

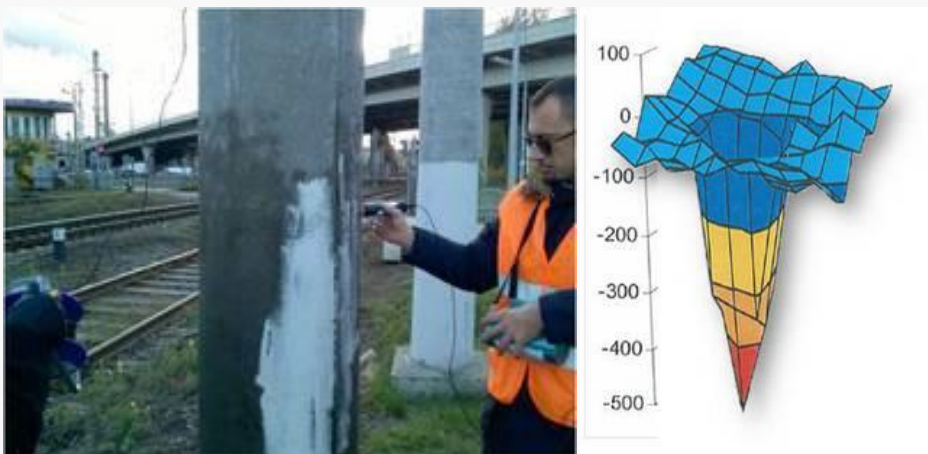
Profometer Corrosion and Resipod

Corrosion and surface resistivity monitoring of reinforced elements

Any reinforced structure surrounding railroad tracks may be subjected to the specific risk of stray current induced corrosion. Electrical current can leak through the surrounding soil from the direct current (DC) traction power supply of the trains. When it reaches the reinforced element it can give rise to electro-chemical corrosion in the steel reinforcement steel.

A safe approach for the monitoring and maintenance of such structural elements is the periodic execution of half-cell potential measurements with the Profometer Corrosion throughout the year in order to highlight the appearance of potential corrosion hot spots.

Surface resistivity measurements taken with the Resipod in the same areas can also help identify the areas at risk where, for example, the concrete cover is not providing sufficient protection to the steel.



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