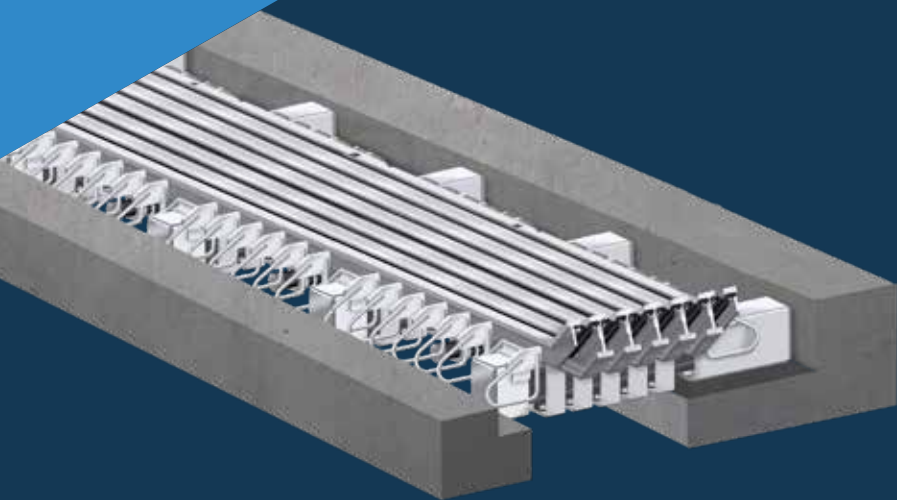




EXPANSION JOINTS

BRITFLEX MEJS

MODULAR



www.usleksan.com

Introduction

Market Leaders In Expansion Joint Technology.

We are a world class, multi-disciplined engineering solution provider, with core competencies in structural protection and movement control.

We offer an unrivalled range of specialist services including spray applied bridge deck membranes, bridge deck expansion joints, structural bearings, bridge deck drainage as well as bespoke structural fabrications.

Through early project engagement with stakeholders, we are able to provide high quality engineering solutions by way of consultancy support or the delivery of a complete project management service.

From design, manufacture and installation, to inspection, site maintenance and replacement work, our single point of responsibility offering, leaves USL Ekspan uniquely placed to solve complex challenges on a truly global scale.

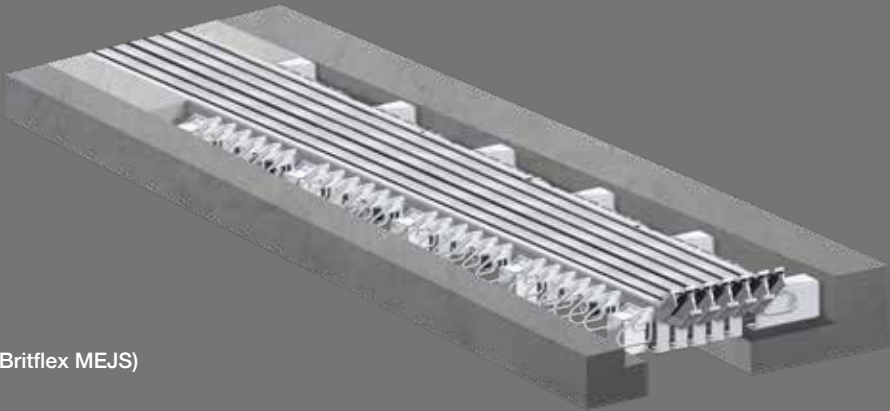
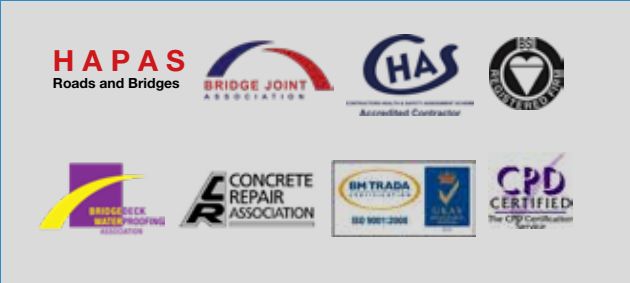


