

# Mobility Kerb

## Technical Data Sheet



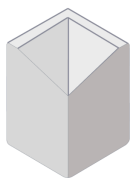
Charcoal



Charcoal



Brindle



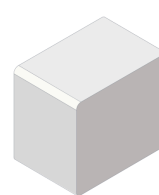
Internal Corner



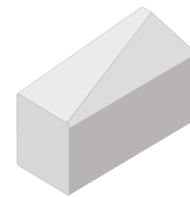
Kerb



External Corner



Crossover



Transition to Dropper  
(L/H shown)

### **Description**

Brett Mobility Kerbs have been specifically designed to provide a tactile feel for partially-sighted users to recognise the pavement edge, while featuring a shallow taper profile to minimise any issues for users with mobility issues.

### **Application**

Brett Mobility Kerbs are ideal for use within urban spaces, as well as in shared-space developments in both commercial and residential environments.

<b>Product Type</b>	Precast Concrete Kerb Units.
<b>Manufacturing Process</b>	Semi dry pressed & vibrated concrete.

<b>Manufacturing Standard</b>	BS EN 1340: 2003
<b>Design Standard</b>	-
<b>Installation Standard</b>	BS 7533-102: 2025
<b>UKCA/DOP</b>	Contact Brett for more information
<b>NBS Specification</b>	45-20-64/380 Precast concrete transition and dropper kerbs Q24 110 113

### Product Performance

Product	Nominal / Working Dimensions (mm)	No. per pack	No. per lin.m.	Unit weight kg
Kerb	175x100x145	216	10	1095
Transition to Dropper	175x300x125	1	-	12.10
Internal Corner	175x125x125	1	-	5.50
External Corner	175x125x125	1	-	7.50
Crossover	145x100x125	1	-	3.80

<b>Tensile Strength</b>	Characteristic tensile splitting strength $\geq 3.6$ Mpa; Failing load $\geq 250$ N/mm
<b>Abrasion Resistance</b>	$\leq 23$ mm - Determined by Wide Wheel Abrasion Test
<b>Durability (Freeze Thaw)</b>	Class 3 $\leq 1,0$ kg/m <sup>2</sup> with no individual result $> 1,5$ kg/m <sup>2</sup>
<b>Slip / Skid Resistance</b>	Unpolished Slip Resistance Value $\geq 55$ - Potential for slip - Low
<b>Thermal Conductivity</b>	1.2 W/(mK)
<b>Reaction to Fire</b>	Class A1 when used for internal flooring
<b>External Fire Performance</b>	Deemed to satisfy

### Sustainability

<b>BREEAM</b>	Contact Brett for more information
<b>BES 6001</b>	Contact Brett for more information
<b>Recyclable</b>	Contact Brett for more information
<b>Embodied Carbon</b>	Contact Brett for more information
<b>Brett 5-Star Sustainability Rating</b>	=3

## **Early Life and Maintenance**

Once your paving has been installed, you may notice some changes to its appearance in the first few days and weeks. These visual changes can be due to a number of reasons originating from the concrete and/or the manufacturing or installation method. Many of these will simply weather away, including:

<b>Efflorescence</b>	The ongoing chemical reaction within the concrete which provides its strength can produce calcium carbonate (a white powdery residue) which may appear on the surface of products. This temporarily lightens the product but will typically weather away without reoccurrence.
<b>Porosity</b>	Concrete continues to cure for many years after manufacture. Whilst this happens and usually during its initial life, a level of porosity may exist where some product retains water, giving a damp appearance. This will diminish as the concrete continues to harden as the product dries out.
<b>Aged and distressed products</b>	For certain products, we distress the edges to offer an aged appearance and enhance the character of the paving. A dusty residue can be left on the blocks. This will weather away.
<b>Differential Curing</b>	Dark patches occasionally appear on the surface of concrete products. This may be differential curing and is caused by varying moisture levels within the flag drying at different rates. Like efflorescence, given time and the natural weathering process, these patches will become less visible.