

**A TRANSIT SYSTEM FOR LEADING CABLES AND PIPES THROUGH A
PARTITION, USE OF AN ANCHORING ELEMENT FOR SUCH A TRANSIT
SYSTEM AND A METHOD FOR PROVIDING THE TRANSIT SYSTEM**

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Technical Field

The present invention is related to a transit system for leading at least one cable and/or at least one pipe through a partition. More specifically, the present invention is related to a transit system for leading at least one cable and/or at least one pipe in an axial direction through a partition, wherein the transit system comprises one or more sealing modules, a compression unit and a frame, wherein the one or more sealing modules and the compression unit are arranged in an opening of the frame, and wherein the compression unit is operable to compress the one or more sealing modules arranged in the opening. Each sealing module is arranged for receiving a cable or a pipe or, in the case no cable or pipe is arranged therein, a blind plug.

The present invention is also related to a use of an anchoring element in such a transit system. The present invention is also related to a method for providing such a transit system.

20 Background

Transit systems are used for leading cables and pipes through partitions, such as walls, floors and ceilings. Transit systems are used in many different environments, including cabinets, junction boxes, machines and similar, and for different industrial applications, such as for automotive and rolling stock applications, communication, power generation and distribution as well as marine and off-shore applications. Transit systems are often required to have a sealing function, e.g. sealing against different types of liquids, such as water, and/or gases, such as air, depending on the application. To provide a fastening and/or sealing function the cables or pipes are generally arranged in a through opening of a sealing module. One common type of such a module comprises two opposite module halves arranged around the cable or pipe, wherein the modules are arranged in a frame arranged in an opening in the partition. The modules in the frame

are then compressed by means of a compression unit to press the modules against the inside of the frame, against each other if applicable, and against the cables or pipes in the modules to fasten the modules and the cables or pipes and seal the transit. The transit system may be arranged to seal against liquid (such as water), gas, fire, rodents, termites, dust, moisture, etc. The transit system and the modules are, for example, arranged for receiving cables for electricity, communication, computers, etc. or pipes for different gases or liquids, such as water, compressed air, hydraulic fluid and cooking gas. Such transit systems often include one or more stayplates arranged between sealing modules or rows of sealing modules to assist in holding the sealing modules in place.

Stayplates generally comprise a metal plate body extending in a plane and having a top side, a bottom side, a front portion and an opposite rear portion, wherein the front and rear portions have metal protrusions to form front and rear stops for the sealing modules. Blind plugs can be positioned in sealing modules not used for cables or pipes. Blind plugs may be used in all sealing modules before installation of one or more cables or pipes.

One problem of prior art transit systems is that the ability to withstand high levels of axial load and pressure projected in the axial direction against a front or rear side of the transit system sometimes is considered to be insufficient. Hence, there is a need to improve transit systems of prior art.

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Summary

In view of the above, one object of the present invention is to provide a transit system with improved ability to withstand axial load and a pressure difference between front and rear sides of the transit system, and thus provide a more reliable and safe transit system. The present invention also results in a more reliable and safe transit system before any cables or pipes are arranged therein. According to some aspects of the present invention an object is to provide improved protection of the transit system and/or improve insulation of the transit system.

The present invention is related to a transit system for leading at least one cable and/or at least one pipe in an axial direction through a partition, wherein the transit

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- system comprises one or more sealing modules, a compression unit and a frame, wherein the one or more sealing modules and the compression unit are arranged in an opening of the frame, wherein the compression unit is operable to compress the one or more sealing modules arranged in the opening, characterised in that the transit system
- 5 further comprises a compressible anchoring element comprising a plate portion and at least one stop portion extending in a direction perpendicular to a plane of the plate portion, wherein the plate portion is arranged between the sealing module and the frame, and wherein the stop portion extends over a radially extending surface of the frame. The anchoring element provides additional anchoring of the sealing modules and
- 10 compression unit arranged in the opening of the frame and increases the ability of the transit system to withstand axial load and pressure in the axial direction on one of the front and rear sides thereof. In addition, the anchoring element covers at least one radially extending surface of the frame, such as a part of a front and/or rear surface thereof, for protection and/or insulation thereof. The transit system can comprise a
- 15 single or a plurality of anchoring elements. Anchoring elements can be arranged both horizontally and vertically, wherein the plane of the plate portion extends vertically or horizontally. The anchoring element can be arranged at least opposite the compression unit, so that the plane of the plate portion is facing the pressing direction of the compression unit.
- 20 The cables or pipes are intended to be arranged in the axial direction through the sealing modules. The transit system has a front side and a rear side, wherein the cables or pipes extend in the axial direction between the front side and the rear side. Hence, the front and rear sides are substantially parallel planes extending perpendicular to the axial direction.
- 25 The anchoring element may be arranged in an insulating compressible material to provide insulation, such as improved thermal insulation, of the transit system. For example, the anchoring element can be arranged in a rubber material or TPE. Thus, favorable friction is provided to increase the ability to withstand pressure on one side of the transit system.

