SEALED-JOINT FILLER BLOCK SYSTEM

Owing to their high density, **REGUM** filler blocks feature an extremely low water absorption of less than 1%. The joints, appearing at intervals of between 600 and 750 mm depending on the length of the products, have always been a weak spot.

REGUM's filler block system with sealed joints now provides an effective and lasting solution to this problem (Patent No. 102010025850).

The solution is achieved by a sealing pad consisting of three layers, i.e. a core of closed-cell PE foam and two layers of butyl sealant.

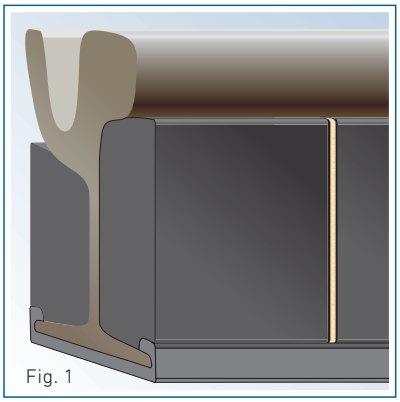
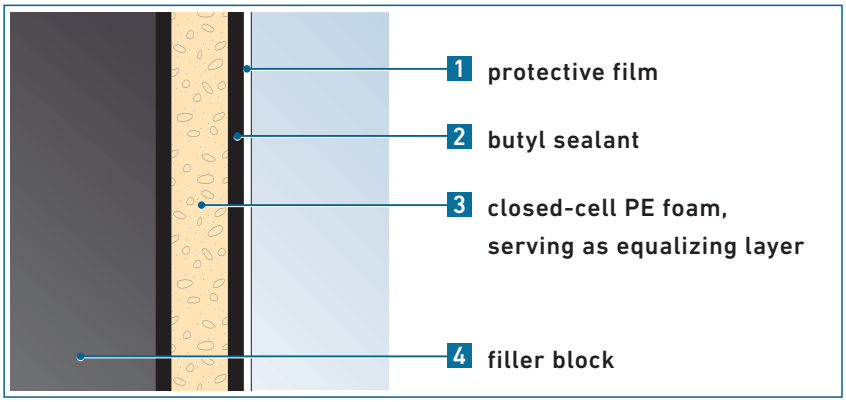


Fig. 1



Butyl rubber is a permanently flexible, waterproof and adhesive sealing material that retains its high adhesiveness for a long period.

A core layer of closed-cell PE foam is arranged between the two butyl rubber layers as a central equalizing layer. This serves as a buffer between the two adhesive layers and ensures that temperature-induced changes in length can be absorbed at the glued joints without tearing apart.

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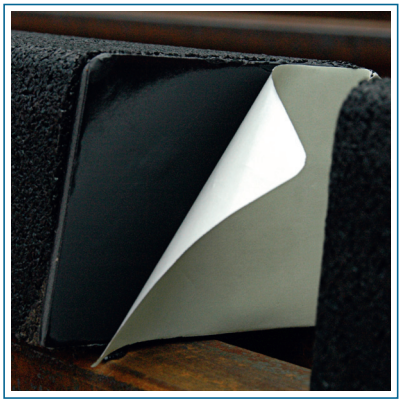
The joint sealing pads are matched to the specific shapes of the filler blocks. Tests by the Technical Academy in Wuppertal have shown the following characteristic values:

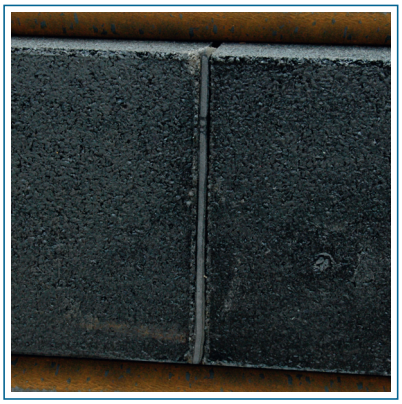
	Typical conductance G' in S km^{-1}	
	in dry condition	after immersion in 0.1% NaCl
Without joint seals	$4.57 \cdot 10^{-3}$	$176.1 \cdot 10^{-3}$
With joint seals	$0.84 \cdot 10^{-3}$	$25.9 \cdot 10^{-3}$

These test results clearly show the difference between the sealed-joint design and the conventional design.

The filler blocks come with workshop-mounted sealing pads, ready for installation at the site: First, the protective film is removed and then the filler block is inserted into the rail profile and tapped in place with a rubber mallet.

In combination with the **REGUM** sleeper cell intermediate layers made of closed-cell PE foam (see Fig. 1), which enclose the entire rail base, a fully encased system is created.





REGUM GmbH
Heinrich-Diehl-Straße 2
D-90552 Röthenbach / Pegnitz
Tel.: +49 911 95 33 54 - 0
Fax: +49 911 95 33 54 - 850
E-Mail: info@regum.de
Internet: www.regum.de