

ISEDIO

SHIELDJOINT ARRIS REPAIR

Technical Datasheet

Isedio SHIELDJOINT ARRIS REPAIR is specifically designed for the repair of construction joints where the concrete either side of the joint has become damaged through traffic impact. Damaged construction joints are typically found in medium to high traffic zones such as racking aisles, access doorways and dock loading areas.

The repair is a simple case of cutting away the damaged concrete on both sides of the joint to a specific width and depth, placing and fixing SHIELDJOINT ARRIS REPAIR with special screw fixings, adjusting to level and filling each side with suitable mortar compound.

Unlike other repair solutions, Isedio SHIELDJOINT ARRIS REPAIR does not require the gap between the top plates to be sealed to prevent debris from entering the floor due to its unique design.

The finished installation will ensure materials handling traffic transverse the joint in any direction with no impact to the joint nor the wheeled traffic. This long-term repair solution enables busy logistics centres, warehouses and factories to operate without the further cost of downtime for repeated maintenance.

It is essential to ensure load transfer between the slab panels exists and is sufficient for the application. Typically, slabs requiring repair are fully cured and no further shrinkage is expected. However, SHIELDJOINT ARRIS REPAIR is capable of a joint opening of 25mm if further joint movement is anticipated.



MATERIALS SPECIFICATION

Component	Material
Top Plates	Hot Rolled (can be supplied in stainless steel or hot dip galvanised)
Frangible Fastener	Nylon
Expansion Foam	10mm thick cross linked polyolefin foam

TECHNICAL INFORMATION

Description	Dimension & Tolerance
Joint Length	1950mm +/- 2.0mm
Straightness	+/- 1mm in 1000mm
General Dimensional Tolerance	Dimensions < 12mm +/- 0.5mm Dimensions > 12mm +/- 2.0mm

INSTALLATION

The damaged section of concrete is required to be cut away to 125mm on one side of the joint and 150mm on the other side of the joint, to a consistent depth of 55mm. The floor must be marked out as to where the saw cuts will take place. To make breaking the concrete out a simple task, several saw cuts can be made close to one another, such that the remaining concrete is easily broken out. The bottom of the newly formed channel and its sides must be vacuumed clean to ensure it is free of dust. The prepared area should have straight vertical edges and a clean scabbled base.

A closed cell poly cord material of suitable diameter is pushed flush into the gap between the slab panels at the bottom of the channel. If required mortar primer is applied to the exposed concrete surfaces.

Isedio SHIELDJOINT ARRIS REPAIR is lowered in to the channel and positioned. A 6mm masonry drill bit is used to drill a 30mm deep hole into the slab through the fixing lugs on the wings of the joint. The joint is removed and the special self-cutting fixing screws are screwed in to the holes to a depth of 25mm. The joint is replaced on to the fixing screws. Height adjustment of the joint is made by winding the screw in or out of the concrete. A nut is then fitted over the top of the joint wings to hold the joint in position.

It is recommended to use a magnetic spirit level to ensure the top of the repair joint remains level and flat and is flush with the surrounding concrete. If an 85mm drill hole is too deep for the slab then the fixing can be shortened by cutting to length. It is critical that the nuts are securely tightened and the joint is checked to be flush to the floor prior to casting the mortar. Once the mortar is cast there is no opportunity to adjust the height.

Fill the void either side of the joint with mortar until it reaches the finished floor level. The mortar should be finished to provide the required surface finish, normally hand trowel smooth. Continuous checks should be made to ensure the repair system remains level and flush to the concrete surface.

For mortar curing times and post installation trafficking times please refer to the chosen product datasheet.

PACKAGING INFORMATION

Joint (mm)	Quantity and metres of joint per bundle	Approx. bundle weight including packaging (kg)	Max. no. of bundles and metres per truck
75mm	60 off - 117m	1,595 kg	15 Bundles – 1,755m

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