The anchoring element can comprise a front stop portion and a rear stop portion extending over opposite radially extending surfaces of the frame, such as front and rear surface portions of the frame, wherein the anchoring element improves the ability to withstand pressure any of the front and rear sides of the transit system while being easy to produce and results in a transit system easy to assemble.

The transit system can comprise one or more stayplates, wherein the anchoring element is arranged between the frame and a stayplate, such as directly between the frame and the stayplate. The stayplate can thus be arranged in contact with the anchoring element. The combination of the anchoring element and the stayplate results in a particularly strong transit system with improved ability to withstand a pressure difference between the front and rear side of the transit system. The plate portion of the anchoring element can be arranged in a plane parallel to a plane of the stayplate. The transit system can comprise a plurality of stayplates arranged in parallel.

The anchoring element can comprise at least one groove for receiving one of the front and rear protrusions of the stayplate to facilitate mounting of the stayplate and prevent undesired load on the stayplate and the anchoring element. The anchoring element can comprise a front groove for receiving a front protrusion of the stayplate, and a rear groove for receiving a rear protrusion of the stayplate.

The stop portion or stop portions can protrude from the plate portion in opposite radial directions parallel to the plane of the plate portion. Hence, the stop portions are wider than the plate portion, wherein the plate portion is arranged between opposite walls of the frame and the stop portion(s) contact(s) radially extending surfaces of the same opposite walls of the frame. Thus, the stop portions are provided with increased contact surface with the frame for improved pressure resistance and also protection and/or insulation of the frame.

The present invention is also related to the use of a compressible anchoring element comprising a plate portion and at least one stop portion extending in a direction perpendicular to a plane of the plate portion, in a transit system for leading at least one cable and/or at least one pipe in an axial direction through a partition, wherein the plate portion is arranged between the sealing module and the frame, and wherein the stop

portion extends over a radially extending surface of the frame. The anchoring element can be arranged in contact with the frame, such as a bottom or top wall of the frame, and also in contact with either the sealing module or a stayplate. Another anchoring element can be arranged in a similar manner between the frame and a compression unit of the transit system, optionally with another stayplate arranged between the anchoring element and the compression unit. The anchoring element is for example of rubber or TPE and can have a relatively high friction against the frame and, e.g. the stayplate. Protrusions of the stayplate can be arranged in corresponding grooves of the anchoring element. The stop portions of the anchoring element can protrude from the plate portion in a single direction, such as only upward or only downward, forming a recess between the stop portions, wherein the side of the plate portion opposite the recess can be substantially flat for contacting an axially extending side of the stayplate, sealing module or compression unit.

The present invention is also related to a method for providing a transit system for leading at least one cable and/or at least one pipe in an axial direction through a partition, comprising the steps of:

- attaching a frame to a partition,
- arranging a plate portion of a compressible anchoring element on an axially extending surface of the frame, so that a stop portion of the anchoring element covers a radially extending surface of the frame,
- optionally, arranging a stayplate on the plate portion of the anchoring element,
- arranging one or more sealing modules, with a cable or pipe or a blind plug received therein, in the frame
- arranging a compression unit in the frame,
- optionally arranging another anchoring element between the compression unit and the frame, and
- compressing the one or more sealing modules in the frame by means of the compression unit.

