

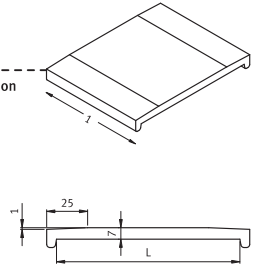
**The Mk2 Crane rail Pads are designed for installations where rails are mounted on individual sole plates. Front and back lips sit over the sole plate to prevent pad displacement. The pad is cut to 5mm less than the width of the rail bottom flange. The pads are made in several sizes so that the total area is chosen to suit the expected wheel load.**

**SPECIFICATIONS:**

Soleplate width must match pad 'L' dimension from table below

**DIMENSIONS:**

PART No.	L mm	W mm
MK2-110	110	Rail foot width less 5mm
MK2-120	120	
MK2-165	165	
MK2-220	220	
MK2-250	250	
MK2-320	320	



### FEATURES

The Mark 2 pad incorporates a number of proven features. When used in conjunction with adjustable rail clips, Mark 2 crane rail pad will significantly reduce stresses in the rail, grout and concrete below the sole plate.

It allows the rail to rotate small amounts so that it conforms to the crane wheel.

This gives an even distribution of wheel loads onto the supporting structure.

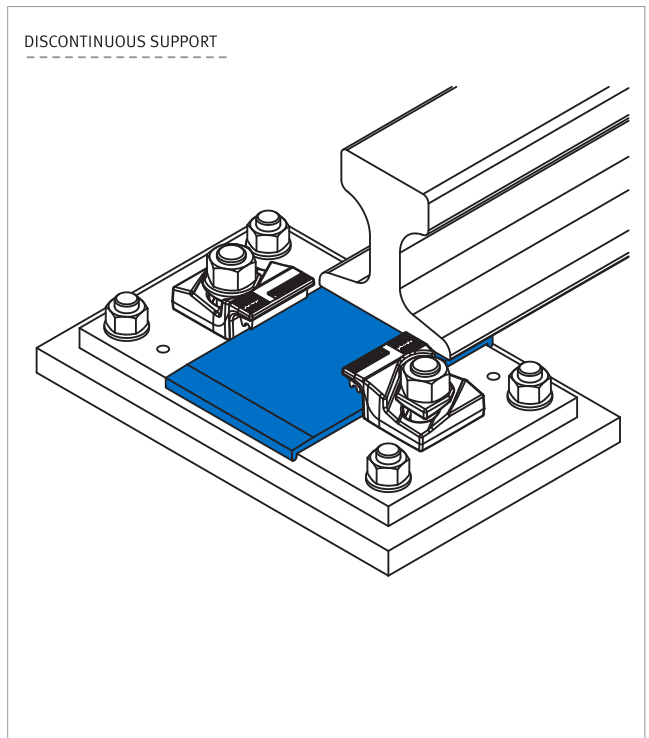
The Mark 2 pad:

- Eliminates load concentrations and resultant fatigue stresses in the rail mounting.

- Protects the crane mechanism and increases rail, wheel, bearing and axle life.

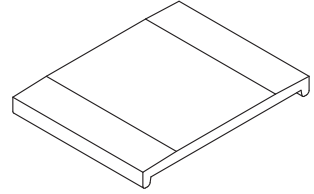
- Reduces the wear of rail and support surface by eliminating fretting corrosion.

### DISCONTINUOUS SUPPORT



### Resilient Rail Pad

The Mk2 Pads are manufactured from wear resistant durable thermoplastic that has elastomeric properties. They are unaffected by oil, grease or ultraviolet light. They have been tested to many times the design loads and show complete recovery. Tapered leading and trailing edges along the rail reduce edge loading on the sole plate and grout when the crane wheel is between sole plates.



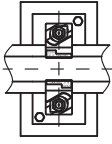
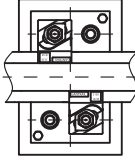
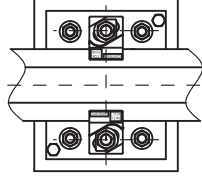



Material	EVA copolymer
Temperature range	-25° to +75°C
Recommended maximum compressive stress (Compressive stress is installation related and should be reduced above 50°C)	15 N/mm <sup>2</sup>
Tensile strength (ISO R 527)	16 MPa
Elastic modulus (ISO R 527)	100 MPa
Elongation at break (ISO R 527)	750%
Shore hardness (ISO 868 A scale)	95

#### RAILS FOR DISCONTINUOUS APPLICATIONS

Probably the most widely used crane rails in the world are the A sections to DIN 536:1981. These have a wide flange originally for riveting to girders but they are weak in vertical bending. They are not the best choice for discontinuous applications.

Excellent rails for light applications are railway rails. For heavier wheel loads taller rails are preferred e.g. QU70, ISCR100 and MRS87A.

#### TYPICAL DISCONTINUOUS SOLEPLATE ARRANGEMENTS

	For vertical wheel loads up to 60kN Clips mounted on anchor bolts 3116/10 clips	For vertical wheel loads up to 200kN Clips mounted separate to 2 anchor bolts 3120/15 clips	For vertical wheel loads up to 350kN Clips mounted separate to 4 anchor bolts 3124/15 clips
Plan view			
Front view			

THESE ARE ONLY TYPICAL EXAMPLES.

#### INSTALLATION INSTRUCTIONS:

The installation method should ensure that the soleplates are level with the base of the rail. This is best achieved by levelling the rail and then bringing the sole plate plus pad, up to meet the bottom surface of the rail over its full area.