

# PoleEnforcer SRS™

## *Spliced Reinforcement System*

PATENT PENDING

- *Soft Soil Applications*
- *High Decay*
- *Car Damaged Poles*
- *Burned Poles*
- *Poles in Ice or Water*
- *Excavation Near Pole*
- *Environmentally Sensitive Soil*

**LWS**

[www.lwsinc.com](http://www.lwsinc.com)  
800-949-3526

**LWS**  
*Proudly Made in*  
**AMERICA**

# PoleEnforcer SRS™

Spliced Reinforcement System

PATENT PENDING

## Spliced Reinforcement System for Soft Soil Conditions (Double Units)

PATENT PENDING

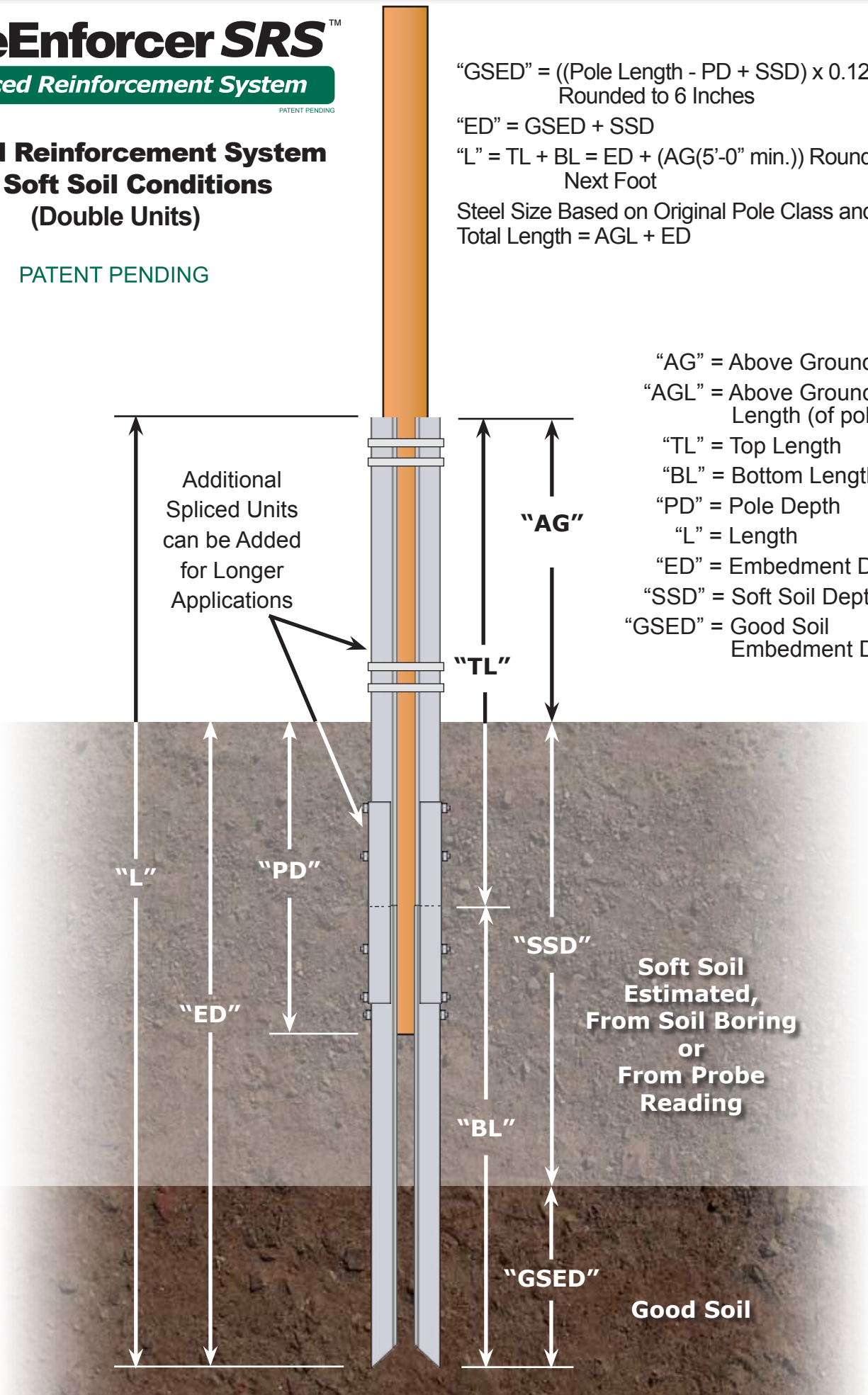
"GSED" = ((Pole Length - PD + SSD) x 0.12) + 2ft.  
Rounded to 6 Inches

