

CAPABILITY STATEMENT



WHO WE ARE

Kubri Engineered Solutions supplies engineered structural components to Australian road, rail, tunnel, marine and wind-energy infrastructure.

KES is an engineering-led specialist supplier representing a select group of internationally recognised manufacturers — each a leading name in its own narrow field. We take responsibility for everything between their factory and your structure: the designer's questions, the reconciliation of international test data for Australian review, the submission pack, procurement, delivery to a programme date, and support on site.

Founded in Melbourne in 2024 and led by a chartered professional engineer with a background delivering major infrastructure, KES works with Tier 1 and Tier 2 contractors, alliance teams, designers and state road authorities across all mainland states.

FOUR NUMBERS

80 km/h

Traffic carried over the gap while an expansion joint is replaced

Maurer MMBS modular over-plating · night-shift installation

100 years

Working life, spherical bearings

Schreiber spherical bearings, special sliding material

120 years

Design life assessed for elastomeric bearing rubber and reinforced soil walls

Trelleborg elastomeric bearing rubber · EarthTec reinforced soil walls, BBA HAPAS certificate (UK)

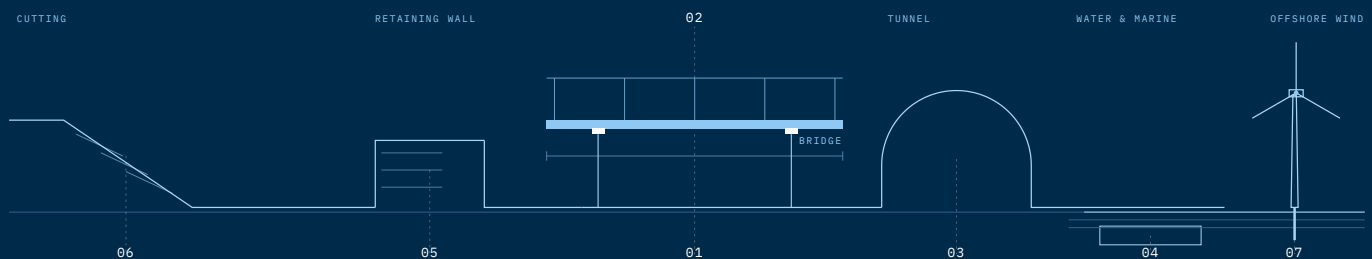
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Specialist manufacturers · 1 point of contact

Each a recognised name in its own narrow field

ONE CORRIDOR. SEVEN CAPABILITY ZONES. ONE POINT OF CONTACT.

A corridor with a cutting, an embankment, a bridge and a tunnel — and the wind farm off the coast at the end of it — touches every capability we carry. Most projects buy these as seven separate packages from seven separate suppliers.



01 BRIDGES & STRUCTURES

Bearings, expansion joints, seismic and vibration control, structural load transfer.

SCHREIBER · FEFCON · MAURER ·
DIAMANT · TRELLEBORG

02 NOISE & ENVIRONMENT

Acoustic barriers, wind and specialist screens, vegetated systems, architectural enamel panels.

PANACOR

03 TUNNELS & UNDERGROUND

Immersion and joint sealing, waterstops, segment gaskets, waterproofing, tunnel cladding.

PANACOR · TRELLEBORG · ORIENTAL
YUHONG

04 WATER & MARINE

Water-retaining structure sealing, movement joints under pressure, containment and reservoir lining; load transfer at gate and penstock rails.

TRELLEBORG · ORIENTAL YUHONG ·
DIAMANT

05 RETAINING STRUCTURES

Reinforced soil walls, abutments and approach embankments.

EARTHTEC

06 CUTTINGS & SLOPES

Ground anchors, soil nails, micropiles and rock support.

BBV SYSTEMS

07 WIND ENERGY

TRELLEBORG · DIAMANT

Foundation seals for monopile and jacket turbine bases; full-contact flange load transfer in towers and at the foundation. The corridor ends at the coast; the turbines stand off it.

Seven packages. Seven procurement processes. Seven sets of technical documentation. Or one call.

BRIDGES & STRUCTURES

BEARINGS · EXPANSION JOINTS · LOAD TRANSFER · SEISMIC & VIBRATION

Bearings, expansion joints and the load transfer between them — the components that let a structure move, and the ones that decide how much of its service life is spent being maintained.

BEARINGS

Schreiber · Fefcon · Maurer · Trelleborg

Elastomeric — laminated and plain pads, where movement and rotation are modest and the bearing can be set and left. Trelleborg's compound carries an expected design life above **120 years**.

Pot — fixed, guided and free-sliding, where high vertical load is carried with rotation.

