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KASSEL AND TRIEF KERB
GUIDE TO HANDLING AND LAYING

HANDLING

Contractors should always prepare a Risk Assessment prior to commencement of work.

Trief and Kassel kerbs weigh more than 20kg and should, wherever possible, be handled mechanically using suitable lifting equipment. Brett can supply or hire lifting gear, call 01509 817187 for more information.

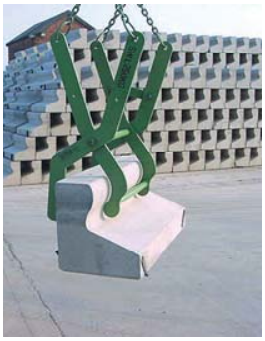

Fig 3 – Trief Clamp

Fig 6 – Kassel Clamp

It should be noted that clamps, grabs or vacuum lifting devices might not be able to lift all kerbs.

Site workers should be trained in the safe use of any lifting equipment that is used.

Whilst awaiting installation, kerbs should be stored on a level, firm and dry surface where they are not liable to be damaged. Kassel kerbs are supplied on pallets.

Please contact Brett for a copy of our Health and Safety Datasheet.

TRIEF KERB

Design

Trief kerbs are redirectional kerbs used both as a deterrent against deliberate use of protected areas and to prevent accidental crossing of the kerb line, particularly by vehicles.

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Product Range

Trief kerbs are available in three sizes:

- GST2a is suitable for general usage
- GST2 has a reduced base depth for situations where construction depth is limited, eg on bridge decks
- GST1 (Trief Cadet) is used where traffic type and speed is "lighter" such as in town centres.

The line of the kerb at the road edge remains unaffected by the installation of Trief kerb (fig 2).

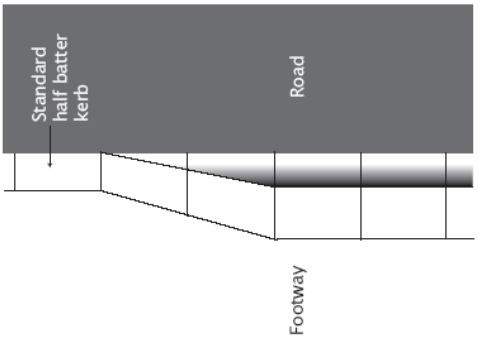

Fig 2

Trief Kerb with two 38mm dia. dowel holes are available (please check for availability). These units are placed on the concrete foundation and dowel bars (560mm x 16mm dia.) driven down into the foundation. The gap around the bars should be filled with grout.

When laying to radius, special taper-end stones are supplied in GST2a for 1.5m, 3.0m and 4.5m external radius. For other profiles/larger radii short straight kerbs should be used and the joints opened to a maximum of 25mm. Pointing of joints is not normally required. Brett can also cut units to exact requirements on demand.

Tapered kerbs are supplied to assist transition from Trief to either half batter or splay profile with an up stand of 120/125mm.

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Installation

Trief kerbs are laid dry butt-jointed (joint size min. 3mm) on either a mortar bed on a pre-formed kerb race or on a suitable stiff semi-dry concrete foundation. The kerbs should be adjusted to line and level (see fig1) and haunched as high up the rear face as possible taking account of the surface to be laid at the rear of the kerb.

The toe of the kerb should be set with a 25mm up stand against the road surface.

The foundation should be 610mm wide and 200mm thick and the haunching 230mm wide at the base.

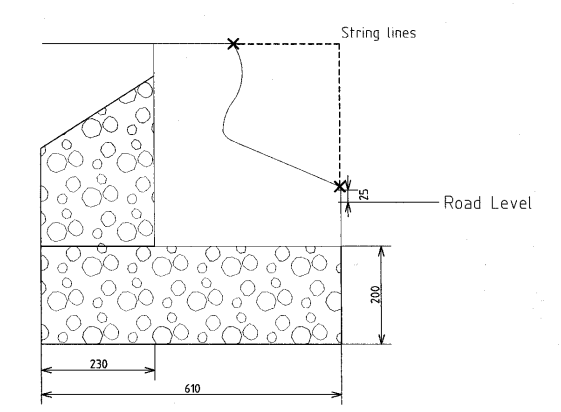

Fig 1

For installations where the haunching cannot be this substantial or where extra support is deemed to be required, dowel bars (300mm x 160mm dia.) should be used at 455mm centres.

