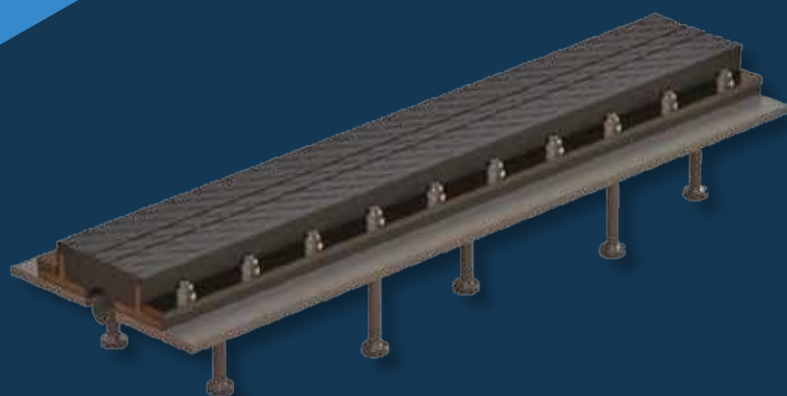




EXPANSION JOINTS

T-MAT

HIGHWAY BRIDGES
- MAT



www.uslekspan.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.

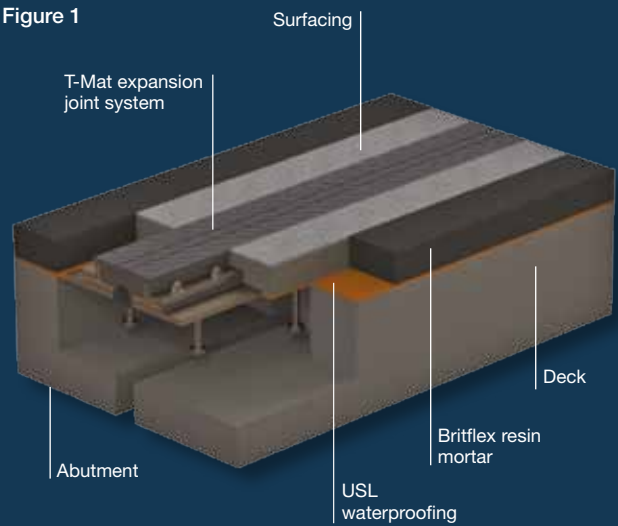
We offer an unrivalled range of specialist services including spray applied bridge deck membranes, bridge deck expansion joints, structural bearings, bridge deck drainage as well as bespoke structural fabrications.

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.

Highway bridges in general have one critical point; joining the gaps between individual parts of the structure or elements and components.

The USL Ekspan T-Mat system has become the standard for solving the problem of sealing and bridging of gaps.



APPLICATIONS

- Motorways
- Road and rail bridges
- Primary and secondary road
- Pedestrian walkways

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SYSTEM BENEFITS

- Absolutely watertight
- For longitudinal movements from +/- 15 (T30) up to +/- 130 (T260)
- High stability under load
- Extra-long durability due to the property designed dimensions and high quality chloroprene
- Low noise - ideal near residential properties

TECHNICAL - Design Criteria

Technical Documents

Shop Drawings USL Ekspan T-Mat DB/ST 30 to 260 for Bridges of Section

Structural Performance

The Expansion Joints System USL Ekspan T-Mat DB/ST is designed to satisfy all requirements as specified in the above functional specifications. These are in particular (but not limited to):

- Provision for longitudinal movement between adjacent bridge decks.
Note: The USL Ekspan T-Mat DB/ST expansion joint consists of a solid armoured expansion mat made of a high quality chloroprene with metal reinforcements (T-bars). The material is moulded and not extruded. The T-bars allow the installation of the expansion mat on a steel substructure which has been built into the bridge superstructure parallel to the expansion gap. The steel reinforcements are spaced in such a way that they guarantee great flexibility. The internal design of the expansion joints system USL Ekspan T-Mat DB/ST is such that due to the discontinuous steel reinforcement combined with the elasticity of the material (chloroprene) the expansion joint will not only allow for horizontal movement on either side of the joint, but will also allow for transverse and vertical relative movements of adjacent bridge decks.
- Structural safety during operation is guaranteed by the fact that the design of the expansion joint allows to carry and absorb the combined forces of load and traffic.
- The expansion joint is designed to be installed in such a way to ensure that its surface is flush with the bridge structure. This is to provide a smooth transition for vehicles crossing over the joint gap.
- The internal design as described above will also allow for vertical movement due to differential settlement of 5mm and more (up to ±70mm vertical and ±200mm transversal) without losing any of its other functional properties (see table below for movement capacities of each T-Mat type).
- This also applies to its ability to cope with distortions or other displacements of the structures.