The method can also comprise the step of arranging a protrusion of the stayplate in a groove of the anchoring element. The method can further comprise the steps of

arranging a plurality of anchoring elements between the frame and sealing modules, optionally so that at least some of the anchoring elements are mirroring each other to cover opposite walls of the frame, and optionally also so that anchoring elements are arranged perpendicular to each other for covering adjacent walls of the frame.

5 Disclosed is also the anchoring element as such.

Further objects and advantages of the present invention will be clear to a person skilled in the art when reading the detailed description below.

Brief Description of the Drawings

10 The invention will be described further below by way of embodiment examples and with reference to the enclosed drawings, in which:

Fig. 1 is a schematic front view of a transit system according to one embodiment, which transit system is configured to be arranged in a partition and comprises a frame, sealing modules, optional stayplates, a compression unit, and
15 anchoring elements, wherein cables are arranged through one of said sealing modules in an axial direction,

Fig. 2 is a schematic perspective view of a sealing module half according to one example, illustrating a compressible body, a groove and optional peelable sheets of the sealing module half,

20 Fig. 3 is a schematic front view of a sealing module according to one example, wherein two sealing module halves are assembled and a blind plug is arranged in a through opening formed by the grooves of the sealing module halves,

Fig. 4 is a schematic perspective view of a frame of the transit system according to one example,

25 Fig. 5 is a schematic front view of a transit system according to another embodiment, illustrating anchoring elements between frame walls and stayplates and between frame walls and compression units,

Figs. 6 to 8 are schematic views of an anchoring element of Fig. 5,

Figs. 9 to 11 are schematic views of an anchoring element according to another embodiment of the present invention, and

Fig. 12 is a schematic front view of a transit system according to yet another embodiment, comprising anchoring elements according to Figs. 9 to 11.

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Description of Embodiments

With reference to Fig. 1, a transit system 10 for passing at least one cable 11 and/or at least one pipe through a partition is illustrated schematically according to one embodiment. The transit system 10 is arranged for passing one or more cables 11 and/or
10 pipes through a partition, such as a wall, a floor, a roof or a ceiling, including bulkheads, cabinets and other types of partitions. The partition is not indicated in the drawings. For example, the transit system 10 is arranged for passing cables 11, such as cables for electricity, communication, computers etc., or pipes for different gases or liquids, such as water, compressed air, hydraulic fluid, cooking gas or other types of
15 liquids or gases. Cables and/or pipes are led in an axial direction through the transit system 10. For example, the transit system 10 is arranged at a through opening in the partition and is attached to the partition, e.g. by fastening means such as screws, a welding joint or similar.

The transit system 10 comprises one or more sealing modules 12, one or more
20 compression units 13, optionally one or more stayplates 14, and a frame 15 with one or more through openings. The transit system 10 according to Fig. 1 comprises a plurality of the sealing modules 12, two compression units 13, a plurality of the stayplates 14 and a frame 15 having two openings for receiving the sealing modules 12, the compression units 13 and the stayplates 14. The frame 15 may be arranged with any suitable number
25 of openings, each opening having at least one sealing module 12 and a compression unit 13. The sealing modules 12 of Fig. 1 are of the same size but they may be arranged in different sizes and a plurality of different sealing modules 12 may be arranged in different configurations. For example, the compression units 13 and the stayplates 14 are of conventional type. In the illustrated embodiment, the sealing modules 12

comprise two opposite module halves 16. Each module half 16 comprises a groove 17. For example, each module half 16 comprises a plurality of optional peelable sheets 18 for adapting the size of the groove 17 to the size of the cable 11 or pipe. For example, the groove 17 is semi-cylindrical. For example, the groove 17 has a semi-circular cross section. Alternatively, the groove 17 has a rectangular or semi-oval cross-section. Optionally, a suitable number of peelable sheets 18 are removed to adapt the sealing module 16 to the diameter of the cable 11 or pipe, wherein the cable 11 or pipe is placed in the groove 17 of the module half 16 and a sealing module 13 is formed around the cable 11 or pipe by placing two module halves 16 on top of each other. For example, the peelable sheets 18 are arranged with a shape corresponding to the groove 17, such as with a semi-circular cross-section. For example, the sealing modules 12 are of conventional type.

