

HOW TO FIX KERBS IN DETAIL

A good kerbing can be achieved by implementing following guidelines.

However these are only in the nature of guidance. The users are requested to make their own decisions by using these guidelines. Where required, users are advised to source other expertise available in the market.

A successful pavement is possible only when it is well supported and restrained by a proper kerbing or edging on the periphery of the pavement. It is also necessary to prevent vehicular traffic moving beyond the constructed pavement. The kerbing or edging is necessary also to retain the laying course at the bottom of pavement and to efficiently handle horizontal loads which may cause displacement of paving segments within the overall pavement.

It is necessary to use good quality and durable kerbs as they have to handle vehicular impacts. They should be also installed properly to be efficient and serve the purpose and objective.

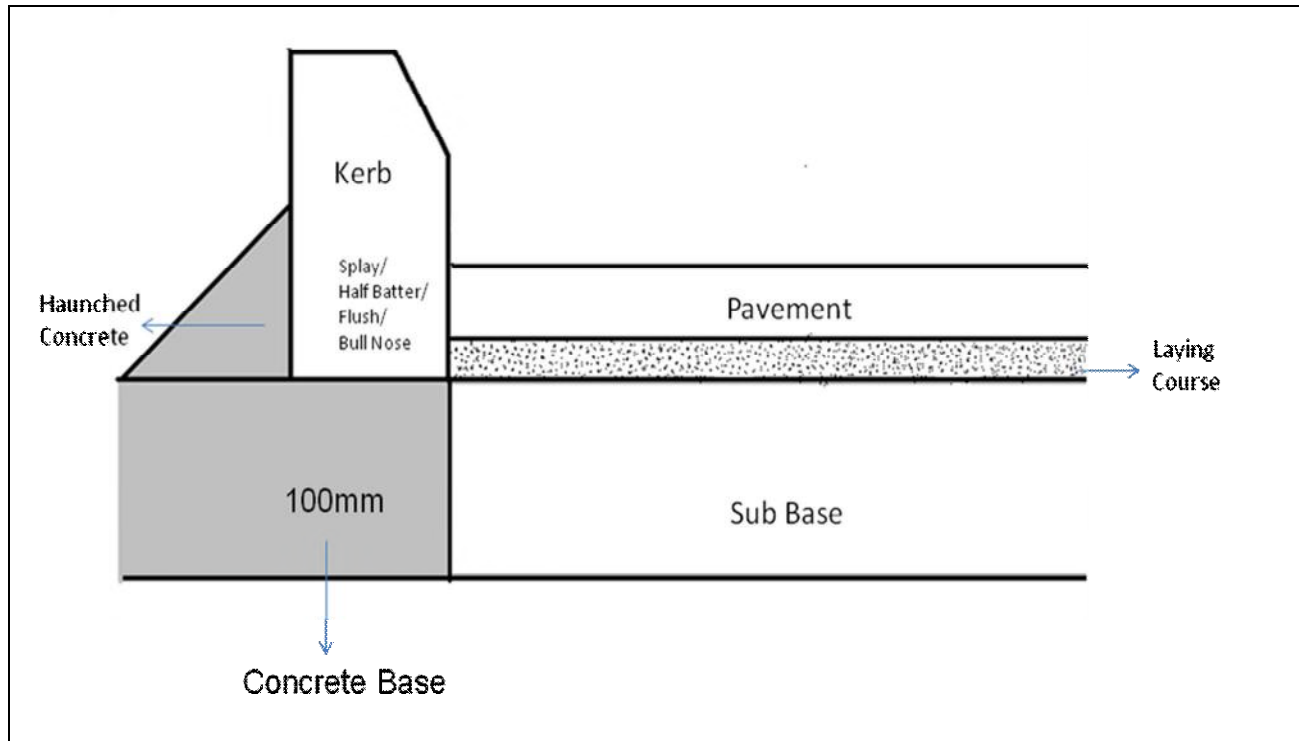
It is generally observed that the kerbs are badly unloaded from the vehicles at sites and also handled with negligence by workmen while moving them from stacked lot to the point of fixing thereby causing damage to the kerbs, chipping of edges and corners. This kind of negligence causes poor appearance of kerbs. For good results, efficient supervision is a must.

Please follow the following for proper installation:

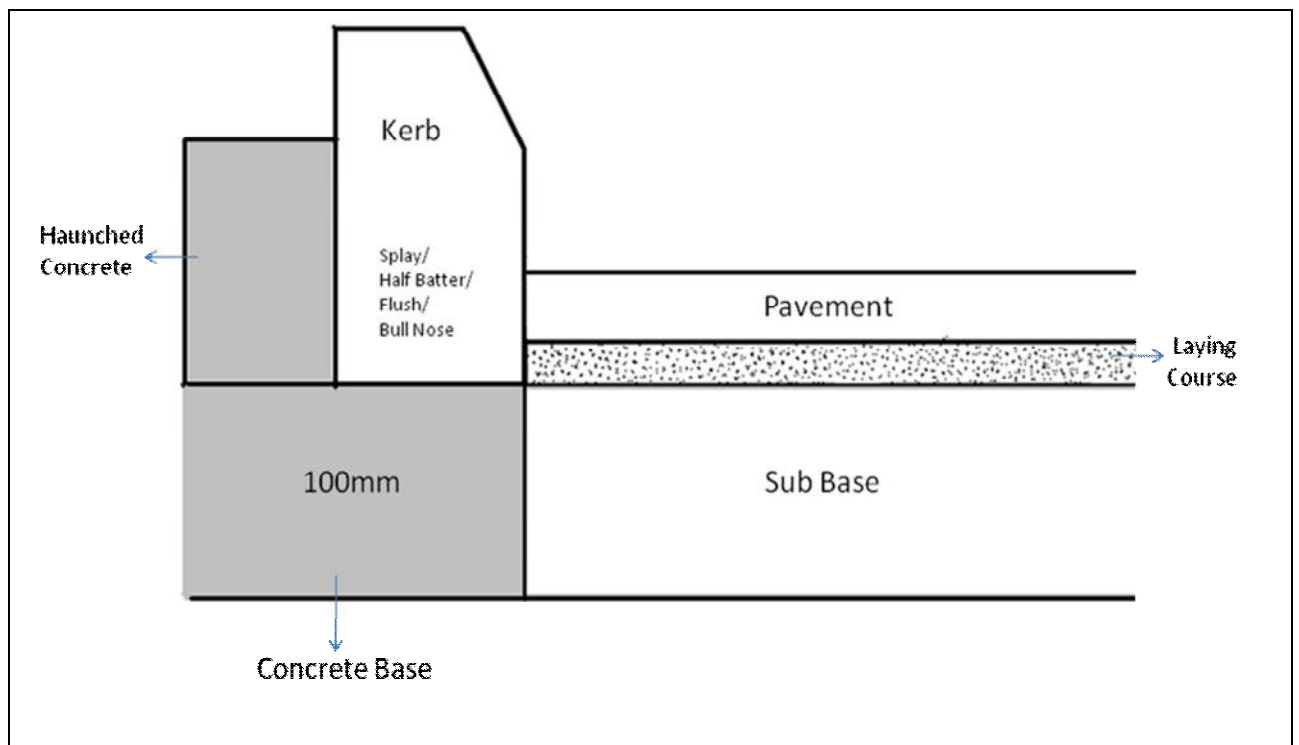
1. A good and reasonable mix of concrete should be laid for atleast 100mm height on which the kerbing/ edging units are fixed in such way that the pavement is joined with the kerbs. This concreting is done to provide for fixing of kerbs at proper level.
2. To ensure proper alignment, kerbs should be fixed by using string line tied properly. This method allows to achieve good level and straightness.
3. A concrete haunching on the back of the kerbing is absolutely necessary to provide lateral support. The width of the haunched concrete should be minimum 75mm to maximum 150mm depending on whether it's a pathway or a medium trafficked driveway or highways. The haunching has to be finished well.

Depending on whether it's a pathway or a medium trafficked driveway or highway, kerbs of different dimensions and thickness are available and can be chosen. For very light applications, for example, for residential buildings, smaller size concrete edgings are available at Basant Betons.

Option 1



Option 2



4. The kerbs can be fixed either by butt joints (fig 1) in which case there is no mortar filling in the joints or by a spacer joint by a width of 5-10mm (fig 2) where mortar can be filled but it is necessary to ensure that this mortar remains recessed by at least 3-4 mm for aesthetic reasons. It should be noted here that while filling the mortar, care should be taken to ensure that the mortar does not stain or stick to the kerb surface as this can spoil the overall look of the kerbing (fig 3 & 4). It should also be noted here that kerbs are held in place by the haunched concrete at the back and at the bottom by the bed concrete. The mortar in the joints has no role to play at all. If it is necessary, it is used only for aesthetic reasons.

Attention Site Engineers

“These kerbs are manufactured from high grade concrete from BASANT BETONS and are beautiful. They can be butt joined(fig1) and no mortar should be filled in the joints as they are mainly anchored at the bottom.If mortar is filled, it causes loss of beauty and looks messy (fig 3 & 4) even after the excess mortar dirt is cleared it leaves the mark.But if necessary to fill the mortar in the joints,it is recommended to have a spacer joint (fig 2&3) of 5-10mm and mortar be filled and recessed as shown in figure 2&3.”

Recessed mortar joints running from rear top edge to the bottom

The diagram shows four figures illustrating kerb joint types. Figure 1 is a simple line drawing of two kerbs joined together at a butt joint. Figure 2 shows two kerbs joined with a spacer joint, with a red circle highlighting the joint area. Figure 3 is a close-up view of a joint with a recessed mortar joint running from the rear top edge to the bottom. Figure 4 is a close-up view of a joint with a messy, stained mortar joint.

Figure 1 - Butt Joint

Figure 2 - Spacer Joint

Figure 3

Figure 4

Conclusion:

For good results, kindly follow the above guidelines and in case if further information is required, one should feel free to contact Basant Betons.