Performance Fulfilment

The Expansion Joint Systems USL Ekspan T-Mat DB/ST perform as designed especially (but not limited) under the following conditions:

- There will be no negative influence of corrosion, since the corrosion protection specifications of all metal parts are imbedded in the chloroprene mat.
- The high quality chloroprene material is resistant against chlorides, oil, ozone, the sun under all climatic conditions. It also allows for vulcanisation on site to properly connect individual joints at joining gaps or at any interval for longitudinal joints so that there is always a homogenous and continuous seal. The materials of the actual expansion band do not age measurably.

Maintenance

- The elastomeric component (T-Mat) as a whole or even in individual segments is replaceable without any impact on the embedded substructure.
- Thus it will at no time and under no circumstances create any danger for the maintenance staff. All materials used are well known in the industry and have been used either individually or in combination for many years.
- Once installed, Expansion Joint Systems USL Ekspan T-Mat DB/ST is practically maintenance free.

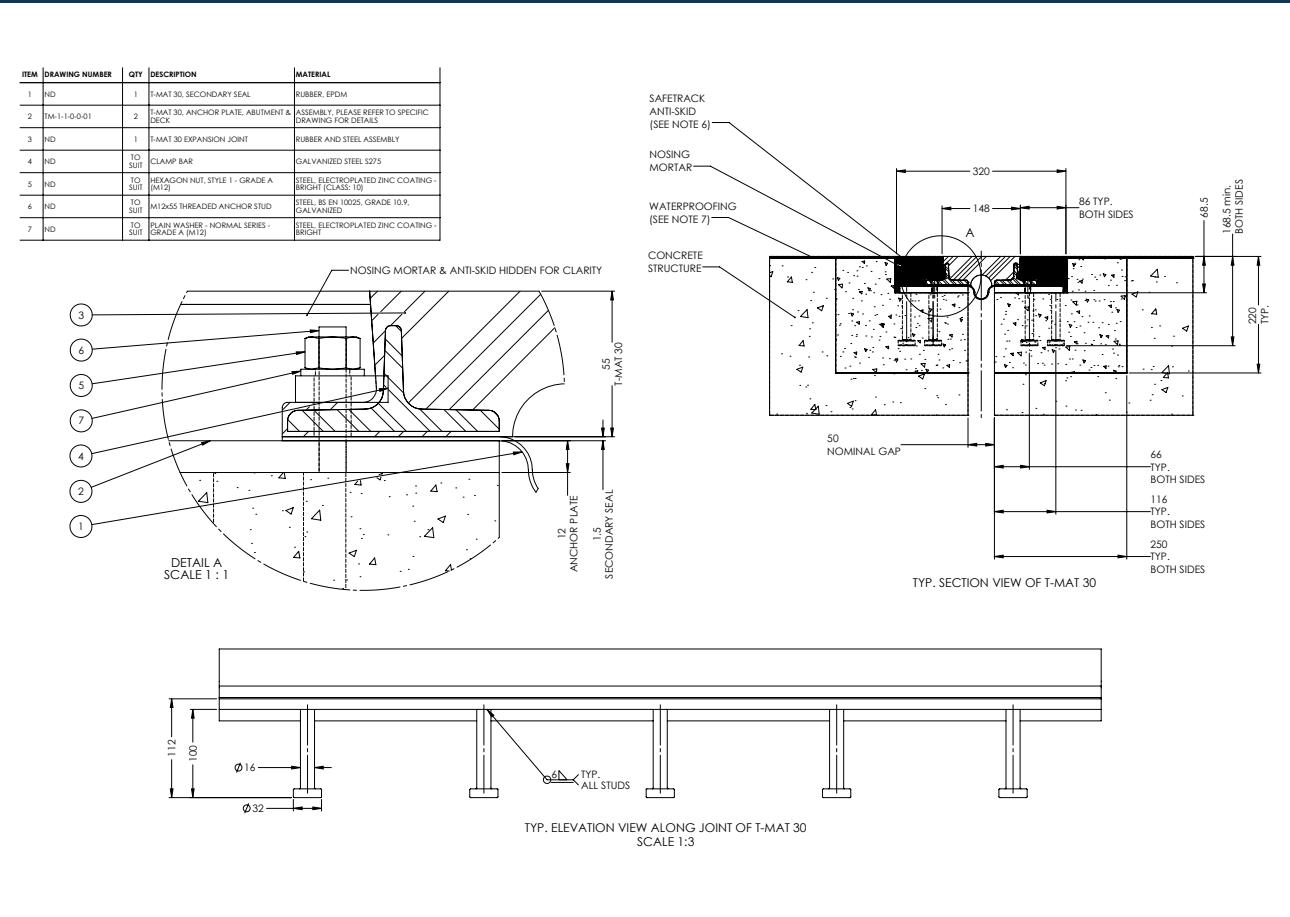