For example, the compression unit 13 comprises a plurality of wedge elements, such as four wedge elements, operated by one or more compression screws 19. The compression screws 19 are, e.g. arranged to move the compression unit from a non-compressed position to a compressed position in which the compression unit 13 expands in a radial direction towards and/or away from the sealing modules 12 to press on the sealing modules 12 and the frame 15. For example, the compression unit 13 is a conventional compression unit.

The frame 15 according to Fig. 1 is arranged for receiving a plurality of the compressible sealing modules 12 for holding the cables 11 or pipes. For example, the frame 15 comprises a plurality of openings in the form of compartments, wherein the frame 15 has interconnected outer walls and inner dividing walls connecting to the outer walls and dividing the frame 15 into the compartments. In the embodiment of Fig. 1 the frame 15 comprises two compartments arranged in parallel, wherein a compression unit 13 and one or more sealing modules 12 are arranged in each of the compartments. The frame 15 may comprise any number of compartments in any suitable size or combination of sizes. For example, the frame 15 and the compartments are substantially rectangular. For example, the frame 15 is made of metal, such as aluminium or steel, or plastic materials.

One of the sealing modules 12 in Fig. 1 are illustrated with a cable 11 or pipe therein in cross-section and it is understood that the cable 11 or pipe continues. A blind plug 20 is arranged in the groove 17 if no cable 11 or pipe is arranged therein. For example, the blind plug 20 is arranged in the groove 17, optionally on top of the peelable sheets 18. For example, the blind plug 20 is arranged on top of the stack of peelable sheets 18. For example, the blind plug 20 is arranged in contact with the peelable sheet 18 arranged radially inward in relation to the other peelable sheets 18. The blind plug 20 is removably attached to the radially innermost peelable sheet 18.

Stayplates 14 may be arranged between sealing modules 12 or rows of sealing modules 12 in a conventional manner. The stayplates 14 are, for example of conventional type. The stayplates 14 are arranged to prevent displacement of the sealing modules 12 in the axial direction. The stayplates 14 are arranged between sealing modules 12, such as between rows of sealing modules, or between a sealing module 12 or a row of sealing modules and the frame 15. A stayplate 14 may be arranged between any sealing modules 12 or rows of sealing modules. In Fig. 1 a stayplate 14 is arranged between upper and lower sealing modules 12. For example, the stayplates 14 are arranged horizontally. Optionally, a stayplate 14 is arranged between the uppermost sealing modules 12 and the compression unit 13.

With reference to Fig. 2 a module half 16 is illustrated according to one embodiment. The module half 16 comprises a compressible body 21 having a first side 22, a second side 23, a first end 24 and a second end 25. The first and second sides 22, 23 are opposite each other. The groove 17 is arranged in the first side 22 and extends from the first end 24 to the second end 25 along an axis A. The groove 17 extends through the entire module half 16, so that a cable 11 or pipe can be arranged through the sealing module 12 formed by two module halves 16. In the embodiment of Fig. 2, the module half 16 has a rectangular cross-section. For example, the module half 16 is formed as a parallelepiped, such as a rectangular cuboid. The compressible body 21 is resilient, and is for example made of natural or synthetic rubber, such as an EPDM rubber, optionally with additional fillers, or TPE. The peelable sheets 18 are, for example, made of natural or synthetic rubber, such as an EPDM rubber, or TPE. For

example, the compressible body 21 and/or the peelable sheets are extruded, optionally together.

With reference also to Fig. 3, a sealing module 12 comprising two module halves 16 is illustrated schematically with a blind plug 20 arranged in the opening formed by the grooves 17. The first sides of the sealing module halves 16 are contacting each other to form the sealing module 12. Optionally, the ends of the peelable sheets 18 of one module half 16 are contacting the ends of the peelable sheets 18 of the other. The sealing module 12 can be opened by separating the module halves 16, wherein the blind plug 20 can be removed and a cable 11 or pipe can be placed in the groove 17, optionally after removing a desired number of peelable sheets 18, wherein the sealing module can be closed by putting the module halves 16 together with the cable 11 or pipe between them.

