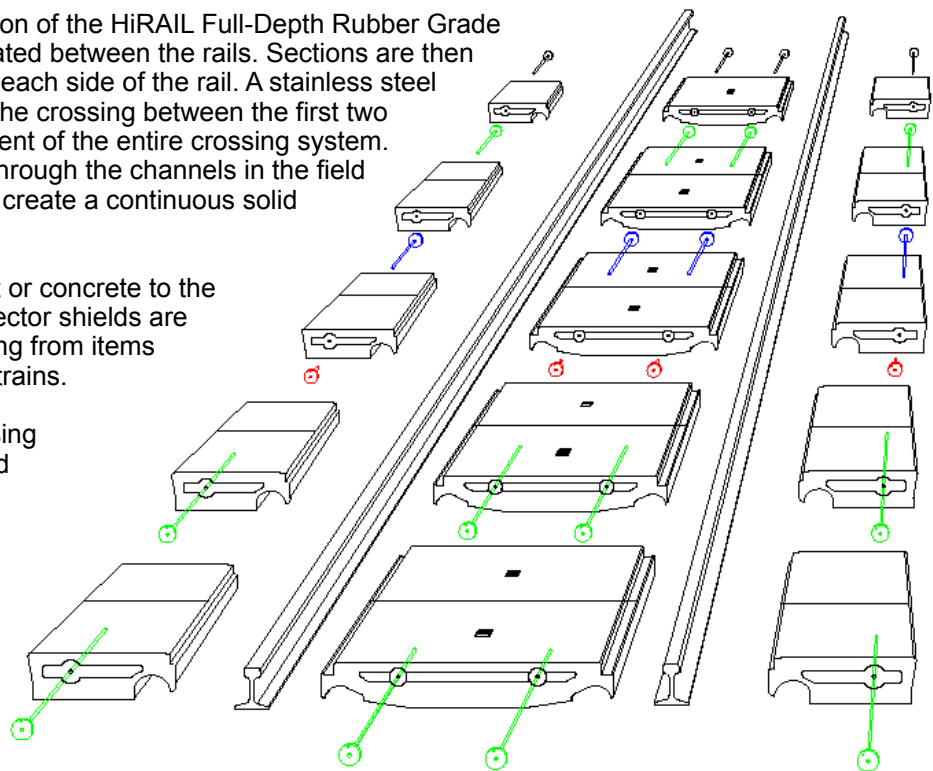


## System for Use on Concrete Ties

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.



## Physical Data

<b>Tensile Strength</b>	Surface	ASTM D412	Tensile Strength Mpa	>10Mpa
<b>Elongation at Break</b>	Surface	ASTM D412	Ultimate Elongation %	>300%
<b>Hardness</b>	Surface	ASTM D2240	Shore A Hardness	65 +/- 5
<b>Density</b>	Surface	ASTM D297	Specific Gravity	1.2 +/- 0.1
<b>Fluid Resistance IRM 901 72 hrs @ RT</b>	Surface	ASTM D471	Change in Volume %	<10%
	Surface	ASTM D573	Change in Hardness Pts.	+/- 5
<b>Heat Resistance 70 hrs @ 70C</b>	Surface	ASTM D573	Change in Tensile %	+/- 15%
	Surface	ASTM D573	Change in Elongation %	+/- 30%
<b>Ozone Resistance 70 hrs/40C/50pphm</b>	Surface	ASTM D1171	Ozone Resist. Rating	0-3, <1
<b>Abrasion Resistance</b>	Surface	ASTM D5963	Abrasion Loss mm <sup>3</sup>	<170mm <sup>3</sup>
<b>Coefficient of Friction</b>	Surface	ASTM D1894	Kinetic Resistance	0.412
<b>Volume Resistivity</b>	Core	ASTM D257	Volume Resistivity Ω·cm	6.00E+08