Spherical and cylindrical — special sliding materials, for the highest loads, the largest rotations and long accumulated sliding paths; **100-year working life**.

Roller, guide and special bearings — large movement on a single axis, and bearings built to the project's geometry.

Fire-protected and isolation bearings — a bearing in an independently type-approved fire protection frame that holds it through a two-hour hydrocarbon fire; and isolation bearings where a rail corridor runs alongside.

STRUCTURAL LOAD TRANSFER

Diamant · every zone on the corridor

MM1018 The Liquid-Shim® — a two-component metal-polymer, injected or trowelled into an imperfect interface, that cures to carry load in full contact, removing the tolerance stack shim packs create. Used wherever two faces bear on each other, not only on a bridge.

Bridges and structures — bedding a bearing to a plinth or soffit out of plane, restoring contact under a bearing in service without replacing it, and filling oversized bolt holes so the bolt carries in full contact.

Water, marine and tunnels — gate and penstock base rails, and the guide rails and baseplates of hydraulic steelwork.

Rail, plant and wind — crane and guide rails, column baseplates and equipment foundations; ring-flange connections in wind towers and at the foundation.

EXPANSION JOINTS

Schreiber · Fefcon · Maurer

Nosing, strip and mat joints — for the small and moderate movements, with wave-shaped profiles that cut rolling noise substantially.

Modular joints — with kinematic control of the intermediate beams, for the large movements.

Finger joints — cantilever, bolted, welded or pre-tensioned, carrying traffic across the gap on a continuous steel surface; guided cross tie for railway bridges.

MMBS over-plating — a modular deck that carries traffic across the gap while the joint underneath is replaced. Installed on night shift; the road reopens at **80 km/h**.

Replacement — of failed joints in service, the cause of failure assessed before the replacement is selected.

SEISMIC, VIBRATION & MONITORING

Maurer

Seismic protection — lead-rubber, high-damping and sliding isolation systems, hydraulic and steel dampers, restraints and shock transmission units.

Vibration control — tuned mass dampers, including semi-active systems.

Monitoring — sensing built into the bearing or joint itself, so condition is read from the component rather than inferred.

THREE SOURCES FOR ONE SCOPE

Schreiber, Fefcon and Maurer each cover bearings and expansion joints. Carrying three means the selection is made on the project's duty, programme and commercial position rather than on a single agency agreement.

TUNNELS, GROUND & ENVIRONMENT

SEALING · WATERPROOFING · RETAINING WALLS · SLOPES · NOISE · WIND

Everything the corridor does below ground, behind a wall and at its edges — sealing and waterproofing placed once and never reached again, the walls and anchors that hold the ground, and the systems at the boundary.

TUNNEL & JOINT SEALING

Trelleborg

Gina and Omega seals — the primary and secondary seals between immersed tunnel elements. The Gina is compressed by the water pressure acting on the tunnel, sealing the joint and transferring load at once; the Omega is clamped inside and replaceable during refurbishment.

Segment gaskets — cast or bonded into precast segments to seal the ring as it closes.

Waterstops and movement joints — for joints in concrete structures, and for dilation joints in tunnels, canals, dams and water-retaining structures. Re-injectable types allow a joint to be re-sealed years later without opening up the structure.

Design life — immersed tunnel systems are designed for service lives in excess of **100 years**; nearly 60 immersed tunnels worldwide.

GROUND & RETAINING STRUCTURES

EarthTec · BBV Systems

Reinforced soil walls — precast segmental facing with polyester strap reinforcement and a non-metallic connection, so there is no steel anywhere in the reinforced zone — which removes the mechanism that governs durability on a steel-reinforced wall. Certified for a **120-year design life**. Abutments, approach embankments, widening and rail formation, including saline and variable ground.

Ground anchors, soil nails and micropiles — permanent and temporary, with corrosion protection graded to the required protection level, for cuttings, anchored walls, deep excavations, rock support and the strengthening of existing foundations.

WATERPROOFING

Oriental Yuhong

Bridge and railway decks — polyester-modified bitumen membranes, heat-applied to bond seamlessly with the concrete deck, with primers and protective coatings that carry the membrane through paving.

Pre-applied tunnel membranes — laid against the excavation face or blinding before the pour, bonding to the structure so water cannot track behind the membrane if a defect develops. Drained and pressurised systems for cross passages and station boxes.

Water-retaining structures — fibreglass-reinforced tank and reservoir lining, liquid-applied coatings for complex geometry, and crystalline treatments for existing structures.

Containment — clay liners, geomembranes, geotextiles and geogrids for basins, landfill capping and drainage.