"ED" = GSED + SSD

"L" = TL + BL = ED + (AG(5'-0" min.)) Round to  
Next Foot

Steel Size Based on Original Pole Class and New  
Total Length = AGL + ED

- "AG" = Above Ground
- "AGL" = Above Ground Length (of pole)
- "TL" = Top Length
- "BL" = Bottom Length
- "PD" = Pole Depth
- "L" = Length
- "ED" = Embedment Depth
- "SSD" = Soft Soil Depth
- "GSED" = Good Soil Embedment Depth





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*Spliced Reinforcement System*

PATENT PENDING

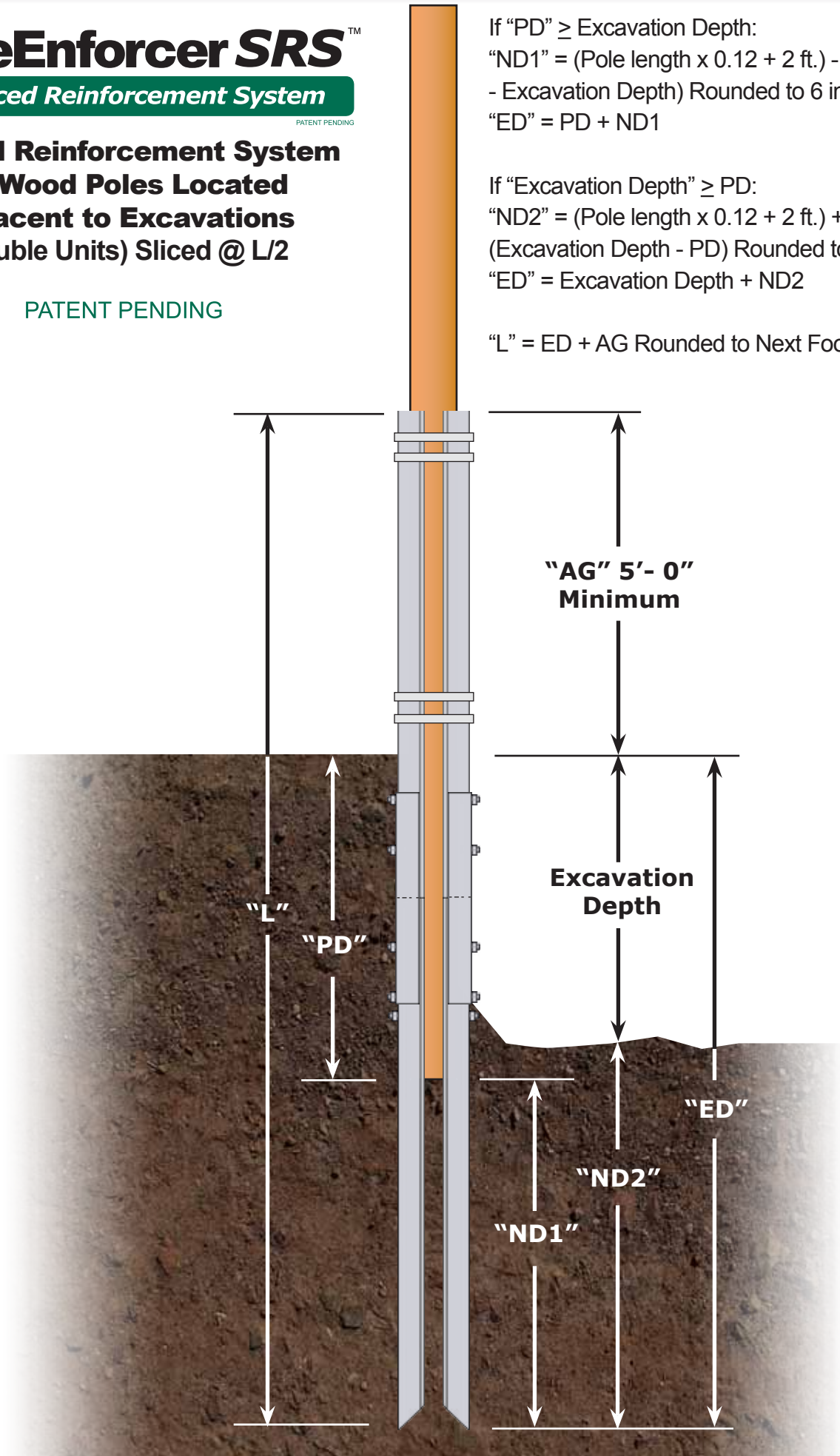
**Spliced Reinforcement System  
for Wood Poles Located  
Adjacent to Excavations  
(Double Units) Sliced @ L/2**