Figure 1 - Modular Expansion Joint System (Britflex MEJS)
View A

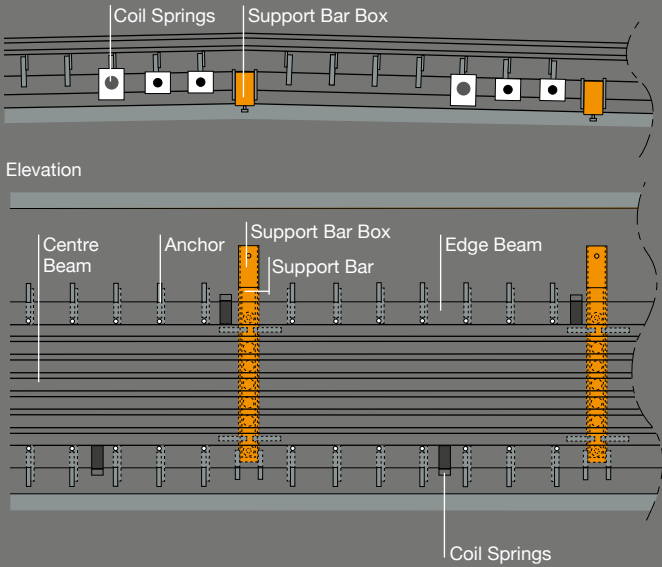
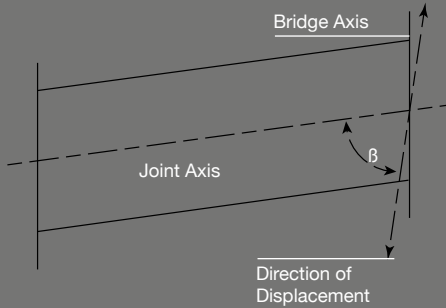


Figure 2 - Skewed Direction of Movement



Note: The direction of movement does not, in each case, have to be identical to the movement of the bridge axis.

THE SYSTEM

The Modular Expansion Joint System (Britflex MEJS) is a mechanical device installed in bridge expansion joint openings. The primary function of the Britflex MEJS is to allow vehicle traffic to travel smoothly across large expansion joint openings. It does this by dividing the large expansion joint openings into a series of smaller openings called cells.

These cells work together to accommodate the necessary thermal bridge movement (expansion and contraction) while providing a smooth riding surface for bridge vehicle traffic. The Britflex MEJS is normally used for expansion joints with a movement range exceeding 75 mm.

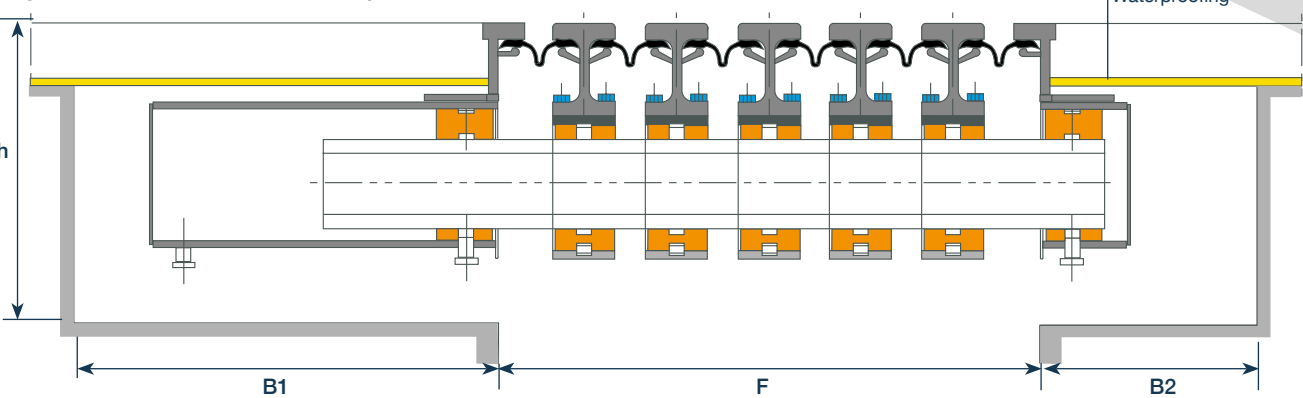
The Britflex MEJS also has the secondary function of protecting the surrounding bridge superstructure and substructure. All Britflex MEJS cells are equipped with watertight sealing elements that prevent debris, water and corrosives such as de-icing chemicals from passing through bridge expansion openings and damaging superstructure and substructure components (See Figure 1).

