

Nafufill KM 250



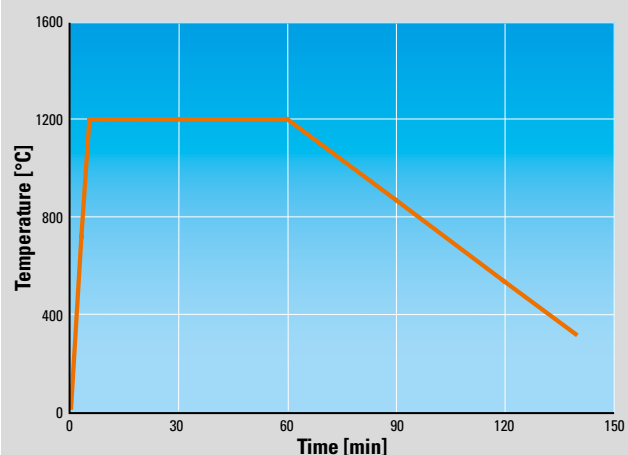
Structural Fire Protection for Railway Tunnels

Since a tunnel behaves like a closed room in the event of fire, the heat generated cannot easily escape. The fire load and the resulting fire duration can, however, vary greatly, depending on the combustible material present. There are two overriding basic requirements that need to be met when upgrading the fire protection of railway tunnels: The rise in temperature at the reinforcement must not exceed 300 °C, and the construction materials used must remain damage-free.

The fire-resistant PCC/SPCC concrete replacement Nafufill KM 250 not only verifiably meets these requirements, it comfortably exceeds them to ensure maximum safety for your structures!

In Germany as elsewhere, a specific fire load in the form of a temperature-time curve has been determined to assess fire resistance for the fire protection design of railway tunnels.

■ Federal Railway Authority (EBA) code of practice:
55 minutes blazing fire phase at 1200 °C



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Nafufill KM 250



Nafufill KM 250 test specimens after fire testing

Illustration of Requisite Minimum Layer Thickness for railway tunnels



✂✂ **Requisite concrete cover to EBA code of practice**

■ **Layer thickness insufficient**

Application of Nafufill KM 250 increasing the concrete cover possible.

■ **Requisite layer thickness**

of Nafufill KM 250 (min. 30 mm) as a function of the current concrete cover present

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