With reference to Fig. 4 one example of the frame 15 is illustrated schematically. The frame 15 of Fig. 4 has the interconnected outer walls and inner dividing walls forming four compartments. For example, each compartment corresponds to a through opening of the frame 15. The frame 15 may have any number of compartments. It is understood that different numbers and sizes of sealing modules 12 can be arranged in the frame 15 and in a compartment of the frame 15. For example, the compartments are rectangular. With reference also to Fig. 5, the frame 15 of Fig. 4 has been provided with sealing modules 12, compression units 13 and the optional stayplates 14 to form the transit system 10 according to one embodiment. As can be seen in Fig. 5, a compression unit 13 and a set of sealing modules 12 have been arranged in each of the compartments of the frame 15. Stayplates 14 are arranged between sealing modules 12 in a conventional manner.

The stayplates 14 are arranged for holding the sealing modules 12 in the transit system 10. Each stayplate 14 comprises a plate body extending in a plane and having a first surface, an opposite second surface, a front protrusion and a rear protrusion extending perpendicular from the plane of the plate body to form stops for the sealing modules 12 in the transit system 10. For example, the front and rear protrusions extend in both directions, such as upward and downward, from the plane of the plate body. The

stayplates 14 are used for holding the sealing modules 12 in place in the frame 15 of the transit system 10, and preventing unintentional displacement of the sealing modules 12. The front and rear protrusions are arranged at a distance from each other, so that the stayplate 14 can accommodate the sealing modules 12 between the front and rear
5 protrusions. For example, the stayplates 14 are made of metal, such as sheet metal, or plastic materials.

The transit system 10 according to the present invention comprises at least one compressible anchoring element 26. The anchoring element 26 is arranged to prevent the sealing modules 12 from displacement in the axial direction and may also provide
10 protection and insulation of the frame 15. Hence, the anchoring element 26 covers at least a part of radially extending surface of the frame 15 as can be seen in Figs. 1 and 5. In the embodiment of Figs. 1 and 5, the transit system 10 comprises a plurality of anchoring elements 26 at least partially covering radially extending surfaces of the frame 15. For example, each compartment of the frame 15 comprises at least one
15 anchoring element 26 covering a radially extending surface of the frame 15. In the embodiment of Figs. 1 and 5 each compartment comprises an upper anchoring element 26 at least partly covering a radially extending surface of a top wall of the frame 15 and a lower anchoring element 26 at least partly covering a radially extending surface of a bottom wall of the frame 15.

20 With reference to Figs. 6-8 the anchoring element 26 is illustrated according to one embodiment. The anchoring element 26 comprises a plate portion 27 and at least a first stop portion 28 extending in a direction perpendicular to a plane of the plate portion 27. In the illustrated embodiments, the anchoring element 26 also comprises a second stop portion 29 arranged in parallel to the first stop portion 28. For example, the first
25 stop portion 28 is a front stop portion, wherein the second stop portion 29 is a rear stop portion. Alternatively, the anchoring element 26 is formed in two halves, wherein each half comprises half of the plate portion and a single stop portion, i.e. one of the front and rear portions.

The plate portion 27 is arranged to be positioned in the frame 15 and along an
30 inner axially extending surface of the frame 15, wherein the stop portions 28, 29 extend

over opposite edges of the frame 15 and along opposite radially extending surfaces of the frame 15, such as front and rear surfaces of the frame 15. For example, the plate portion 27 is arranged between the frame 15 and a sealing module 12, e.g. directly between the frame 15 and a stayplate 14 as can be seen in Figs. 1 and 5. For example, 5 the plate portion 27 is contacting an inner axially extending surface of the frame 15, wherein the stop portions 28, 29 contacts opposite radially extending surfaces of the frame 15. Hence, the depth of the plate portion 27 corresponds to the depth of the frame 15. The stop portions 28, 29 form a recess between them for receiving a portion of the frame 15. The stop portions 28, 29 are arranged at opposite edges of the plate portion 27 10 and extend in the same direction perpendicular from the plane of the plate portion 27. Hence, the plate portion 27 connects the stop portions 28, 29. The side of the plate portion 28 in the recess formed by the stop portions 28, 29 is arranged for contacting the frame 15. For example, the side of the plate portion 28 in the recess is flat or substantially flat. The side of the plate portion 27 opposite the recess is, for example, 15 arranged for contacting a stayplate 14, a compression unit 13 or a sealing module 12. The surface of the plate portion 27 opposite the recess is, e.g. flat or substantially flat. For example, the stop portions 28, 29 extend in a single direction perpendicular to the plane of the plate portion, wherein the side of the plate portion 27 opposite the recess is unobstructed so that a stayplate can be arranged in contact with the side of the plate 20 portion 27 opposite the stop portions 28, 29 and the recess between them.