EXPANSION JOINTS WITH SKEW

Because bridge expansion joints open and close in the direction of traffic, a bridge skew or radius creates movement that is not parallel to the normal movement of the Britflex MEJS. If the direction of movement of the Britflex MEJS is not perpendicular to the joint axis but skewed with the angle. (Figure 2).



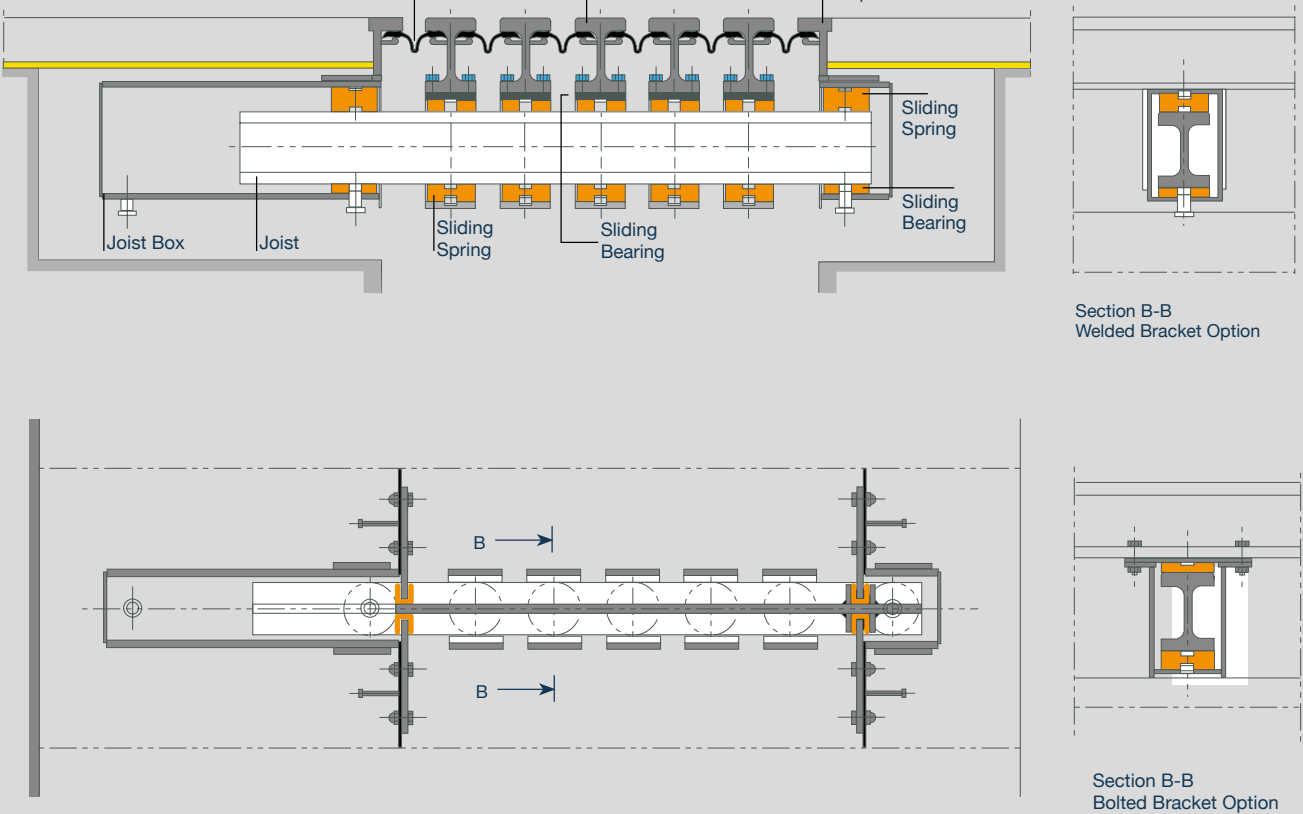
Figure 3 - Modular Expansion Joint Types & Sizes



