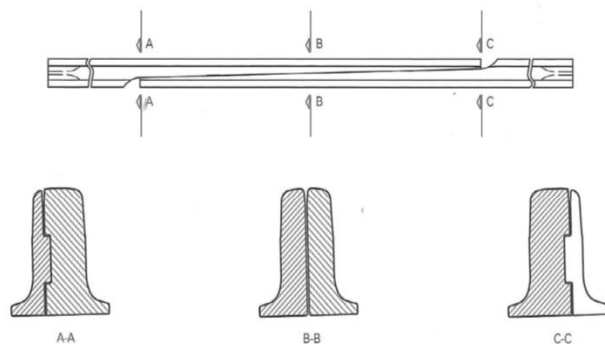




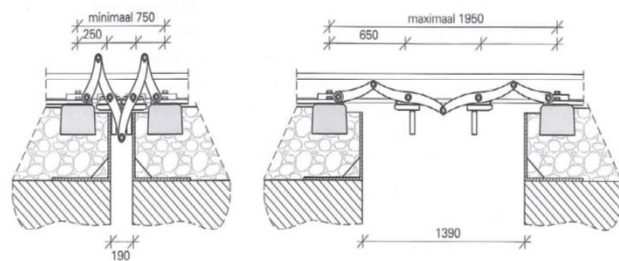




Bewerken van een spoorstaaf tot compensatielas.



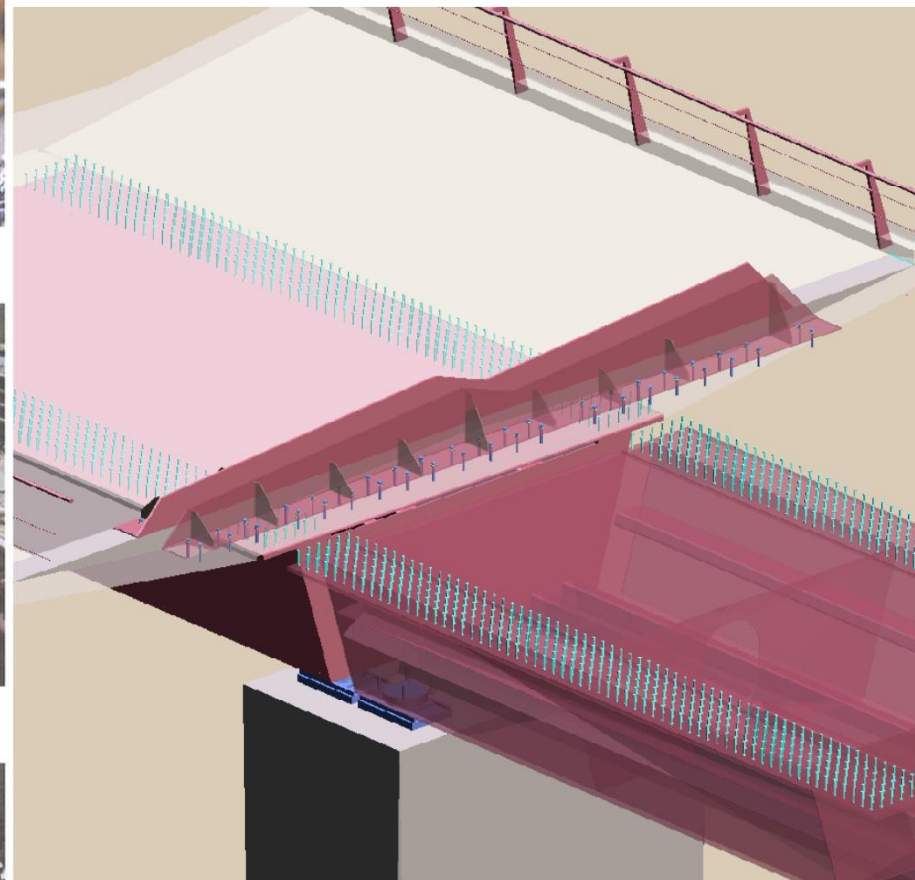
Compensatie-inrichting IJsselbrug, Zwolle.



Overzicht en doorsneden van compensatielassen. Boven: de 'spoorstaafprofiel'-uitvoering. Midden: de 'volprofiel spoorstaaf'-variant. Onder: de maximale en minimale uitslag bij een speciale compensatie-inrichting met scharen.



Detail tong en aanslagspoorstaaf.



