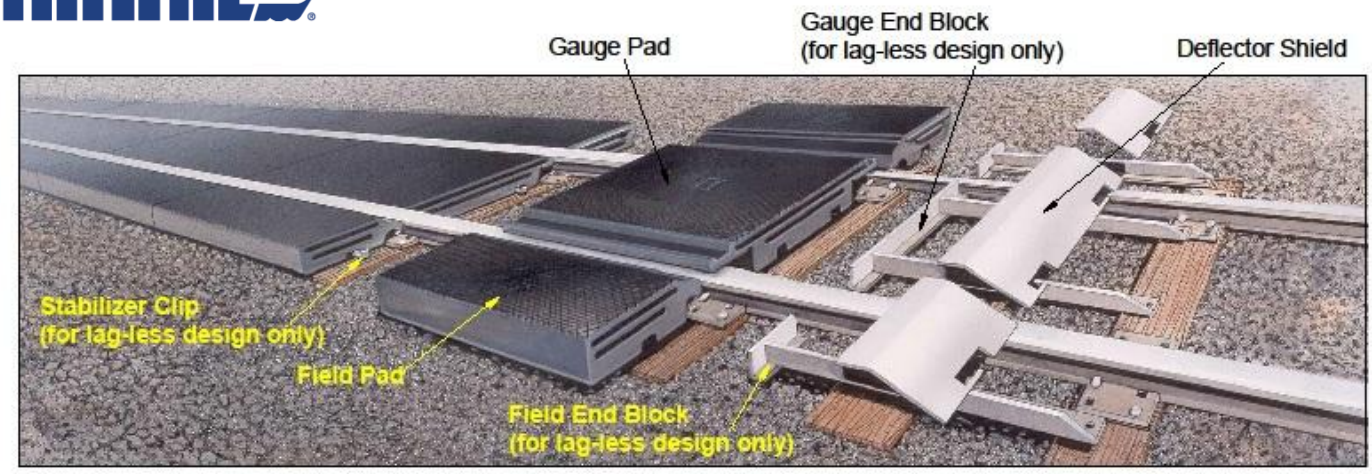
Technical Data



System for Use on Wood Ties

Within each three-foot section of the HiRAIL system, one gauge pad is seated tightly between the rails. Sections are then completed with two field pads – one on each side of the rail. Two designs are available, lagged and lag-less.
The lagged design uses recessed head timber screws countersunk through the rubber pads and into the ties. Rubber plugs are provided to fill the countersink holes.
The lag-less design uses small stabilizer clips every six feet to eliminate the possibility of lateral pad movement. The bottom of each pad is notched so when the pads are compressed together the stabilizer clips are recessed into the notches. Steel end blocks secure the gauge and field sections on both end of the crossing.
Approaches are completed with asphalt or concrete to the full depth of the field pads. Optional deflector shields are available for both the lagged and lag-less designs 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.

Physical Data

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

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