Type	B1 (mm)	B2 (mm)	H (mm)	F(min) (mm)	F60 (mm)	F70 (mm)	F80 (mm)	G(WT) (kg/m)
LG2	400	400	400	140	260	280	300	150
LG3	480	300	400	220	400	430	460	210
LG4	560	300	400	300	540	580	620	250
LG5	640	300	400	380	680	730	780	290
LG6	720	300	400	460	820	880	940	410
LG7	800	300	420	540	960	1030	1100	500
LG8	880	300	440	620	1100	1180	1260	596
LG9	960	300	450	700	1240	1330	1420	745
LG10	1040	300	460	780	1380	1480	1580	1060
LG12	1200	300	500	940	1660	1780	1900	1340



Figure 5 - Support System



SUPPORT SYSTEM & COMPONENTS

Physical Data

Movement Range – The movement range of the Britflex MEJS is accommodated by the planned operating range of the neoprene seal and by the number of seals.

That is, if the planned operating range of the neoprene seal equals 80 mm, the LG12 Britflex MEJS achieves a movement range of 960 mm (12 x 80 mm = 960 mm).

Joint Width – The joint width “F” (Figure 3) is variable. It changes with Britflex MEJS movement. Joint width f (min) is the width of a closed joint. Joint widths F60, F70, and F80 are the widths of the fully open joint.

Each element has a gap of 60 mm, 70 mm & 80mm according to the planned operating range. Thus for an LG6 Britflex MEJS, there is a difference between fmin and f80 of 480 mm (6 x 80 mm = 480 mm).

Weight – The Britflex MEJS weights “G” shown in Figure 3 are mean values that vary, depending on design details.

Figure 4 - Modular Expansion Joint Components and Construction Materials

Component								
Description	Centre Beam/ Support Bar	Edge Beam	Slide Spring	Slide Bearing	Support Bar Box	Control Spring	Strip Seal Gland	Centre Beam Bracket
Material	ASTM A 572 A 588 DIN ST52-3	ASTM A 572 A 588 DIN ST52-3	Natural Rubber/PTFE	Nylatron	ASTM A 500 A 36 A 572	Polyurethane Foam	Neoprene ASTM D 2628	ASTM A 36 A572 DIN ST52-3

STANDARD SINGLE BAR – LG

Support System

In the Single Bar – LG Britflex MEJS design, all centre beams are supported by a single support bar. Elastic, prestressed sliding elements are contained by brackets / stirrups welded to the centre beam at a spacing based on the design code applied. The same elastic, prestressed sliding elements are used inside the support bar boxes.

This support system permits an optimum load transmission while attaining the flexibility to provide movement in three different directions (See Figure 5).

Control System

Along with the elastomeric profiles, elastomeric control springs coordinate the individual movements to form a dynamic system that simultaneously absorbs braking and accelerating forces. The reaction of these controlling forces on the joint edges can be assumed to act in the direction of displacement with the following maximum values: Tension – max. 3 KN/m; Compression – max. 4 KN/m (See Figure 6).