Accelerationer for tog A1 to A10

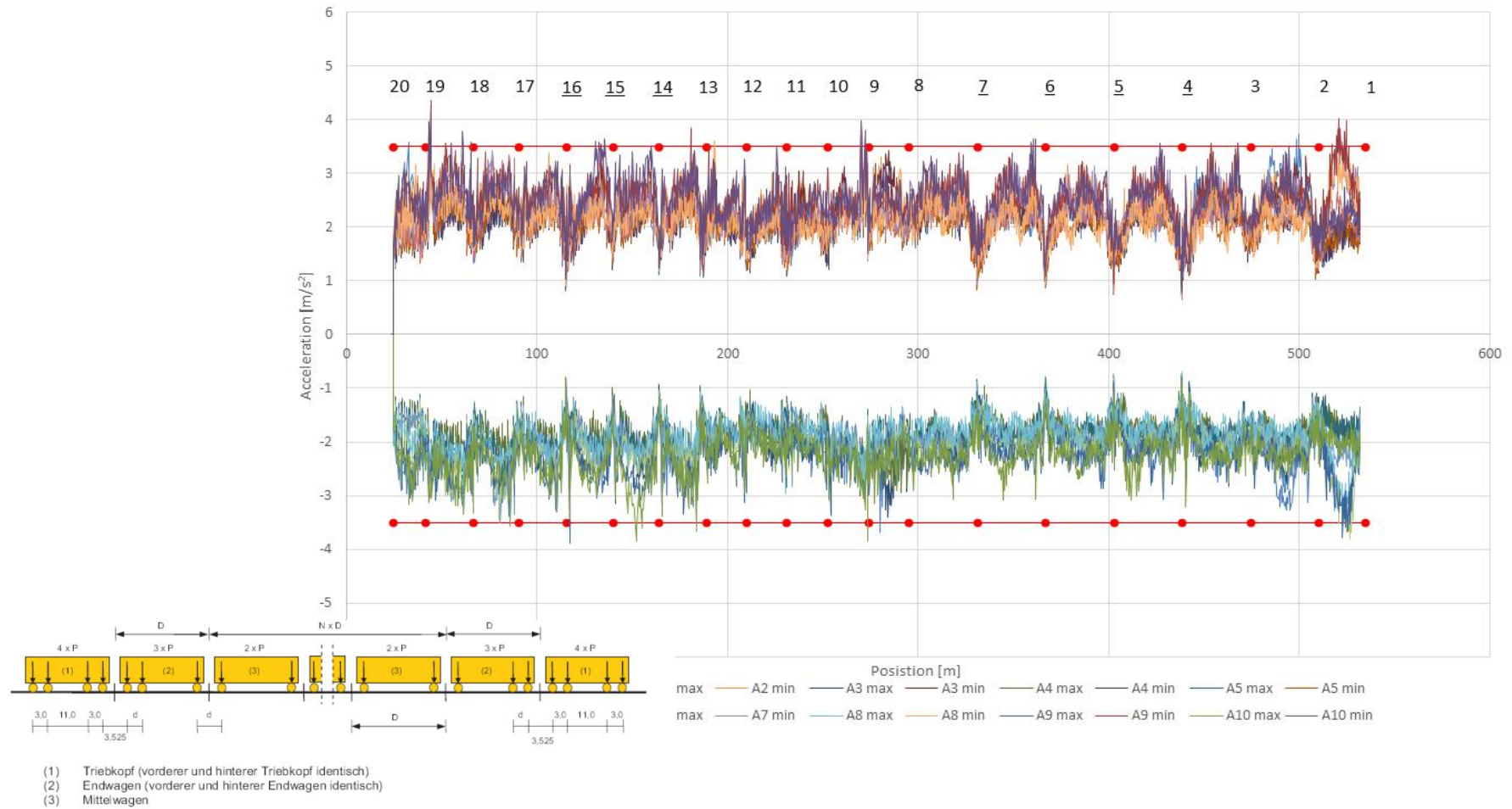


Abb. 5: Zugskonfiguration HSLM-A

Modellzug (gem. EN 1991-2)	Anzahl N der Mittelwagen	Wagenlänge D [m]	Achsabstand d im Drehgestell [m]	Achslast P [kN]
A1	18	18	2,0	170
A2	17	19	3,5	200
A3	16	20	2,0	180
A4	15	21	3,0	190
A5	14	22	2,0	170
A6	13	23	2,0	180
A7	13	24	2,0	190
A8	12	25	2,5	190
A9	11	26	2,0	210
A10	11	27	2,0	210