Materials

- Expansion Joint Systems USL Ekspan T-Mat DB/ST is designed for a technical life of ≥50 years. As discussed above these systems have been used for more than 25 years without showing any signs of neither aging nor damage to the joint which is limited to normal wear of the running surface.
- The elastomeric materials are of the highest quality chloroprene rubbers. The T-Mats are moulded and not extruded.
- All design, manufacture and installations of the Expansion Joint Systems USL Ekspan T-Mat DB/ST are made in accordance with the EN ISO 9001 2008.

APPLICATION

The T-Mat expansion joint transition is available in four different types. The T-Mat 30, 80 and 130 models have a single joint arrangement. The T-Mat 160 and 260 models have a double joint arrangement.

T-Mat 30 - MAT



Dimensions

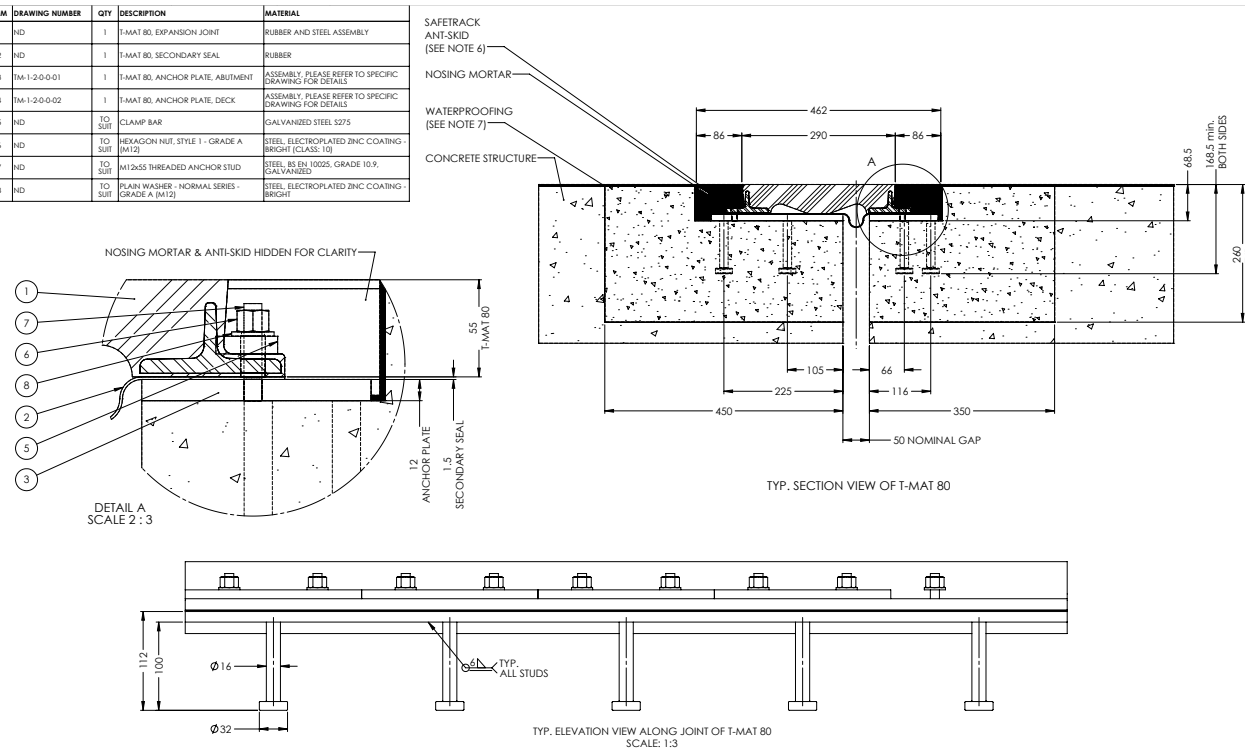
| Joint Type | Width (mm) | Depth (mm) | Secondary Seal Thickness - (mm) | Width of Bolt Centres - (mm) | Fixings | Expansion Joint Gap Width - (mm) |
|------------|------------|------------|---------------------------------|------------------------------|---------|----------------------------------|
| T-Mat 30 | 214 | 55 | 2 | 176 | M12 | 50 |

