

REPLACEMENT & AFTERMARKET

ASCE 85 RAILROAD RAILS



Collaborate / Create / Convey

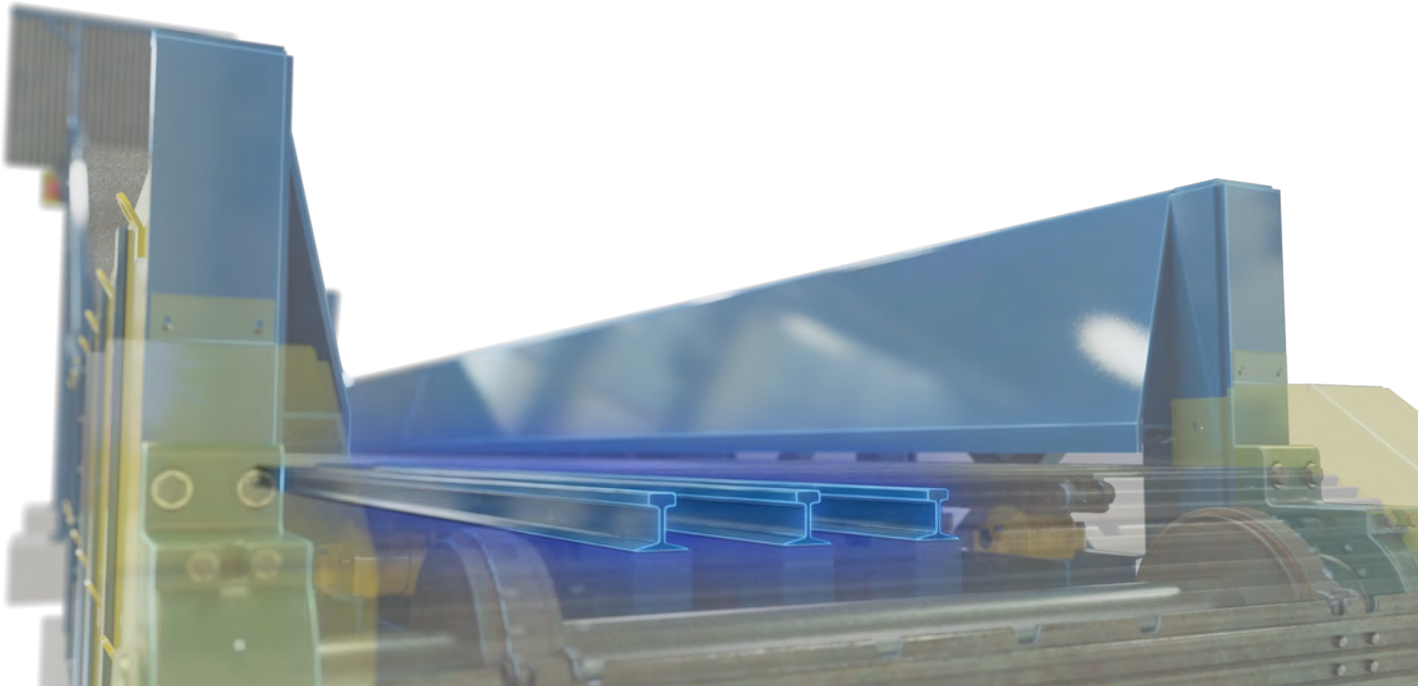
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ASCE 85 RAILROAD RAILS



Asce 85 Railroad Rails

D4 car shredder infeed conveyors move whole vehicles and dense scrap into the shredder, placing extreme point impacts on the conveyor structure at the loading zone. Lighter track sections deform, crack, or lose alignment under this repeated impact loading, and once the belt support surface fails, chain tracking degrades and the infeed line stops. Every hour of downtime at the shredder infeed halts the entire recycling operation behind it.