Tab. 1: Last- und Geometrieangaben zu HSLM-A

Henrik Berg, divisionschef, Stål CG Jensen



Ståldragerne

CG JENSEN 

Montagestabilitet og understøtning



Montagestabilitet og understøtning



Montage uden montagesvejsning



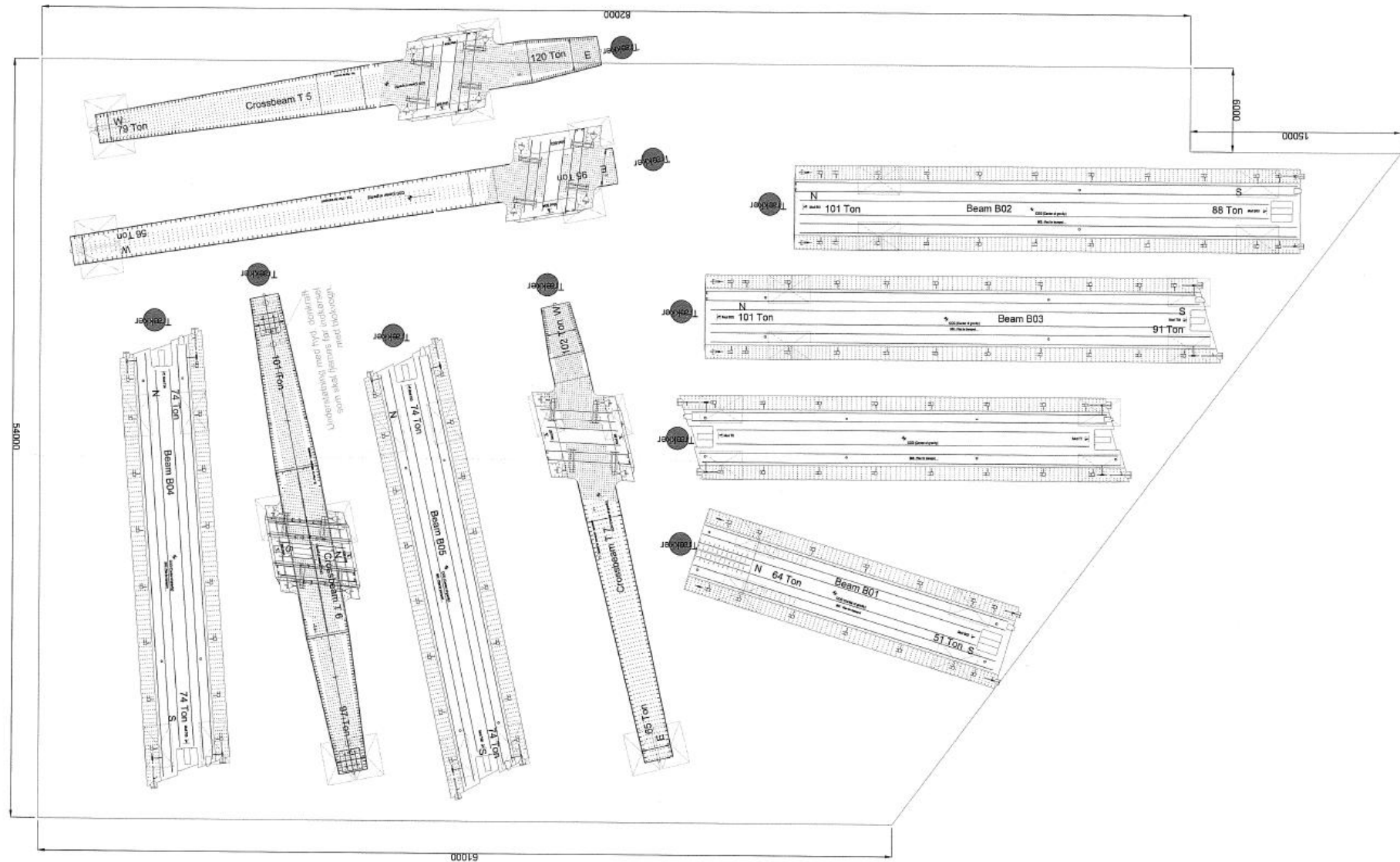
Montage uden montagesvejsning



Montage uden montagesvejsning



Transport og logistik





En del af montageteamet

CG JENSEN 



TP 30: Danmarks længste kompositbro





Brodækket



Formvognene



Valg af leverandør - Doka

CG JENSEN 

Formvognene



Samling og montage



Stålrammer og ophængsmoduller

Forskalling



18 graders drejning af formvogn



Forskallingssystem over tværbjælker

Data, udfordringer og fordele





Spørgsmål?

CG JENSEN 

