

involving a pull out load of 70KN being applied for a 3 minute period without movement of the holding down bolt / stud or grout. A further 6 tests shall be carried out along the dive slab, at locations clear of existing and proposed pads, up to a load of 120KN or until failure occurs. These additional test studs shall be cut off level with slab surface following testing.'

All studs successfully completed the test and the epoxy showed no signs of failure. Refer to Ramset report 'HDRP - Test Report - Handbury Dive Rail Pad-Plinth Replacement'.

(i) **Use in other rail networks**

- Dry Creek Railyard (SA) - Transfield
- Port River Expressway (SA) - Abigroup
- Epping-Chatswood Rail (NSW) - Thiess Hochtief
- Sutherland Rail Link (NSW) -John Holland.

(ii) **Use in the ARTC network**

None.

(iii) **Issues arising from usage of the equipment/system**

None.

(iv) **Changes required to infrastructure or systems for use of the equipment**

None.

9 **Maintainability**

Refer to MSDS.

10 **Approval ***

The Chemset REO502 epoxy adhesive be used as alternative to Hilti Hit RE500 for use on the ARTC Network:

Potential Identified Curve Locations (but not limited to)

Line Segment	From (km)	To (km)
Mile End – Belair	8.312	8.939
Mile End - Belair	11.882	12.007
Belair - Mt Lofty	23.628	23.915
Belair - Mt Lofty	24.400	24.667
Belair - Mt Lofty	25.891	26.174
Belair - Mt Lofty	26.199	26.368
Belair - Mt Lofty	26.906	27.140
Belair - Mt Lofty	27.300	27.777
Belair - Mt Lofty	27.784	28.072
Belair - Mt Lofty	28.238	28.443
Belair - Mt Lofty	30.069	30.288
Mt Lofty - Balhannah	31.010	31.340
Mt Lofty - Balhannah	36.172	36.390
Mt Lofty – Balhannah	40.160	40.630
Mt Lofty - Balhannah	40.720	40.970
Mt Lofty - Balhannah	42.000	42.250
Mt Barker Junction - Petwood	50.746	51.252
Mt Barker Junction – Petwood	59.372	59.744
Petwood – Murray Bridge	64.981	65.303
Petwood – Murray Bridge	70.650	71.154
Petwood – Murray Bridge	82.409	82.515

The Chemset REO502 epoxy adhesive be used as alternative to Megapoxy 108 for use on the ARTC Network

Potential Identified Locations (but not limited to)

Line Segment	From (km)	To (km)
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Scholey St – Hanbury Junction	164.951	168.480
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- 11 **Conditions of Approval ***
- To be installed following the manufacturer's instructions.
 - Regular visual inspections are to be performed by track inspectors during the first 6 months from installation.
 - AK car data is to be assessed for top, twist and out of gauge tolerance for 12 months from the first installation
 - A Temporary Speed Restrictions of 40 kph will be in place for a minimum of 24 hrs to ensure the glue is fully cured
 - Follow up pull out test on five off bolts selected at random at the Hanbury location, between 6 and 12 months after the first installation to ensure satisfactory performance. Results to be forwarded to Adrian Karsten.

12 **Does the Originator accept the additional Conditions of Approval as set by the Review Panel:**

Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	N/A	<input type="checkbox"/>
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13 **Sign off** **ARTC office use only**

13	Sign off Review Panel: J.Furness A.Thomas W.Olsen B. Gunasekara D. Snowden	ARTC office use only Date: 8/3/2011 Date: 8/3/11 Date: 8/3/11 Date: 8/3/11 Date: 8/3/11
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Handwritten signatures and dates are present in the original document.

Review Panel for extended application:

J.Furness	On File	Date: 15/04/2014
A.Karsten	On File	Date: 13/09/2013
W.Olsen	On File	Date: 15/04/2014

- 14 **Attachments**
- Report No 65301-17 (23 Dec 2010 – J.Nevidal) – AN7 Sleeper Repair with ChemSet™ Reo 502™ Epoxy – ASSEMBLY REPEATED LOAD TEST Final Inspection Report compiled by Transfield (B. Gunasekara 22/10/2010)
 - Refer to RAMSET Work Method Statement – Chemset REO502
 - Hazardous Substance / Dangerous Goods Risk Assessment (Transfield Services)
 - MSDS for Chemset REO502
 - Ramset report 'HDRP - Test Report - Handbury Dive Rail Pad-Plinth Replacement'.