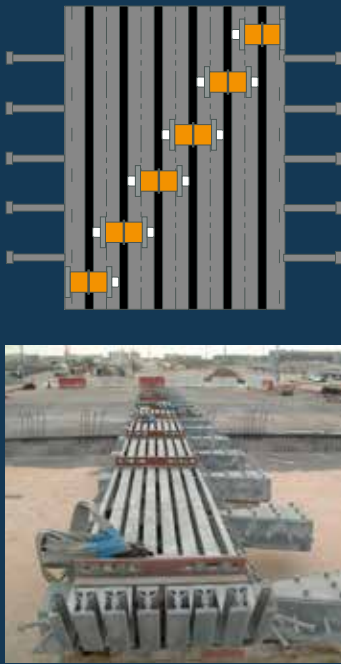
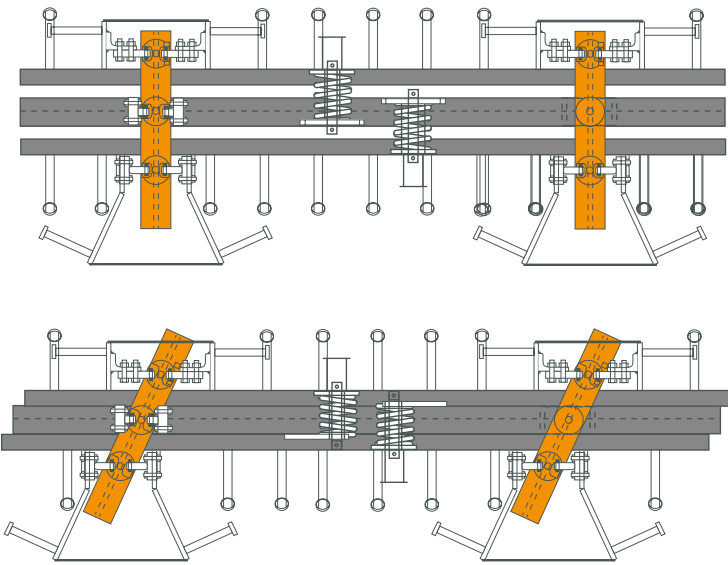


Figure 7



SWIVEL CAPABLE EXPANSION JOINT

Transverse Movement

USL Ekspan's Swivel Joint is designed to minimise any potential damage at the expansion joints from earthquake displacements. Often these anticipated seismic displacements are beyond the normal thermal longitudinal movement capacity of the expansion joint and also anticipate transverse movements (sideways) and vertical rotations (See Figure 7 and 8).

By utilising "swiveling-capable" modular expansion joints, designers are able to mitigate these problems. The extent of the swiveling (pivoting) and rotating of an expansion joint is a function of the geometry of the support bar boxes which permit movement

of the support bars, trumpeting them to permit the required additional movements, and use of spherical bearings for vertical rotations. Extra-long support bars which extend beyond the normal thermal movement requirements are used to accommodate any longitudinal seismic movements. Modifications needed by these designs from normal modern modular expansion joint systems are relatively minor. Any "Single Bar" modular expansion joint is capable of swiveling.

DESIGN AND PHYSICAL STRENGTHS

1. Quality Control (MEJS Birth Certificate) – Tight tolerances permit long term success. USL Ekspan develops a "checklist" of tolerances to be recorded for each joint. This checklist is like a birth certificate, it describes every step of production, every critical measurement is recorded and this document is provided to the client as proof of complete quality control.
2. Elastic Connection – Modular Expansion Joint Design does not weld the Centre Beam to the Support Bar, instead using Elastic components, USL's design creates an Elastic Connection. This eliminates a fatigue problem of welds and permits damping of the modular joints through the elastomeric component.
3. Corrosion Resistance – All exposed steel components of each Britflex MEJS are protected against corrosion through sand blast cleaning and being either hot dipped galvanized or painted with an inorganic zinc paint system. Method depends on the specifications of each individual project.
4. Parallel Support Bars – Britflex MEJS design has Parallel Support Bars that can be aligned with the wheel lanes. Parallel Support Bars provide sufficient clearance for concrete and reinforcing steel. Support bar spacing can be reduced for larger truck loading conditions.
5. Outside the Box – Britflex MEJS design accommodates easy replacement of all the smaller components such as Slide Bearings and Slide Springs. This is due to these smaller components being outside of any restrictive box, allowing accessibility for quick and easy replacement when necessary.



