

S Ramp Reinforced Concrete Ramp System



A durable and low-maintenance segmental concrete ramp system, the S-Ramp is an ideal solution for traffic calming and speed reduction. With proven efficacy at Manchester Piccadilly Station, the pre-formed sinusoidal profile provides a transition from carriageway to road hump table-top that reduces speed. The profile has an excellent ride-over quality not just for cars, but also for emergency vehicles and buses. Standard pieces can be laid kerb-to-kerb, perfect for pedestrian crossings, while you can also achieve a free-standing hump by utilising corner and side pieces. The 75mm high humps or table tops that can be constructed with the S-Ramp should comply with the Highway (Road Humps) Regulations 1990. You can find more detail on the relevant regulations by downloading the product brochure.

DESCRIPTION	
Manufacturing Process	Hydraulically pressed concrete
Base Raw Material	Concrete
Governing Manufacturing Standards	All data where relevant to be established in accordance with BS EN 1340 : 2003



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PHYSICAL PROPERTIES

Work Dimensions (mm)	914 x 200 x 255mm maximum depth, tapering to 180mm
Tolerances on Work Dimensions (mm)	Width ± 3 mm, height ± 3 mm, length ± 3 mm
Abrasion Resistance (mm)	≤ 23 mm (Wide Wheel Abrasion Test)
Durability (Freeze-thaw)	≤ 1.0 kg/m ² as a mean with no individual value > 1.5 kg/m ²
Material Density	2300 kg/m ³ (typically)
Slip/Skid Resistance (polished)	Mean polished skid resistance value (PSRV) : > 45
Slip/Skid Resistance (unpolished)	Mean unpolished skid resistance value (USRV) : > 45
Thermal Conductivity (K value)	Design data as defined to BS EN 13369: 2013
Bending Strength MPa	Characteristic bending strength of 3.5 MPa with no individual result less than 2.8 MPa
Water Absorption (%)	3% maximum

SPECIFICATION

Approx unit weight (kg)	96
Emission of Asbestos	No content
External Fire Performance	Deemed to satisfy. See commission decision 2000/553/ECU
Reaction to fire	Class A1, see commission decision 2000/605/EC

SUSTAINABILITY

Carbon Footprint	11 kg CO2 each
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APPLICATION

Suitability	Laid in accordance with BS 7533-6 : 1999. Laid on a C30 slab with 35mm slump, minimum thickness 150mm, with optional mesh reinforcement ensuring full bedding Suitable for the construction of carriageways & footways for public adoption
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FURTHER INFORMATION

Cleaning & Maintenance	Available on request
Efflorescence	Any product containing cement during its early life may exhibit a temporary white discolouration known as efflorescence. This is not a product fault and will gradually disappear with exposure to natural weathering and trafficking
Product Evolution	The evolution of new product design is continuous and information is subject to change without notice. Customers should check with the supplier to ensure that they have the latest details
Contact Us	For technical information on the design, specification and construction when utilising the product, contact Group Technical Services on 0370 411 2233