

ESZ type 100 | for static component bearing

Technical documentation

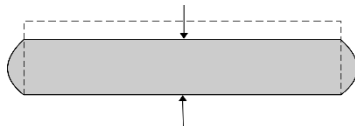


Figure 1

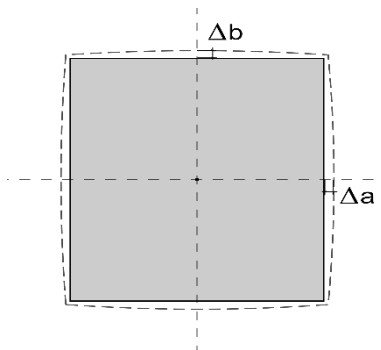


Figure 2

The following pages show **pressure compression characteristic curves** and the **bulging behaviour** for selected bearing formats in diagram form.

The orientation diagrams make it possible to estimate the deflection as a function of the existing compressive stress. The characteristic curves were determined on reinforced concrete contact surfaces and with centric load application. The diagrams each show the evaluation at the third load on the bearing. In construction practice, the deflection may deviate from the values of the compressive compression characteristics given here as examples, depending on the characteristic of the substrate, deviations of the contact surfaces from plane parallelism and any rotations/offsets that occur.

The deflection decreases with increasing bearing footprint sizes.

The bulging behaviour depends on the nominal bearing thickness and the permissible design compressive stress. The expansion dimensions in the diagrams shown refer to one side of the bearing, as shown in Figure 2.

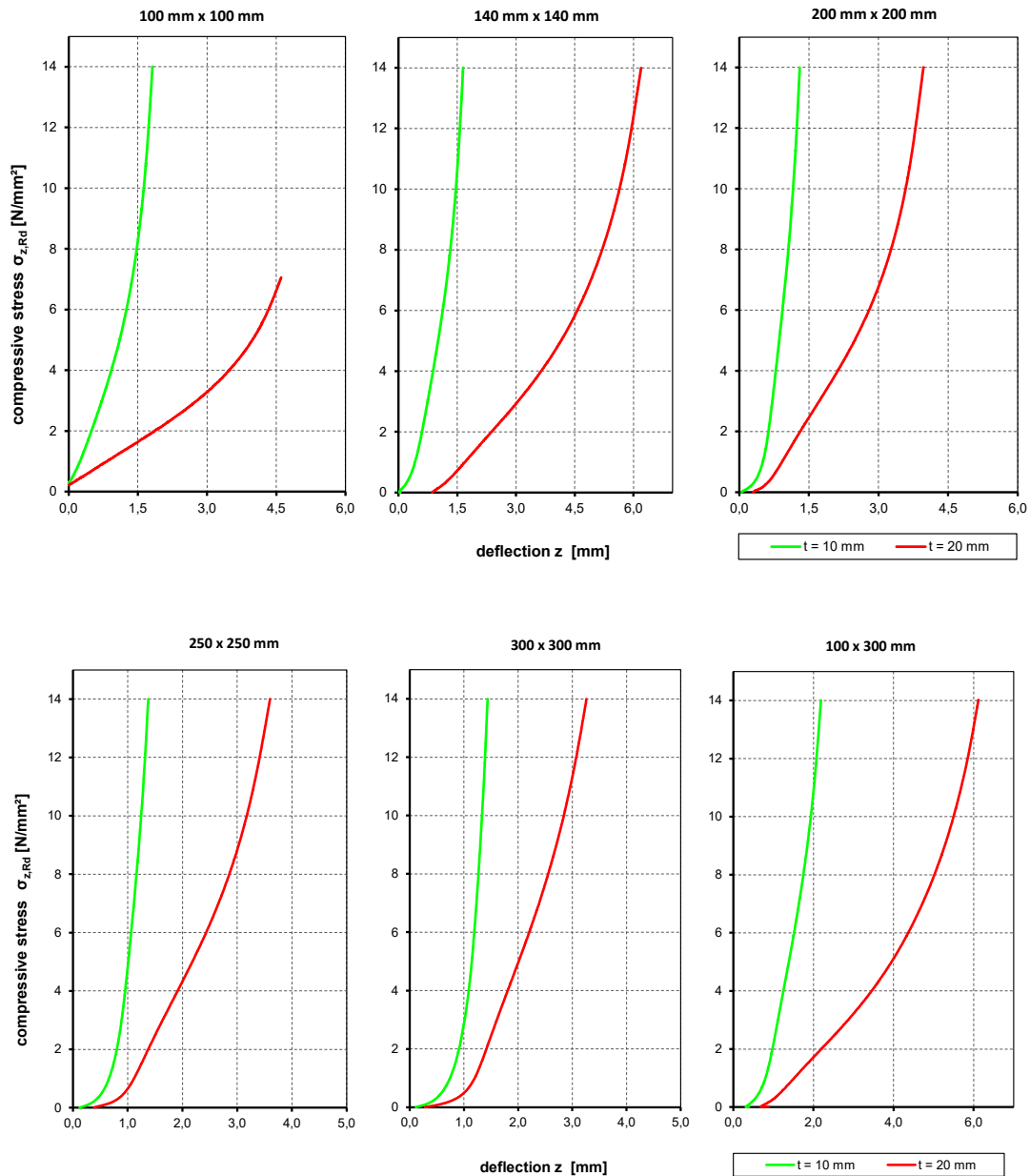
The bulging behaviour is largely dependent on the **roughness** of the contact surfaces. The roughness of the concrete contact surfaces from these tests was analysed in accordance with DIN EN ISO 4287.