PATENT PENDING

If "PD" ≥ Excavation Depth:  
 "ND1" = (Pole length x 0.12 + 2 ft.) - (PD - Excavation Depth) Rounded to 6 inches  
 "ED" = PD + ND1

If "Excavation Depth" ≥ PD:  
 "ND2" = (Pole length x 0.12 + 2 ft.) + (Excavation Depth - PD) Rounded to 6 inches  
 "ED" = Excavation Depth + ND2

"L" = ED + AG Rounded to Next Foot



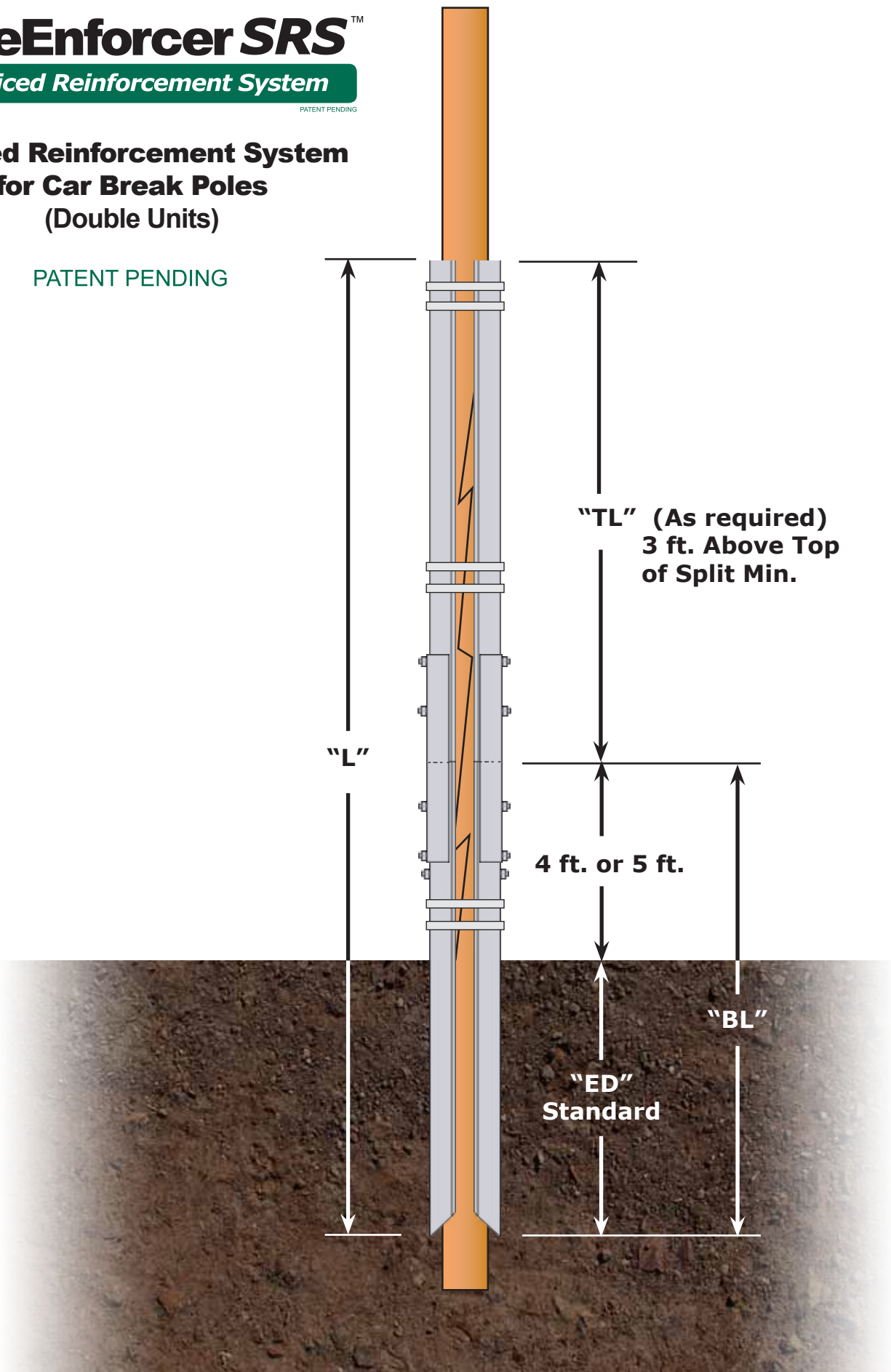
# PoleEnforcer SRS™

Spliced Reinforcement System

PATENT PENDING

## Spliced Reinforcement System for Car Break Poles (Double Units)

PATENT PENDING

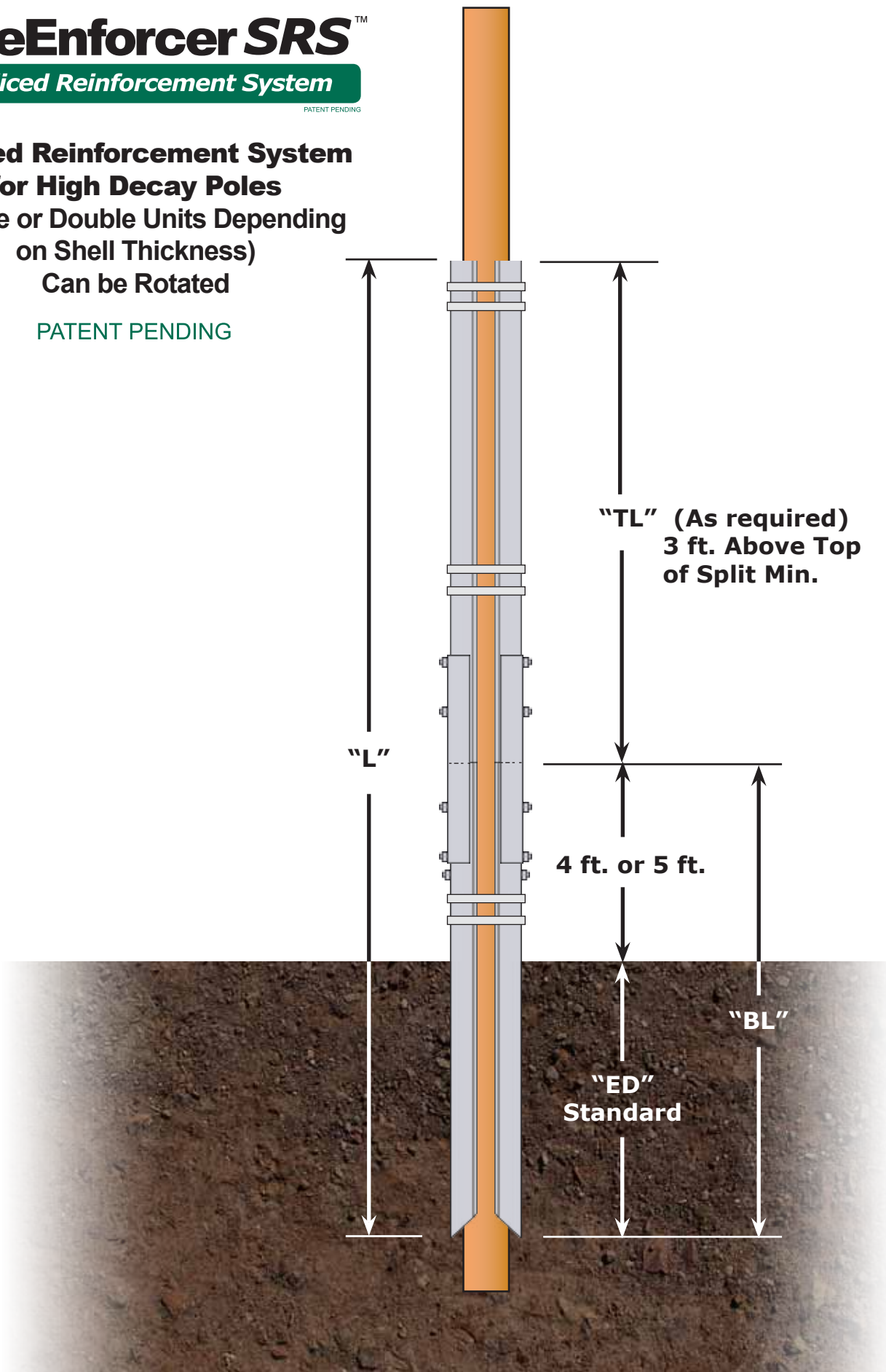


# PoleEnforcer SRS™

*Spliced Reinforcement System*

PATENT PENDING

**Spliced Reinforcement System  
for High Decay Poles**  
(Single or Double Units Depending  
on Shell Thickness)  
Can be Rotated  
PATENT PENDING





# PoleEnforcer SRS™

Spliced Reinforcement System

PATENT PENDING

## Installation Procedure



1. Lower steel unit is driven next to pole.



2. Back splice plate is attached to the lower steel unit.



3. Top steel unit is attached and secured with splice channel.



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4. Assembled units are driven to desired depth.



5. Units are banded and caps are installed.