The anchoring element 26 is formed in a compressible material, such as rubber or thermoplastic elastomer (TPE). For example, the anchoring element 26 is formed in a high-friction material. For example, the anchoring element is formed in an insulating, such as thermally insulating, compressible material. For example, the anchoring element 25 is formed in an electrically isolating material. Alternatively, the anchoring element is formed in an electrically conducting material or is provided with an electrically conducting coating or conductor to provide EMC function. According to one embodiment, the anchoring element 26 is formed in one integrated piece, e.g. by extrusion or moulding. According to one embodiment, the anchoring element may 30 comprise one or more optional reinforcing structures to reinforce the anchoring element.

In the illustrated embodiments, the anchoring element 26 comprises at least one optional groove, such as a first groove 30 and a second groove 31, for receiving the front or rear protrusion of the stayplate 14. For example, the first groove 30 is a front groove for receiving the front protrusion of the stayplate 14, wherein the second groove 31 is a rear groove for receiving the rear protrusion of the stayplate 14. The second groove 31 is arranged in parallel to the first groove 30. The grooves 30, 31 are arranged in a side of the plate portion 27 opposite the recess between the stop portions 27, 28. For example, the grooves 30, 31 extend along the entire width of the plate portion 27, from one side to the opposite side. The grooves 30, 31 are arranged in parallel to the stop portions 28, 29. For example, the first groove 30 is aligned with the first stop portion 28 in a plane perpendicular to the plane of the plate portion 27, wherein the second groove 31 is aligned with the second stop portion 29.

With reference to Figs. 9 to 11 another embodiment of the anchoring element 26 is illustrated schematically. The anchoring element 26 of Figs. 9 to 11 is formed as described with reference to Figs. 6 to 8 and with the additional feature that the stop portions 28, 29 protrudes from the plate portion 27 in opposite radial directions parallel to the plane of the plate portion 27 so as to contact opposite walls of the frame 15, which is illustrated in Fig. 12. Hence, the stop portions 28, 29 of the embodiment of Figs. 9 to 12 has a width exceeding a width of the frame opening or frame compartment and thus protrudes in the radial direction, such as the lateral direction, from the opening in the frame 15. Consequently, the stop portions 28, 29 overlap front and rear surfaces of the frame. For example, the width of the stop portions 28, 29 correspond to the width of the stayplate protrusions. For example, the width of the stop portions 28, 29 corresponds to the width of the frame opening and half of the frame wall width on each side, wherein stop portions 28, 29 of adjacent anchoring elements 26 in the same plane contact each other. Alternatively, the width of the stop portions 28, 29 corresponds to the frame opening and the entire frame wall width on each side. Alternatively, the width of the stop portions 28, 29 corresponds to the frame opening and the entire frame wall width on one side and half of the frame wall width on the other side, as illustrated by the top anchoring elements in Fig. 12, wherein the side with half of the frame wall width may contact a corresponding stop portion 28, 29 of an adjacent anchoring element 26 to

cover the entire width of the frame wall between them. According to one embodiment, the stop portions 28, 29 protrude more on one side than the other.

In the illustrated embodiments, anchoring elements 26 are arranged directly between the frame 15 and one or more stayplates 14 and directly between the frame 15
5 and the one or more compression units 13. In the drawings, this is illustrated as bottom anchoring elements 26 and top anchoring elements 26 in each opening of the frame 15. However, it is understood that the frame 15 can be arranged in a different orientation. It is also understood that anchoring elements can be arranged between the frame 15 and a side, such as a vertical side, of the sealing modules 12, wherein the anchoring elements
10 26 contact axially extending sides of the sealing modules 12 perpendicular to the first and second sides 22, 23 of the modules halves 16.

