railroad will request FRA to approve for such service. 
(ii) An additional test run shall be conducted at 5 m.p.h. above this speed. 
(3) When conducting stage-one and stage-two testing, if any of the monitored safety limits is exceeded on any segment of track intended for operation at track Class 6 speeds or greater, or on any segment of track intended for operation at more than 5 inches of cant deficiency, testing may continue provided that the track location(s) where any of the limits is exceeded be identified and test speeds be limited at the track location(s) until corrective action is taken. Corrective action may include making an adjustment in the track, in the vehicle, or both of these system components. Measurements taken on track segments intended for operations below track Class 6 speeds and at 5 inches of cant deficiency, or less, are not required to be reported. 
(4) Prior to the start of the qualification testing program, a qualifying TGMS specified in §213.333 shall be operated over the intended route within 30 calendar days prior to the start of the qualification testing program. 
(g) Qualification testing results. The track owner or railroad shall submit a report to FRA detailing all the results of the qualification program. When simulations are required as part of vehicle qualification, this report shall include a comparison of simulation predictions to the actual wheel/rail force or acceleration data, or both, recorded during full-scale testing. The report shall be submitted at least 60 days prior to the intended operation of the equipment in revenue service over the route. 
(b) Based on the test results and all other required submissions, FRA will approve a maximum train speed and value of cant deficiency for revenue service, normally within 45 days of receipt of all the required information. FRA may impose conditions necessary for safely operating at the maximum approved train speed and cant deficiency. 
(i) The documents required by this section must be provided to FRA by: 
(1) The track owner; or 
(2) A railroad that provides service with the same vehicle type over track-age of one or more track owner(s), with the written consent of each affected track owner.

§ 213.349 Rail end mismatch. 
Any mismatch of rails at joints may not be more than that prescribed by the following table—

<table>
<thead>
<tr>
<th>Class of track</th>
<th>Any mismatch of rails at joints may not be more than the following—</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>On the tread of the rail ends (inch)</td>
</tr>
<tr>
<td>Class 6, 7, 8 and 9</td>
<td>1/8</td>
</tr>
</tbody>
</table>

§ 213.351 Rail joints. 
(a) Each rail joint, insulated joint, and compromise joint shall be of a structurally sound design and dimensions for the rail on which it is applied. 
(b) If a joint bar is cracked, broken, or because of wear allows excessive vertical movement of either rail when all bolts are tight, it shall be replaced. 
(c) If a joint bar is cracked or broken between the middle two bolt holes it shall be replaced. 
(d) Each rail shall be bolted with at least two bolts at each joint. 
(e) Each joint bar shall be held in position by track bolts tightened to allow the joint bar to firmly support the abutting rail ends and to allow longitudinal movement of the rail in the joint.