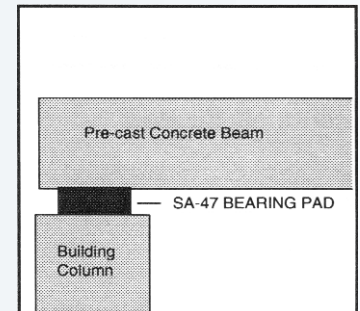


SA-47® Bearing Pads



SA-47 bearing pads are constructed of all new high quality elastomers containing a random distribution of synthetic fibers which are vulcanized and cured into a slab form to several standard thicknesses. The distinguishing feature of the SA-47 bearing pads is the strength and durability exhibited by the pad. The inclusion of randomly distributed synthetic fibers yields a bearing pad with much more attractive physical properties (compressive strength, limited creep, etc.) when compared with unreinforced neoprene bearing pads.



History

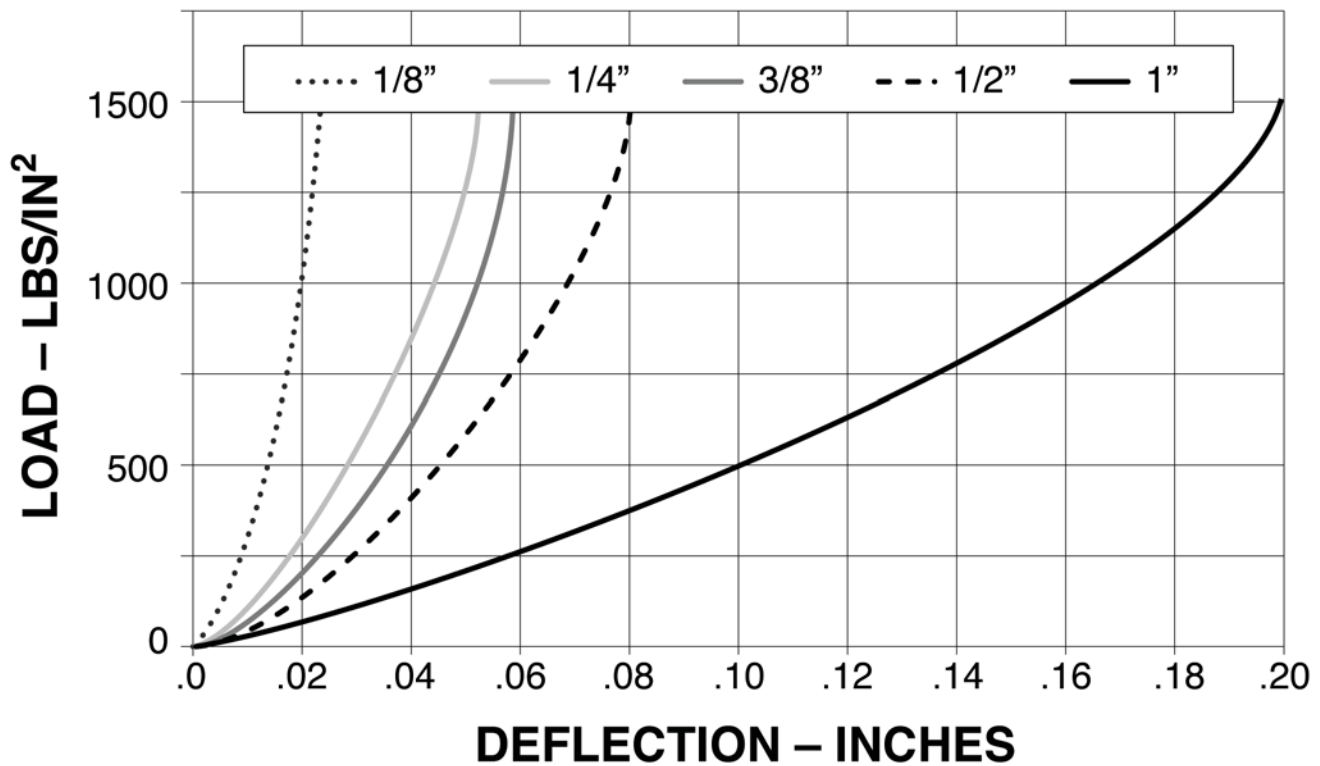
SA-47 pads were initially designed for use as railroad tie plate pads and have been used since 1947. They have shown excellent service performance in this severe use where they are subjected to impact forces, climactic extremes of temperature and moisture, and exposure to sand and salt. Based on this successful background, State Highway Departments began specifying SA-47 bearing pads as highway bridge bearing masonry pads, lighting standard pad seats, and handrail bearing pads in 1957. Applications of the bearing pads in the precast concrete, steel, and timber industries have followed with tremendous success.

Features - Attributes - Qualities

- ◆ Experience in-service since 1947.
- ◆ High design compressive stress - 1500 psi;
Much higher than recommended design load of unreinforced elastomeric bearing pads.
- ◆ Good shock absorption and vibration reduction.
- ◆ Allow for surface irregularities and angularity.
- ◆ Effective performance in all climatic conditions.
- ◆ Effective weather sealing and prevention of abrasion between bearing members.
- ◆ Prompt availability to satisfy J.I.T. delivery requirements.
- ◆ Reduce electrolytic action between dissimilar materials.

Specification for SA-47 Bearing Pads

The preformed pads shall consist of a fabric and rubber body. The pad shall be made with new unvulcanized rubber and unused fabric fibres in proper proportion to maintain strength and stability. The surface hardness expressed in standard rubber hardness figures shall be 80 Shore "A" Durometer \pm 10 durometer average. The ultimate breakdown limit shall be no less than 7,000 lbs per square inch for the specified thickness without extrusion or detrimental reduction in thickness. The pads shall be furnished to specified dimensions with all bolt holes accurately located.



Note:

Average deflections are based on test results on 3-3/8" x 3-3/8" specimens.

Deflection Tolerance = 15%

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