CLAIMS

1. A transit system (10) for leading at least one cable (11) and/or at least one pipe in an axial direction through a partition, wherein the transit system comprises one or more sealing modules (12), a compression unit (13) and a frame (15), wherein the one or
5 more sealing modules (12) and the compression unit (13) are arranged in an opening of the frame (15), wherein the compression unit (13) is operable to compress the one or more sealing modules (12) arranged in the opening,
characterised in that
- 10 the transit system further comprises a compressible anchoring element (26) comprising a plate portion (27) and at least one stop portion (28, 29) extending in a direction perpendicular to a plane of the plate portion (27), wherein the plate portion (27) is arranged between the one or more sealing modules (12) and the frame (15), and wherein the stop portion (28, 29) extends over a radially extending surface of the frame (15).
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2. The transit system of claim 1, wherein the plate portion (27) of the anchoring element is contacting an axially extending surface of the frame (15) and wherein the stop portion (28, 29) is contacting the radially extending surface of the frame (15).
- 20 3. The transit system of any of the previous claims, wherein the anchoring element (26) is formed in an insulating compressible material.
4. The transit system of any of the previous claims, wherein the anchoring element (26) is formed in rubber or TPE.
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5. The transit system of any of the previous claims, wherein the anchoring element (26) comprises a front stop portion (28) and a rear stop portion (29) for extending over opposite radially extending surfaces of the frame (15).
- 30 6. The transit system of any of the previous claims, wherein the transit system comprises a stayplate (14) having a plate body extending in a plane and having a first

surface, an opposite second surface, a front protrusion and a rear protrusion extending perpendicular to the plane from the first surface and the second surface of the plate body to form stops for the sealing module in the transit system, and wherein the anchoring element (26) is arranged directly between the frame (15) and the stayplate (14).

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7. The transit system of claim 6, wherein the anchoring element (26) is contacting the stayplate (14).

8. The transit system of claim 6 or 7, wherein the anchoring element (26) comprises a
10 groove (30, 31) for receiving one of the front and rear protrusions of the stayplate (14).

9. The transit system of claim 8, wherein the anchoring element comprises a front groove (30) for receiving the front protrusion of the stayplate (14), and a rear groove (31) for receiving the rear protrusion of the stayplate (14).

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10. The transit system of any of the preceding claims, wherein the stop portion (28, 29) protrudes from the plate portion (27) in opposite radial directions parallel to the plane of the plate portion (27) or in the plane of the plate portion (27).

20 11. The transit system of any of the preceding claims, wherein the sealing module (12) comprises a first module half (16) and an opposite second module half (16), wherein each of the first and second module halves (16) comprises a compressible body (21) having a first side (22), a first end (24), a second end (25) and a groove (17) arranged in the first side (22) and extending from the first end (24) to the second end (25) along the
25 axis (A), wherein the first sides of the compressible bodies (21) are arranged toward each other.

12. The transit system of claim 11, wherein the first module half (16) comprises a first set of peelable sheets (18) and the second module half (16) comprises a second set of
30 peelable sheets (18), wherein the first set of peelable sheets (18) is arranged in the groove (18) of the compressible body (21) of the first module half (16), and wherein the

second set of peelable sheets (18) is arranged in the groove (17) of the compressible body (21) of the second module half (16).

13. The transit system of any of the preceding claims, wherein the sealing module (12)
5 has a rectangular, such as square, cross-section perpendicular to the axis (A).

14. Use of a compressible anchoring element (26) comprising a plate portion (27) and at least one stop portion (28, 29) extending in a direction perpendicular to a plane of the plate portion (27), in a transit system (10) according to any of the previous claims.

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15. A method for providing a transit system (10) according to any of claims 1 to 13, comprising the steps of
attaching the frame (15) to the partition,
arranging the plate portion (27) of the anchoring element (26) on an axially extending
15 surface of the frame (15), so that the stop portion (28, 29) covers a radially extending surface of the frame (15),
optionally, arranging a stayplate (14) on the plate portion (27) of the anchoring element (26),
arranging one or more sealing modules (12), with a cable (11) or pipe or a blind plug
20 (20) received therein, in the frame (15),
arranging the compression unit (13) in the frame (15),
optionally arranging another anchoring element (26) between the compression unit (13) and the frame (15), and
compressing the one or more sealing modules (12) in the frame (15) by means of the
25 compression unit (13).