ASCE 85 railroad rails answer this loading structurally. Rolled from high carbon steel at 85 lb/yd, the heaviest classification in the range, each rail distributes impact forces across a vertical web and horizontal flanges while the hardened head presents a low friction running surface for the roller chain belt. The rails support the belt on D4 car shredder infeed conveyors and cross-brace the frame in high impact loading zones, with a standard drilling pattern and splice bar system that matches the rail to the conveyor structure it reinforces.

APPLICATIONS



Recycling

Automotive recycling lines feed whole vehicles and dense scrap across D4 car shredder infeed conveyors that absorb extreme point impacts at the loading zone throughout every shift. ASCE 85 rails reinforce the belt path and cross-brace the frame in these zones, holding chain tracking stable where over 10,000 lb foot loads concentrate.



Car Shredder Infeed

D4 infeed conveyors place the highest structural loads in the recycling plant directly on the conveyor frame. The 85 lb/yd section carries these forces where exceptional surface stability is required at the shredder mouth.



Demolition

Demolition debris streams combine concrete, rebar, and mixed rubble that punish conveyor support structures. Carbon steel rail construction resists the repeated impact and abrasion these streams produce.



Construction

Construction material handling subjects conveyor structures to heavy, irregular loads that shift and strike during transport. The hardened rail head withstands this concentrated wear while maintaining a smooth running surface.



Heavy Metal Scrap

Scrap yards move dense ferrous loads that fatigue lighter track sections at concentrated contact points. The tee rail profile distributes this weight across the web and flanges to prevent warping under extreme pressure.

KEY FEATURES

01

I-Profile Rail Section:

Distributes extreme impact loads across the vertical web and horizontal flanges, preventing warping at a section modulus of 11.08 in³ (head) and moment of inertia of 30.07 in⁴.

02

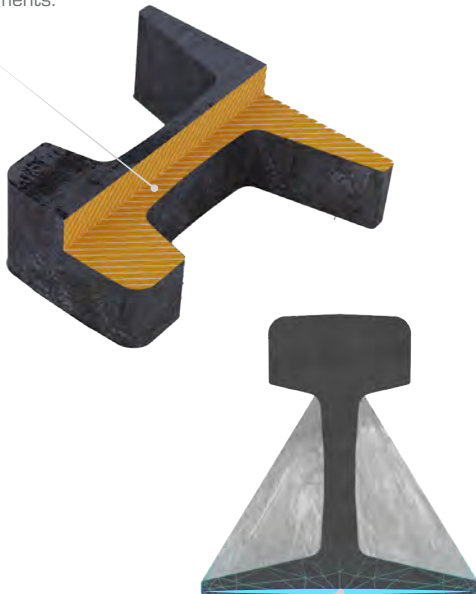
Hardened Head Running Surface:

Presents a smooth, wear resistant 2-9/16 in wide contact surface that reduces friction where the roller chain belt rides the rail.

03

High Carbon Steel Construction:

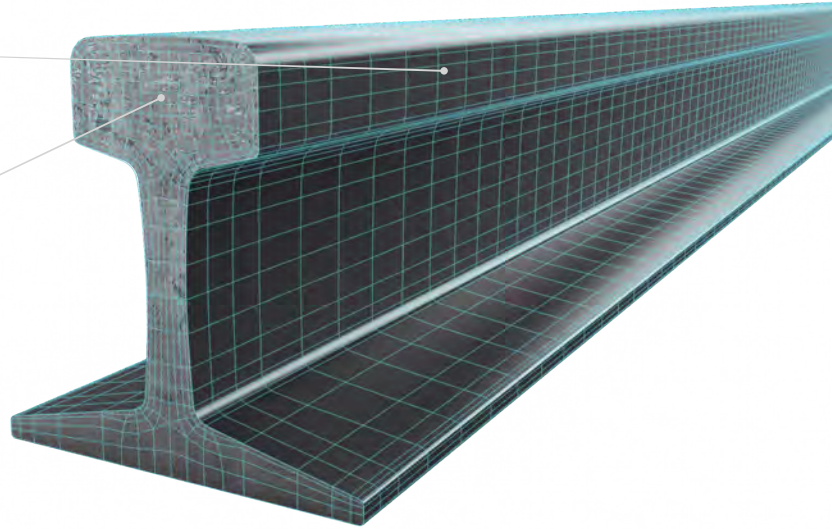
Rolled from high carbon steel to endure years of continuous heavy loads in the most demanding industrial environments.