The arithmetic mean roughness value R_a was determined from 4 individual measurement strips $> R_a = 808.5\mu\text{m}$.

Typical roughness values are:

Concrete (200-900 μm); steel (1-50 μm)

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 t = 10 mm and 20 mm
 (exemplary formats, concrete contact surface)

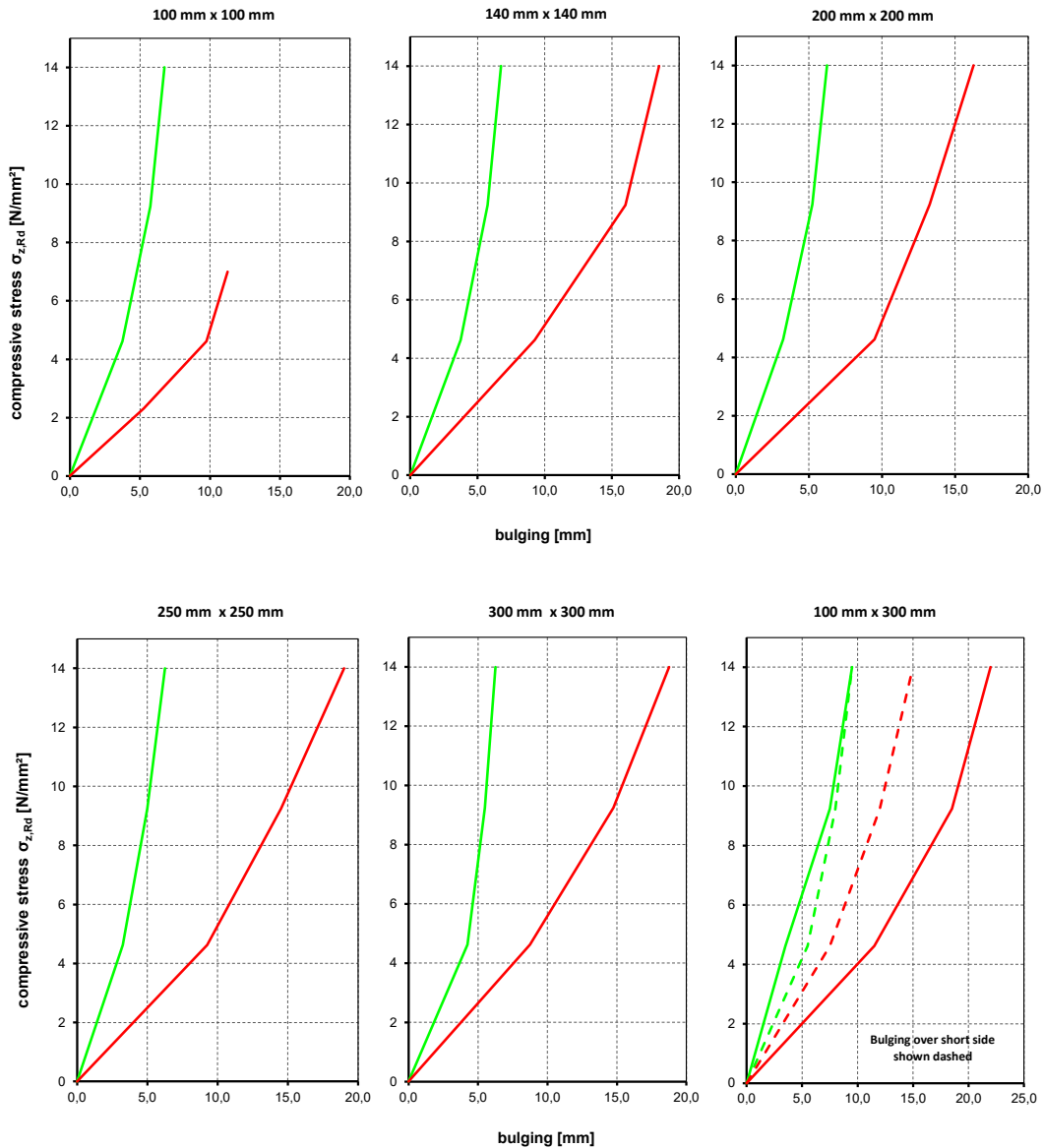


The bearing thicknesses 10 mm and 20 mm are each summarised in a diagram, where t = 10 mm is shown in green and t = 20 mm in red.

On request, we will be happy to determine the deflection and the bulging of not shown bearing formats according to our technical capabilities.

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