Movement Capacity

| | |
|------------------------|----------|
| Longitudinal (X Axis): | +/- 15mm |
| Transverse (Y Axis): | +/- 40mm |
| Vertical (Z Axis): | +/- 30mm |

T-Mat 80 - MAT

| ITEM | DRAWING NUMBER | QTY | DESCRIPTION | MATERIAL |
|------|----------------|-----|----------------------------------|--|
| 1 | ND | 1 | T-MAT 80, EXPANSION JOINT | RUBBER AND STEEL ASSEMBLY |
| 2 | ND | 1 | T-MAT 80, SECONDARY SEAL | RUBBER |
| 3 | TM-1-20-01 | 1 | T-MAT 80, ANCHOR PLATE, ALUMINUM | ASSEMBLY, PLEASE REFER TO SPECIFIC DRAWING FOR DETAILS |
| 4 | TM-1-20-02 | 1 | T-MAT 80, ANCHOR PLATE, DECK | ASSEMBLY, PLEASE REFER TO SPECIFIC DRAWING FOR DETAILS |
| 5 | ND | 1 | CLAMP BAR | 316 STAINLESS STEEL |
| 6 | ND | 1 | HEXAGON NUT, 1/2" - GRADE 5 | 316 STAINLESS STEEL |
| 7 | ND | 1 | HEXAGON NUT, 1/2" - GRADE 5 | 316 STAINLESS STEEL |
| 8 | ND | 1 | W/1/2" THREADED ANCHOR STUD | STEEL, BEIN 1000, GRADE 10, GALVANEZED |
| 9 | ND | 1 | FLANG WASHER - NORMAL SIZE | STEEL, ELECTROPLATED ZN COATING |
| 10 | ND | 1 | FLANG WASHER - GRADE 5 1/2" | STEEL, ELECTROPLATED ZN COATING |



Dimensions

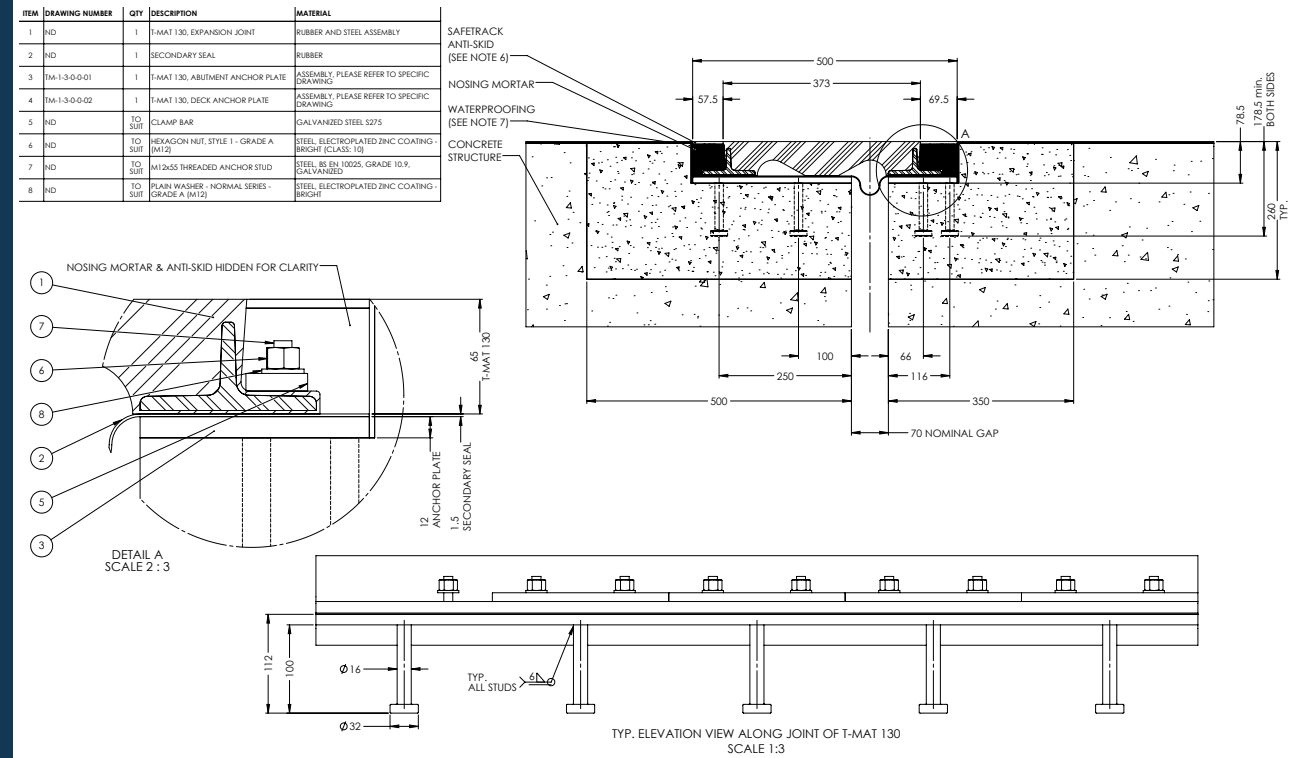
| Joint Type | Width (mm) | Depth (mm) | Secondary Seal Thickness - (mm) | Width of Bolt Centres - (mm) | Fixings | Expansion Joint Gap Width - (mm) |
|------------|------------|------------|---------------------------------|------------------------------|---------|----------------------------------|
| T-Mat 80 | 356 | 55 | 2 | 318 | M12 | 50 |