Western Peripheral Route



Blaydon Haugh Viaduct



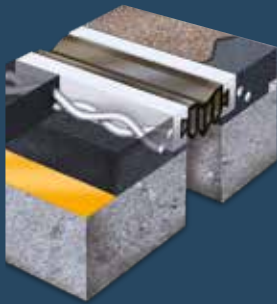
Tees Viaduct

PROJECT REFERENCES

Project: Western Peripheral Route	Project: Tees Viaduct	Project: Blaydon Haugh Viaduct
Location: Aberdeen, Scotland, UK	Location: Middlesbrough, England, UK	Location: Gateshead, England, UK
Product: 55 metres (2 joints of 4-cell modular)	Product: 50 metres (2 joints of 4-cell and 2 joints of 5-cell modular)	Product: 30 metres (2 joints of 5-cell modular)



USL EKSPAN
PRODUCT RANGE



EXPANSION JOINTS - CD 357

- Uniflex** - Buried

BP1 - Buried

FEBA - Flexible Plug

Brittflex NJ - Nosing

EC & EW - Joint Seal

Transflex & Transflex HM - Mat

T-MAT - Mat
- Brittflex BEJ** - Modular

Brittflex MEJS - Modular

LJ - Longitudinal Joint

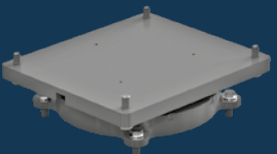
ES - Joint Seal

Aqueduct/Immersed Joint

Open Type Joint - Rail Joint

Brittflex UCP - Footbridge Joint
- Finger Joint**

Roller Shutter Joint



STRUCTURAL BEARINGS

- EKE** - Elastomeric (EN1337-3)

KE - Pot (EN1337-5)

DE - Line Rocker (EN1337-6)

GE - Spherical (EN1337-7)

FE - Restraint & Guide (EN1337-8)
- D** - Line Rocker (BS5400-9)

F - Restraint & Guide (BS5400-9)

G - Spherical (BS5400-9)

J - Roller (BS5400-9)

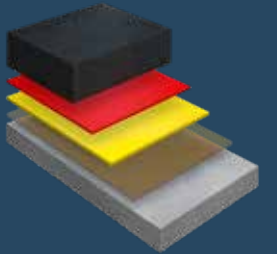
K - Pot (BS5400-9)
- Link Bearing** (BS5400-9)

EA - Sliding Bearing

EKR - Rubber Pad & Strip

EQF - Sliding Bearing

Bespoke Bearings



STRUCTURAL WATERPROOFING - CD 358

- Pitchmastic PmB**

Polyurethane (Pu) Waterproofing System

Britdex MDP

Methyl Methacrylate (MMA) Waterproofing System
- Britdex CPM Tredseal**

Combined Waterproofing and Anti Skid Surfacing (MMA)

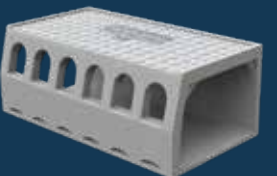
Uradeck BC

Combined Waterproofing and Anti Skid Surfacing (Pu)



SUB-SURFACE BRIDGE DRAINAGE

- Ekspan 325 Channel**
- Ekspan 302 System**
- ES Seal System**
- DriDeck**



SURFACE BRIDGE DRAINAGE

- Envirodeck**



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