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Diabolo Tunnel



General Data:

Project: Diabolo railway tunnel

Client: Ways & Freytag Ingenieurbau AG in joint venture with **Vinci Construction Grand Projects**

Delivery period: 2008 - 2009

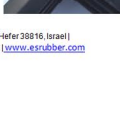
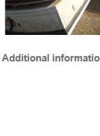
Scope of work: Conversion of the dead-end station at Zaventem Airport, Brussels, into a through station; connection of the station to the new high-speed railway line from Brussels to Antwerp

- 2 TBM-driven tunnels, length: 1,07 km each, external diameter 8,00 m, 1428 rings of 7+1 segments

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Experience the Details

Sealing method: Maximum hydraulic pressure 2,3 bars, Test pressure 4,6 bars at worst combination of 5 mm gap and 20 mm offset



Additional information: ES Rubber Ltd. | Kibbutz Ein Shemer | M.P. Hefer 38816, Israel | +972 4 637 1037 | export@esrubber.com | www.esrubber.com | Dr. Werner Grabe mobile +49 174 6884223

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Tunnel to Jerusalem

Picture of TBM



Map of the tunnel location



General Data:

Project: The fast Tel Aviv - Jerusalem train's railway section Latrun - Sha'ar Hagai (Section B) under Canada Park

Client: Minrav in joint venture with **Mosmetrostroy**

Delivery period: 2012 - 2013

Scope of work: High-speed railway line from Tel Aviv to Jerusalem

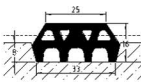
- 2 TBM-driven tunnels, length: 3,5 km each, external diameter

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10,0 m, 3600 rings of 6+1 segments

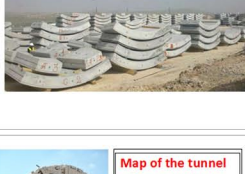
Sealing method: Maximum hydraulic pressure 5 bars, short rain events Test pressure 9 bars at the worst combination of 4 mm gap and 15 mm offset



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Tunnel To Jerusalem



Map of the tunnel



General Data:

Project: The fast Tel Aviv - Jerusalem train's railway section Sha'ar HaGai and Mevaseret Zion (Section C)

Client: Shapir in joint venture with Pizzarotti

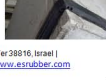
Delivery period: 2012 - 2014

Scope of work: High-speed railway line from Tel Aviv to Jerusalem

- 2 TBM-driven tunnels, length: 11,5 km each, external diameter 9,7 m, 14500 rings of 6+1 parallelogram and trapeze segments

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Sealing method: Maximum hydraulic pressure 5 bars, short rain events Test pressure 9 bars at the worst combination of 4 mm gap and 15 mm offset



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