Movement Capacity

- Longitudinal (X Axis): +/- 40mm
- Transverse (Y Axis): +/- 60mm
- Vertical (Z Axis): +/- 40mm

T-Mat 130 - MAT

| ITEM | DRAWING NUMBER | QTY | DESCRIPTION | MATERIAL |
|------|----------------|------------|--|---|
| 1 | ND | 1 | TAAT1 130, EXPANSION JOINT | RUBBER AND STEEL ASSEMBLY |
| 2 | ND | 1 | SECONDARY SEAL | RUBBER |
| 3 | TA-130-0-01 | 1 | TAAT1 130, ARBUTMENT ANCHOR PLATE | ASSEMBLY, PLEASE REFER TO SPECIFIC DRAWING |
| 4 | TA-130-0-02 | 1 | TAAT1 130, DECK ANCHOR PLATE | ASSEMBLY, PLEASE REFER TO SPECIFIC DRAWING |
| 5 | ND | 10 SU/1 | CLAMP BAR | ALUMINIZED STEEL S275 |
| 6 | ND | 10 SU/1 | HEXAGON NUT, STYLE 1 - GRADE A | STEEL ELECTROPLATED 2HC; COATING: ZINC; CLASS: 10 |
| 7 | ND | 10 SU/1 | HILAS THREADED ANCHOR STUD | STEEL B6 IN 10025 GRADE 10 - GALVANIZED |
| 8 | ND | 10 SU/1 | PLAIN WASHER - NORMAL SERIES - GRADE A (M12) | STEEL B6 IN 10025 GRADE 10; COATING: ZINC |