NOISE & ARCHITECTURAL SYSTEMS

Panacor

Noise barriers — acrylic, recycled PVC, absorptive metal, concrete and timber panels, mixed on common posts so one run can change material with the context. Vehicle-restraint integrated, wind, vegetated and specialist screens alongside.

Vitreous enamel panels — glass fused onto steel: an inorganic surface that does not fade or burn, resists graffiti and abrasion, and washes down with industrial cleaners. Tunnel linings, underpasses, station walls and façades, with no repainting cycle.

CAPABILITY ZONE 07 · WIND ENERGY — TRELLEBORG · DIAMANT

Foundation grout seals — a closed elastomer ring fitted at the fabrication yard that seals the annulus between pile and transition piece and holds the grout column while it cures. Self-activating, with no offshore installation work; more than 3,600 supplied since 2007. **Tower flange bedding** — MM1018 under ring-flange connections between tower sections and at the foundation, where fabrication tolerance leaves a gap under a bolted joint carrying continuous dynamic load.

OUR MANUFACTURING PARTNERS

**ONE AUSTRALIAN ENGINEERING
INTERFACE.**
**A GLOBAL NETWORK OF SPECIALIST
MANUFACTURERS.**

Nine manufacturers. Each is the maker, not a middle party — and each is accountable to KES for what it ships.

DE · TR · ES · SE / NL · US / AE · CN · TH

SCHREIBER

GERMANY



Bridge bearings · Expansion joints · Replacement

Mainhardt · VICODA Group

Est. 1967

FEFCON

TÜRKIYE



Bridge bearings · Expansion joints

İstanbul

20+ yrs

MAURER

GERMANY



Bearings · Joints · Seismic · Vibration · Monitoring

Munich · plants DE, TR, IN, CN, HR, BR

Est. 1876

DIAMANT

GERMANY



Structural load transfer · Wind tower flanges

Mönchengladbach

Est. 1886

PANACOR

SPAIN



Noise · Wind · Architectural enamel panels

Santander

Est. 2004

TRELLEBORG

SWEDEN / NETHERLANDS



Bearings · Tunnel · Marine · Offshore wind

Manufactured Ridderkerk

Est. 1905

ORIENTAL YUHONG

CHINA



Waterproofing · Coatings · Geosynthetics

Beijing · SZSE 002271

Est. 1995

EARTHTEC

UNITED STATES / UAE



Reinforced soil walls · Bridge abutments

Regional supply through ECO, Abu Dhabi

Est. 1972

BBV SYSTEMS

GERMANY



Ground anchors · Soil nails · Micropiles

Bobenheim-Roxheim · plant in Thailand

Est. 50+ yrs

WHY KES

01 ONE TECHNICAL CONTACT, NOT A SUPPLY CHAIN

You deal with an engineer who has the manufacturer's design office behind them. Questions are answered, not forwarded.

02 DOCUMENTATION BUILT FOR AUSTRALIAN REVIEW

International test data reconciled to the project specification and packaged for the person who has to approve it.

03 EIGHT SPECIALIST PACKAGES, ONE RELATIONSHIP

Bearings, joints, load transfer, sealing, waterproofing, ground engineering, retaining structures and acoustics — across one corridor, to one programme. We do not quote what we cannot stand behind.

04 WHOLE OF LIFE, NOT JUST SUPPLY

Replacement components, inspection input and remedial advice for structures already in service, including bearing and joint changeout.

SIZED TO RESPOND

Small enough that an enquiry gets an answer the same day. Connected enough that it comes from the people who made the product.

AUSTRALIA-WIDE — PROJECTS TO DATE

WestConnex M8, Sydney — spherical bearings and shock transmission unit · T2D, Adelaide — waterstops · Warroo Bridge, NSW — MM1018 bearing bedding · Warringah Freeway Upgrade, Sydney — MM1018 filling of oversized bolt holes in steelwork · Tonkin Highway Extension, Perth — acrylic noise wall panels. Road, rail, tunnel, marine and wind-energy work with Tier 1 and Tier 2 contractors, alliances, designers and road authorities.

START A CONVERSATION

Specialist systems are cheapest to adopt while the design is still moving. Once a component is locked into a drawing set the options narrow to whatever can be substituted, and the question shifts from what is best to what is quickest to approve.

That is why we would rather hear from you at concept, ECI or tender than at procurement. It costs you nothing and it is where the value in a specialist system is either captured or lost.

SEND US

The general arrangement or corridor set-out

The governing calculation

The specification clause

YOU RECEIVE

A selection against the actual design case

Sizing, indicative pricing and lead time

The supporting evidence, reconciled to it



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