KASSEL KERBS

Design

Kassel kerbs are easy access kerbs used at bus stops to help drivers to dock the bus safely and as close as possible to the kerb – they also reduce the step height onto the bus to increase safety and speed of boarding whilst preventing potential tyre damage experienced with standard kerbs. The boot shaped profile ensures that vehicle weight on the toe always offsets tyre pressure on the contact face eliminating kerb movement.

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Product Range

Kassel Kerbs are available in

- Standard and half standard kerbs
- Transition to standard half batter kerbs
- Radius units

Brett can also cut to exact requirements on demand.

Installation

Kassel kerbs are laid dry butt-jointed (joint size min. 3mm) on either a mortar bed on a pre-formed kerb race or on a suitable stiff semi-dry concrete foundation.

The kerbs should be adjusted to line and level (see fig 4) taking account of the slope on the top of the kerb, and haunched as high as possible up the rear face whilst allowing for the surfacing to be laid at the rear of the kerb.

The foundation should be 690mmm wide and 200mm thick and the haunching 225mm wide at the base.

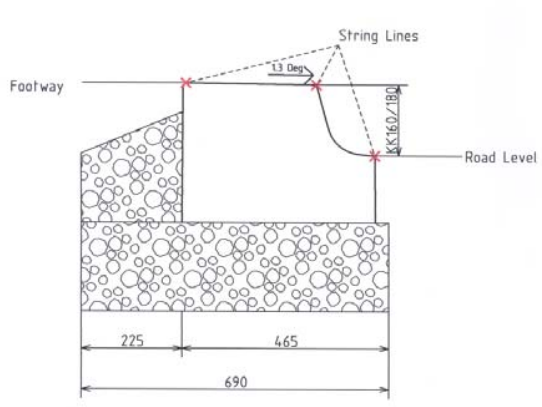

Fig 4

The toe of the kerb should be flush with the road surface. Transition stones are supplied to taper from Kassel to half batter kerbs with an up stand of 120mm. If the existing kerbs have been laid at a different height the kerbs abutting the Kassel transitions should be readjusted to suit.

Kassel kerbs are laid with the face in line with the existing kerbs, the toe of the Kassel kerb projects into the road (fig 5)

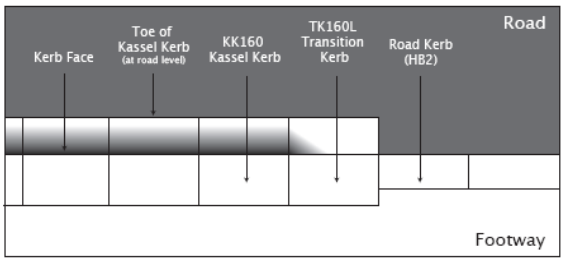

Fig 5

FURTHER INFORMATION AND ADVICE

For further information and advice on these products please call the Brett Landscaping and Building Products Technical Advice Line on 01509 817187 or email landscapinginfo@brett.co.uk

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Kassel and Trief are just one of a number of high quality products available from Brett Landscaping and Building Products. As a division of the Brett Group we supply:

Block Paving
A wide range of block paving, kerbs, drainage and lighting for both domestic and commercial use

Garden Landscaping
Decorative products suitable for garden landscaping including paving, natural stone, walling, edgings, aggregates and lighting

Specialist Kerbs
Advanced kerbing systems including Kassel and Trief kerbs to enhance safety, traffic management and the appearance of footways and roadways

Commercial Paving
Practical and aesthetic flag paving designed and manufactured to meet the demands of commercial applications

Walling and Roof Tiles
Walling and roof tiles that replicate the characteristics and strength of original genuine stone products

Specialized Aggregates
A comprehensive range of dry-dashing, decorative landscaping and dried aggregates