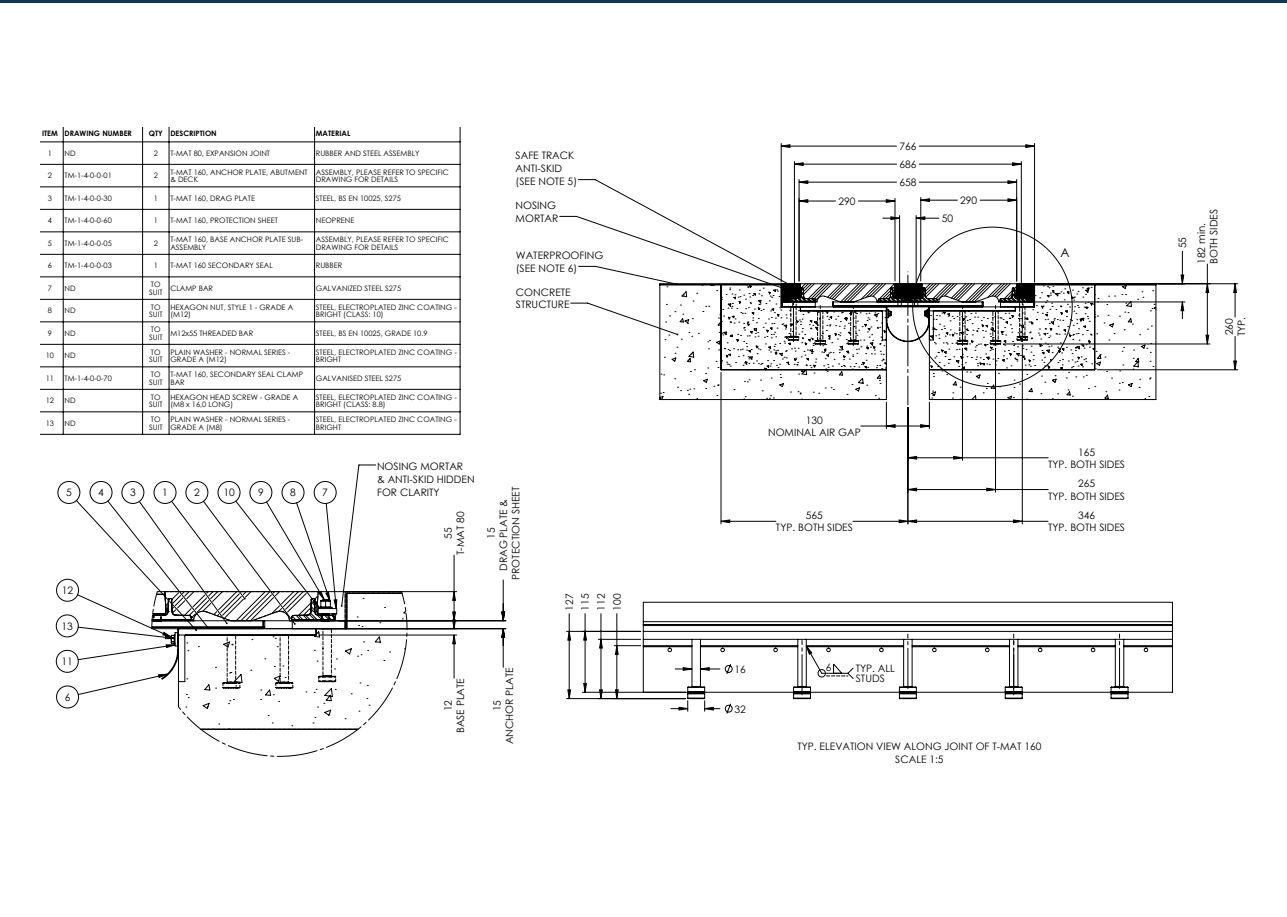
Dimensions

| Joint Type | Width (mm) | Depth (mm) | Secondary Seal Thickness - (mm) | Width of Bolt Centres - (mm) | Fixings | Expansion Joint Gap Width - (mm) |
|------------|------------|------------|---------------------------------|------------------------------|---------|----------------------------------|
| T-Mat 130 | 439 | 65 | 2 | 414 | M12 | 70 |

Movement Capacity

| | |
|------------------------|-----------|
| Longitudinal (X Axis): | +/- 65mm |
| Transverse (Y Axis): | +/- 100mm |
| Vertical (Z Axis): | +/- 70mm |