04

Wide Base Flange:

Provides a 5-3/16 in mounting footprint that welds to varied conveyor frame designs without custom brackets.



05

ASCE 85 Weight Classification:

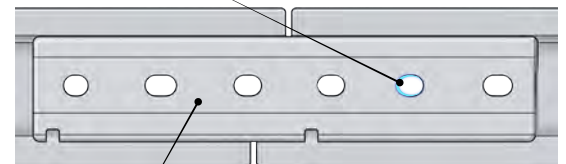
Grades the section at 85 lb/yd as the heaviest rail in the range, supporting foot loads over 10,000 lb on D4 car shredder infeed conveyors.



06

Pre-Drilled Bolt Configuration:

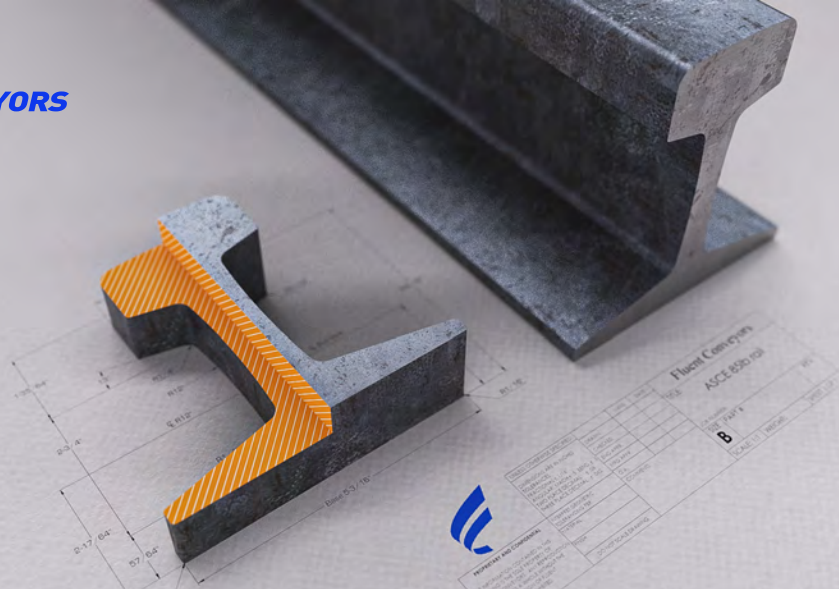
Arrives with a standard 2-1/2 in x 5 in drilling pattern, 1 in diameter holes, and matched 7/8 in x 4-1/2 in rail bolts for direct frame attachment.



07

Splice Bar Joint System:

Joins rail sections with purpose made 24 in splice bars or butt welds to extend runs while preserving chain alignment through impact zones.



ASCE 85 RAILROAD RAILS

ROADSSPECIFICATIONS

Parameter	Specification
Weight	85 lb/yd
Height	5-3/16 in
Base width	5-3/16 in
Head width	2-9/16 in
Web thickness	9/16 in
Section area	8.33 in ²
Section modulus (head)	11.08 in ³
Section modulus (base)	12.17 in ³
Moment of inertia	30.07 in ⁴
Material	Carbon steel
Rail type code	85 AS
Item weight (39 ft)	935 lb

