



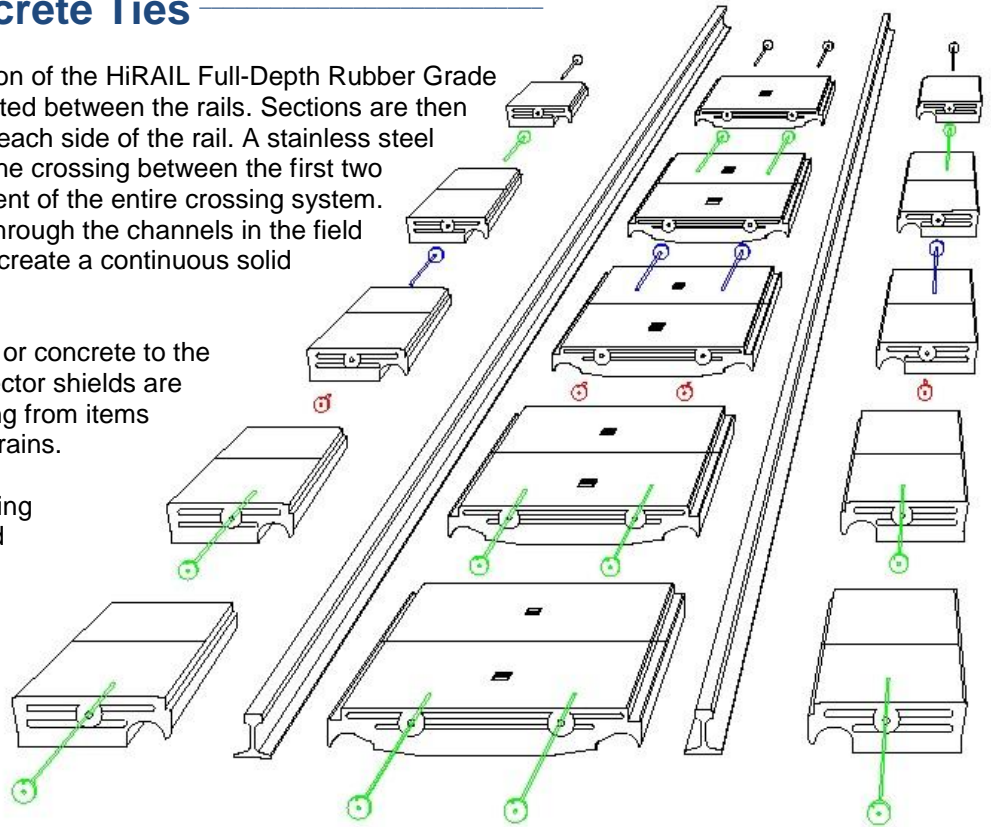
## System for Use on Concrete Ties

Within each interlocking three-foot section of the HiRAIL Full-Depth Rubber Grade Crossing System, one gauge pad is seated between the rails. Sections are then completed with two field pads – one on each side of the rail. A stainless steel center saddle is placed at the center of the crossing between the first two pads installed to prevent lateral movement of the entire crossing system. Tested steel stabilizer rods are placed through the channels in the field and gauge pads to keep pads tight and create a continuous solid crossing surface.

Approaches are completed with asphalt or concrete to the full depth of all field pads. Optional deflector shields are also available to help protect the crossing from items that may be dragging beneath passing trains.

HiRAIL Full-Depth Rubber Grade Crossing Systems are covered by a 5-year limited warranty. Contact your HiRAIL sales representative for complete details.

- Standard Rod
- Center Coupler
- Short Rod
- Center Rod



## Physical Data

<b>Tensile Strength</b>	<b>ASTM D412</b>	<b>&gt;10Mpa</b>
<b>Elongation at Break</b>	<b>ASTM D412</b>	<b>&gt;300%</b>
<b>Hardness</b>	<b>ASTM D2240</b>	<b>65 Shore A, +/- 5</b>
<b>Density</b>	<b>ASTM D297</b>	<b>1.2 Specific Gravity +/- 0.1</b>
<b>Fluid Resistance IRM 901 72 hrs @ RT</b>	<b>ASTM D471</b>	<b>&lt;10% Change in Volume</b>
<b>Heat Resistance 70 hrs @ 70C</b>	<b>ASTM D573</b>	<b>+/- 5 Change in Hardness Pts.</b>
<b>Heat Resistance 70 hrs @ 70C</b>	<b>ASTM D573</b>	<b>+/- 15% Change in Tensile</b>
<b>Heat Resistance 70 hrs @ 70C</b>	<b>ASTM D573</b>	<b>+/- 30% Change in Elongation</b>
<b>Ozone Resistance 70 hrs/40C/50pphm</b>	<b>ASTM D1171</b>	<b>&lt;1 Ozone Resistance 0-3</b>
<b>Abrasion Resistance</b>	<b>ASTM D5963</b>	<b>&lt;170mm3 Abrasion Loss</b>