T-Mat 160 - MAT



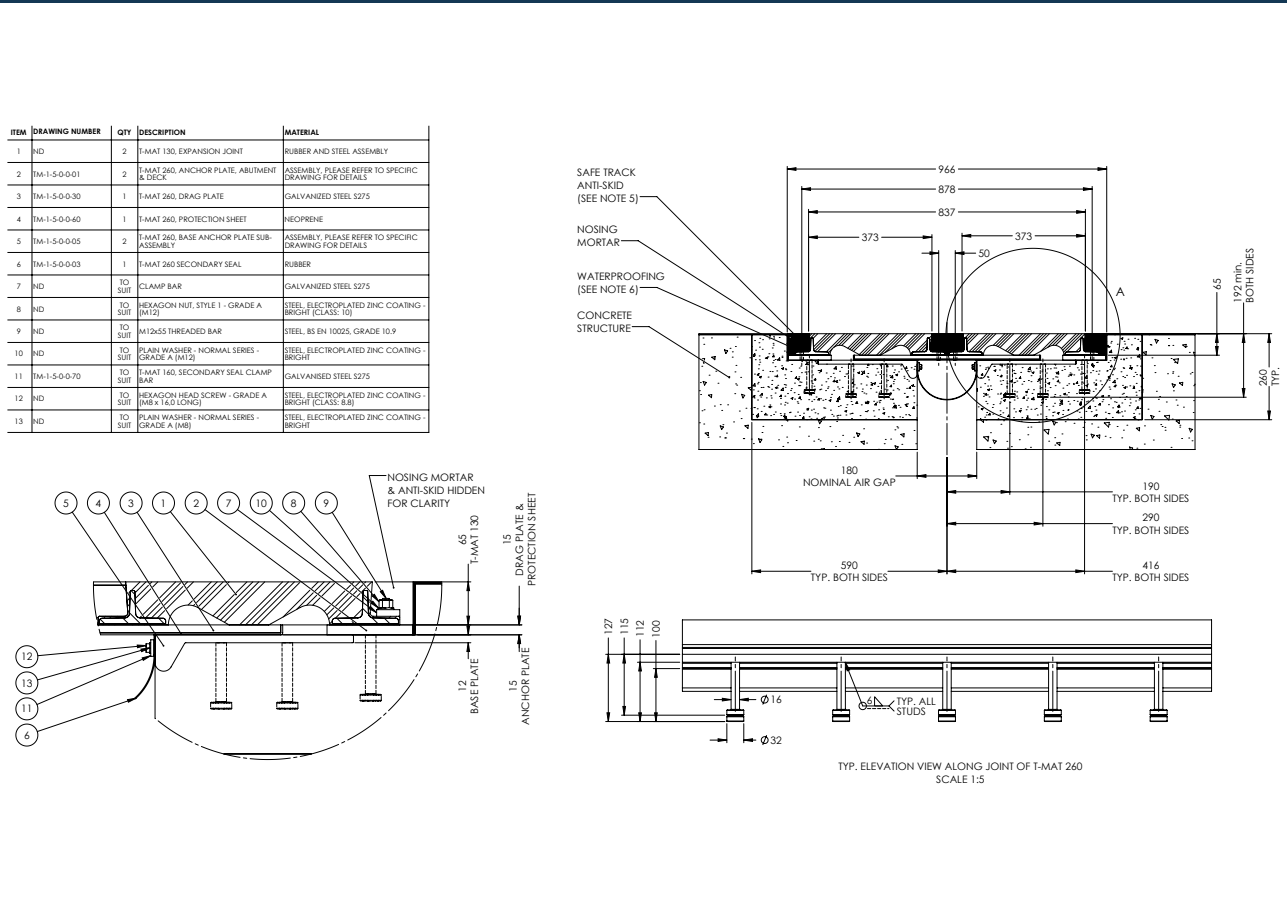
Dimensions

| Joint Type | Width (mm) | Depth (mm) | Secondary Seal Thickness - (mm) | Width of Bolt Centres - (mm) | Fixings | Expansion Joint Gap Width - (mm) |
|------------|------------|------------|---------------------------------|------------------------------|---------|----------------------------------|
| T-Mat 160 | 728 | 55 | 2 | 318 | M12 | 130 |

Movement Capacity

| | |
|------------------------|-----------|
| Longitudinal (X Axis): | +/- 80mm |
| Transverse (Y Axis): | +/- 120mm |
| Vertical (Z Axis): | +/- 5mm |

T-Mat 260 - MAT



Dimensions

| Joint Type | Width (mm) | Depth (mm) | Secondary Seal Thickness - (mm) | Width of Bolt Centres - (mm) | Fixings | Expansion Joint Gap Width - (mm) |
|------------|------------|------------|---------------------------------|------------------------------|---------|----------------------------------|
| T-Mat 260 | 908 | 65 | 2 | 414 | M12 | 180 |

Movement Capacity

| | |
|------------------------|-----------|
| Longitudinal (X Axis): | +/- 130mm |
| Transverse (Y Axis): | +/- 200mm |
| Vertical (Z Axis): | +/- 5mm |

INSTALLATION

1.

Install T-Mat joint sub-structure steel rails into abutment and bridge deck reinforcement.
2.

Line and level steel rails to engineer's requirement.
3.

Weld steel rails to reinforcement.
4.

Cast concrete encasing reinforcement and steel rail shear studs.
5.

Allow concrete to cure to manufacturers requirement.
6.

Install expansion joint secondary seal.
7.

Install secondary seal down pipe drain.
8.

Install steel bridge plate (if installing T-Mat 160 and 260 expansion joint types).
9.

Install the T-Mat joints to the pre-drilled M12 fixing locations
10.

Apply clamp bars, washers and nuts to M12 fixing locations.
11.

Torque fixings to required setting
12.

Within the location to the transition strips (voids adjacent to the T-Mat) apply steel primers to steel surfaces; and concrete primers to concrete surfaces.
13.

Allow primers to cure to manufactures requirement.
14.

Install Britflex Nosing Mortar (including antiskid) to pre-primed transition strips.
15.

Allow Nosing Mortar to cure to manufacturer's requirement.



