Supplementary Information

The following information is associated with Network Rail Standard:
NR CIV/SD/110 Rev A

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CAD Drawing

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Full document details: NR NR-CIV-SD-110 ISSUE A 2006

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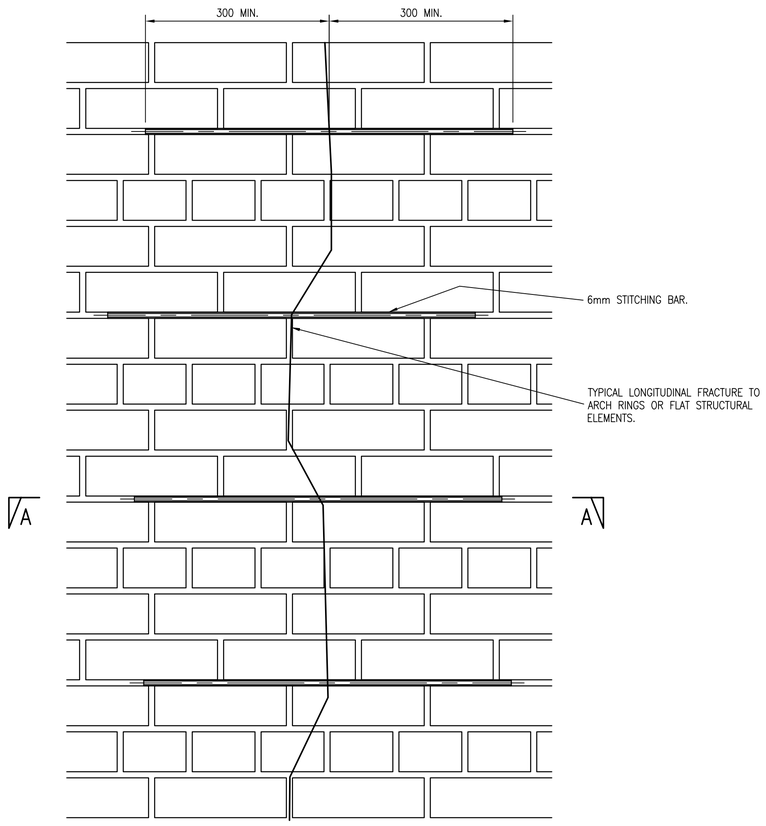
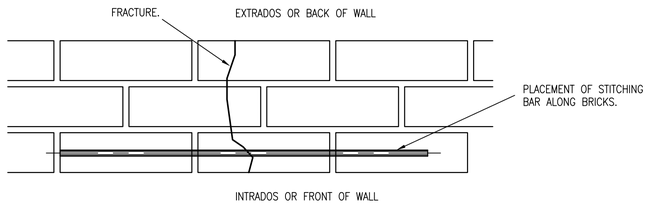
DRAWING No. NR/CIV/SD/110



ELEVATION SPACING OF STITCHING BARS ALONG LENGTH OF CRACK

SCALE 1 : 5



SECTION A – A STITCHING BAR ALONG BRICKS

SCALE 1 : 5

INSTALLATION GUIDANCE

a) WHERE WATER INGRESS OR OTHER DEFECTS PREVENT THE USE OF LIME MORTAR THEN PROPRIETARY PRODUCTS SHOULD BE USED. THESE SHOULD HAVE THE FOLLOWING PROPERTIES:
- ANTI–WASHOUT
- LOW STRENGTH, TYPICALLY 15–20N/mm^2
- HIGHLY THIXOTROPIC
- EARLY INITIAL SET
- SIMILAR MODULUS TO LIME MORTAR
- SHRINKAGE COMPENSATED
- EASY TO USE AND HANDLE ON SITE
- MINIMAL TOXICITY

b) ALONG EVERY FOURTH BED COURSE GRIND OUT THE EXISTING MORTAR TO A DEPTH OF 40mm ENSURING A MINIMUM ANCHOR LENGTH OF 300mm EITHER SIDE OF THE FRACTURE.

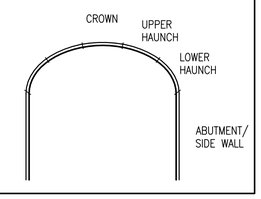
c) AFTER APPLYING THE PROPRIETARY ANCHOR GROUT WITH AN INJECTION TOOL. INSERT THE STITCHING BAR INTO A FULLY GROUTED JOINT AND PRESS THE BARS FIRMLY INTO PLACE.

d) BRICKS TO BE REPLACED ALONG LENGTH OF CRACK WHEREVER A FULL BREAK HAS OCCURRED THROUGH THE BRICK, SEE DRAWING NR/CIV/SD/111 FOR DETAILS.

e) THE SURROUNDING BRICKWORK SHALL BE WETTED FIRSTLY BEFORE RE–POINTING IS CARRIED OUT. THE CRACK AND ANY POOR MORTAR JOINTS WITHIN THE CLEANED AREA TO BE RAKED OUT TO A MIN DEPTH OF 25mm/SOUND MATERIAL. ALL PREPARED JOINTS SHALL BE FREE OF VEGETATION AND OTHER MINERAL DEPOSITS.

f) POINTING SHALL BE CARRIED OUT WHILE THE MORTAR IS STILL GREEN EITHER BY HAND POINTING OR BY ANY APPROVED MECHANICAL METHOD. JOINTS TO BE FLUSH POINTED CUT AND STRUCK TO MATCH EXISTING DEPENDING ON LOCATION. ALL MORTAR TO MATCH THE EXISTING IN COLOUR. WHERE JOINTS OF NEGLIGIBLE MORTAR EXIST "PENCIL JOINTS", EVERY EFFORT MUST BE MADE TO MATCH THE EXISTING, COURSE FOR COURSE.

ADVISED AREA OF REPAIR :



AREA APPROPRIATE FOR DETAILED REPAIR IS SHOWN BY HEAVY LINE.

NOTES

GENERAL

1. INDIVIDUAL BRICKS ARE TO BE REPLACED DEPENDING ON THE CONDITION OF BRICKWORK AND THE LENGTH OF CRACK.

2. THE EXTENT OF REPAIR WILL BE DECIDED BY THE EMPLOYERS REPRESENTATIVE ON SITE.

3. GENERALLY SMALL ISOLATED AREAS OF REPAIR WOULD NOT NECESSITATE THE NEED FOR FORMWORK SUPPORT. SMALL WEDGES SECURING THE PERPENDICULAR AND BED JOINTS SHOULD SUFFICE UNTIL STRIKING UP OF THE JOINTS CAN BE ACHIEVED.

4. WHERE BRICKWORK IN THE VICINITY OF THE CRACK REQUIRES REPLACING REFER TO DRAWING NR/CIV/SD/111.

SPECIFICATION

REFER TO DRAWING NR/CIV/SD/101.

RISK ASSESSMENT

REFER TO DRAWING NR/CIV/SD/101.

Rev	Date	Description of revision	Design'd	C'kd
A	22.06.06	FIRST ISSUE –NR APPROVED	RMA	NGAY
P3	17.03.06	REVISED FORM B.	RMA	NGAY
P2	31.01.06	FORM B ISSUE.	RMA	NGAY
P1	13.01.06	PRELIMINARY DRAFT	RMA	NGAY

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Master copy with original signatures held by Network Rail HQ
CIVIL ENGINEERING STANDARD DESIGN

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BRICK AND MASONRY REPAIR STANDARD DRAWINGS

STITCHING OF LONGITUDINAL CRACKS IN BRICKWORK

Scale	AS SHOWN
Drawing Number	NR/CIV/SD/110 — REV. A

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