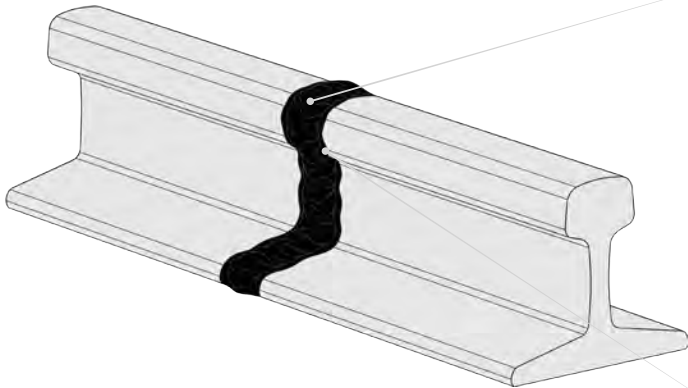
Joining and Load

Parameter	Specification
Standard drilling	2-1/2 in x 5 in w/ 1 in dia. holes
Splice bar length	24 in
Splice bar weight	18 lbs/pair (23 lbs/pair with hardware)
Rail bolt	7/8 in x 4-1/2 in
Approximate foot load rating	Over 10,000 lb

Note: Foot load rating is approximate. Consult the engineering team for load calculations based on conveyor system setup and rail spacing requirements. Typical shipping lengths run 20 ft to 40 ft, and rails can be cut to manageable lengths for delivery.

THE ENGINEERING ADVANTAGE

This section outlines the mounting, joining, and inspection methodology behind ASCE 85 railroad rails, covering weld and bolt attachment, section splicing, and joint verification to ensure accurate fit and full structural service in impact loading zones.



Welded Rail Mounting:

Attaches the rail base directly to the conveyor frame by weld, producing joints that outlast bolted assemblies when subjected to constant impact.

Rail Joint Inspection Points:

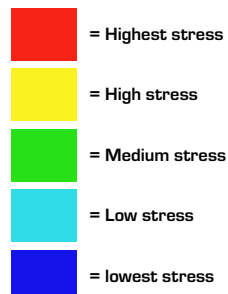
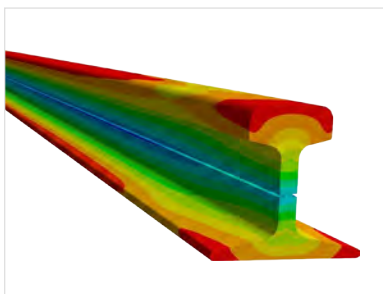
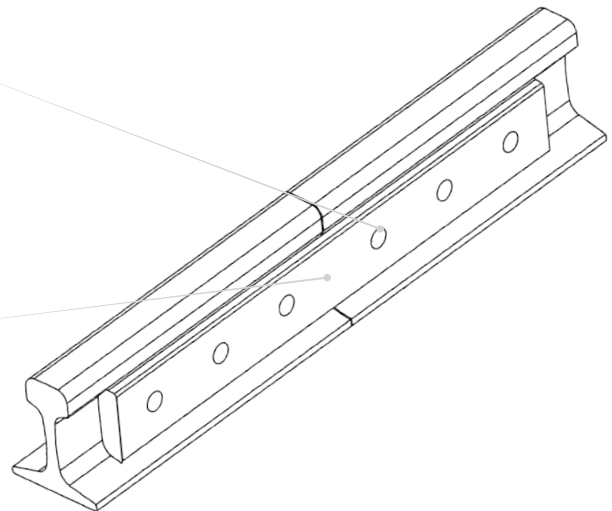
Verifies joint bar alignment and spacing at expansion joints, along with weld, hardware, and splice bar integrity, as part of the standard conveyor care schedule.

Grade 8 Bolted Attachment:

Secures rails with Grade 8 nut and bolt assemblies where future adjustment or removal is required during assembly or maintenance.

24 in Splice Bar Joining:

Connects rail sections through 24 in splice bars seated in the 2-1/2 in x 5 in drilling pattern, with butt welding available as an alternative joining method.



CONTACT INFORMATION

OUR ENGINEERS WILL SPEC THE EXACT PART FOR YOUR SYSTEM

For product specifications, engineering support, or order inquiries, please contact our team using the information provided below. Our specialists are available to ensure accurate recommendations and efficient service for your application requirements.

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