PROJECTS



TOWER BRIDGE - London, UK

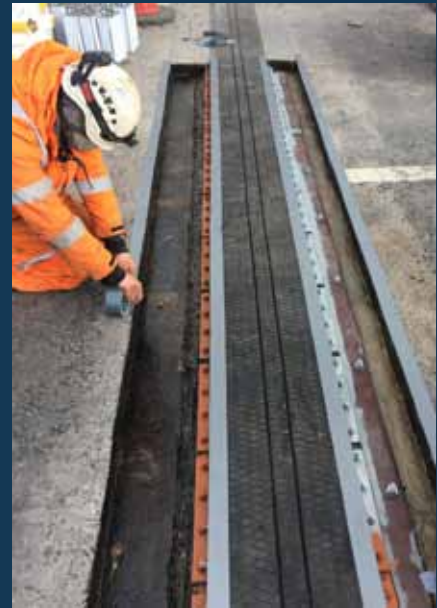
- Client:

City of London Corporation
- Contractor:

Bam Nuttall
- Project Remit:

Supply and installation of USL Ekspan T-Mat 30 expansion joints on Tower Bridge's north and south approach spans.

PROJECTS



PORT OF DOVER - Dover, Kent, UK

Client: Port of Dover

Contractor: Jackson Civil Engineering

Project Remit: Supply and installation of USL Ekspan T-Mat 130 expansion joints at Port of Dover during lane closures.

PROJECTS



ST. IVES VIADUCT - Cambridge, UK

Client: Cambridgeshire Highways

Contractor: Skanska Construction UK Limited

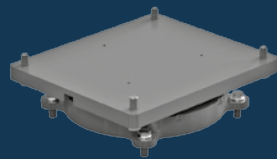
Project Remit: Supply and installation of USL Ekspan T-Mat 130 expansion joints on St. Ives Viaduct during full night closures.

USL EKSPAN - PRODUCT RANGE



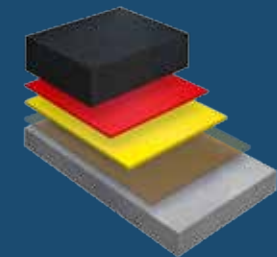
EXPANSION JOINTS - CD 357

| | | |
|---|--------------------------------|--|
| Uniflex - Buried | T-MAT - Mat | Open Type Joint - Rail Joint |
| BP1 - Buried | Britflex BEJ - Modular | Britflex UCP - Footbridge Joint |
| FEBA - Flexible Plug | Britflex MEJS - Modular | Finger Joint |
| Britflex NJ - Nosing | LJ - Longitudinal Joint | Roller Shutter Joint |
| EC & EW - Joint Seal | ES - Joint Seal | |
| Transflex & Transflex HM - Mat | Aqueduct/Immersed Joint | |



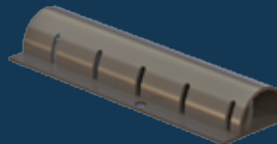
STRUCTURAL BEARINGS

| | | |
|--|---|---------------------------------|
| EKE - Elastomeric (EN1337-3) | D - Linear Rocker (BS5400-9) | EKR - Rubber Pad & Strip |
| KE - Pot (EN1337-5) | F - Restraint & Guide (BS5400-9) | EQF - Sliding Bearing |
| DE - Linear Rocker (EN1337-6) | G - Spherical (BS5400-9) | Bespoke Bearings |
| GE - Spherical (EN1337-7) | J - Roller (BS5400-9) | |
| FE - Restraint & Guide (EN1337-8) | K - Pot (BS5400-9) | |
| EA - Sliding Bearing | Link Bearing (BS5400-9) | |



STRUCTURAL WATERPROOFING - CD 358

| | |
|---|--|
| Pitchmastic PmB Polyurethane (Pu) Waterproofing System | Britdex CPM Tredseal Combined Waterproofing and Anti Skid Surfacing (MMA) |
| Britdex MDP Methyl Methacrylate (MMA) Waterproofing System | 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

GROUP BRANDS



A world wide service offering effective solutions in:-

Inspection • Design • Manufacture • Supply • Installation • Commissioning • Planned Maintenance

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E&OE

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ADDITIONAL INFORMATION

Technical & Advisory Service

Further technical information may be obtained on request and consultation is encouraged to ensure choice of materials selected and detailing are optimised to suit inservice performance requirements and economic solutions. A recommended inspection and maintenance statement is available and will also be issued at the time of installation.

Health & Safety

USL Ekspan operate a strict policy on health and safety, and details are available on request.

With a comprehensive portfolio of products and a highly developed global network, USL EKSPAN are focussed on providing specialist construction solutions on a truly global basis.





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