



Product Approval Withdrawn – Thermit Rubber Panel Level Crossings

Applicability

ARTC Network Wide	✓	Western Jurisdiction		New South Wales		Victoria	
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Audience	Main Points	Change History
Corridor/Delivery Managers Team Managers Work Group Leaders Engineering Compliance Managers Procurement		Previously Technical Instruction 2006-03 (FileCM ref 08-08-11-032)

Rubber panel level crossings supplied by Thermit Australia Pty Ltd are no longer approved for future use in ARTC.

Skid resistance testing was carried out on a rubber panel level crossing after a motor vehicle accident last year. The tests indicated poor skid resistance values and Thermit could not provide a certificate of compliance with the appropriate Standard.

Corridor Managers are advised to consider the risk and benefits of those rubber crossings already installed on ARTC territory.

- Attached are the test results of **one** sample of the rubber surface. This gives an average score of 45. **The test itself does not comply with the standard as not enough samples were provided.**
- Should you have any crossings with give way or stop signs on curves, gradients, roads not perpendicular to rail, or where there is water pooling, traffic lights, junctions, crossings etc. a score of 65+ could be required. In these instances the existing surface would **fail the code by 30%**.
- For crossings in redundant track, in straight roads with easy gradients and curves and without junctions, and **free from** any features such as, traffic lights, oil, mixed traffic (i.e. trains) etc. The results show this to be "satisfactory" but only in **favourable circumstances**.

The product approval withdrawal does not apply to rubber panel level crossings supplied by other companies. Other suppliers were not tested as they were able to supply certificates of compliance.

Please note that Thermit have now modified the surface pattern but this needs to be type approved before any further crossings are installed. This applies to both road and pedestrian level crossings.

Thermit state that the accident at this particular crossing involved a:

"Vehicle skidding over the panels on a rainy night. It should be noted that the particular crossing is very close to the middle of a curve in the road and is also used almost exclusively by rail motor type rolling stock that services the public of Newcastle.

We believe that the combination of the relationship between the location of the crossing in the road and the built up diesel and oil deposits from passing rolling stock did contribute to the incident. There are approx 40 to 50 of these crossings installed in Australia with no other reported similar incidents."

Skid resistance should be considered when selecting any material for any level crossings.

Issued by	Date
John Cowie, Manager Standards	08 May 2007