SANDHYA ENTERPRISES

AN ISO:9001:5015 Certified Company

ELASTOMERIC BRIDGE BEARING

As per IRC 83 (Part II)2018 and MoRTH Specification

Make: "SANDHYAFLEX"

Elastomeric Bridge Bearing

We provide high quality Elastomeric Bridge Bearings, also called neoprene bridge bearings, Bridge Bearing and elastomeric bearings. These bearings are manufactured using high grade materials (CR, Black Carbon Reinforcement, and Other Chemical with the aid of contemporary techniques at our advanced production unit. The bearings provide adequate support to bridges for absorbing vibrations and preventing their deformation. In addition, we offer these Elastomeric Bridge Bearings at reasonable prices.

Features

- **Extended durability**
- **Excellent flexibility under lateral load**
- **Easy to install**

We are one of the eminent manufacturers and suppliers of Elastomeric Bridge Bearing Pads. These pads are manufactured using the finest quality material, procured from reliable vendors under the observation of seasoned professionals. Offered pads are checked at our well-equipped facility on various parameters to ensure its long service life. These pads provide economical solution used to withstand loads and deformation in any direction for the

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construction of large-span bridges and buildings. Elastomeric Bridge Bearing Pads are available at industry leading prices.

Application

Laminated elastomeric bearing or neoprene bridge bearing pads are simple to install as contrast with different sorts of bearings deployed and demand zero handling. Dissimilar to numerous elastomer, neoprene rubber experiences no marked contraction at least temperatures when bridge neck thermal contraction is performed at optimum; as such contraction can be harmful to structure and bearing. Suitably compounded and precisely outlined bearings can be anticipated to work productively for minimum 15 years.

As utilitarian bearings for sell beams, pre-stressed concrete or pre-cast concrete in buildings and bridge are imperative, our elastomeric bridge bearings allow uniform and smooth transfer to load through beam to the frame as well as permit beam revolution for bearings because of beam deflection under load. These also permit longitudinal and lateral beam movement that is induced by heat pressures. They do not possess any movable components. In addition, thermal contraction and expansion are assimilated by ability of pad to offer and take shear. No sliding movement between pad and abutment or between pad and beam is present.

Benefits

Our bridge deck are composed of numerous elastomeric material laminates that is separated through steel supports. The complete bearing size and laminate thickness is as per demand of transferred load. Bearings possessing steel plates are supported should be compresses or cast vulcanizes or molded as one unit in mold below heat and pressure.

Testing Of Our Bearings

In house manufacturing test of every bearing is completed in the presence of the client or his representative. Trials adhere to IRC 83 PART II/UIC772, Spec - EN-1337-3. Particulars are as per

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affirmed examination on either level 2 or level 1 or long and short duration's compression trails of approximately 800 ton with levelled shear load of around 150 ton can be tested in our facility.

Four Type of Test Conducted on Finish Bearing after 7 day of Manufacturing before 6 month as per specification

1. **Elastic Modula's Test.**
2. **Shear Modula's Test.**
3. **Adhesion Strength**
4. **Compression Test**

Role of the Elastomeric Bearing Pad

Bridge flexibility is primarily achieved by a component called bridge elastomeric bearing pad. This is typically made of a strong and pliable material such as neoprene—a type of heavy-duty industrial rubber. These pads are placed in between superstructures such as the bridge beam and substructures such as the vertical supports called piers. Their primary function is to distribute superstructure loads to the substructure and allow the superstructure to undergo necessary movements in irregular environmental conditions without creating any harmful stresses that might compromise the structural integrity of the bridge. When the structural integrity of the bridge is compromised, the bridge could collapse.

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Preventing collapse is not the only function of an elastomeric bearing pad. The pads extend the life of bridges by reducing wear and tear on bridge materials. The pads help governments save money by delaying the replacement of bridges, much like the way shoes allow human beings to walk long distances.

Incidentally, elastomeric bearing pads were installed at the location of the Bay Bridge failure as part of a 1999 seismic retrofit project.

ELASTOMERIC DESIGN3D Engineering Simulation in Bridge Design

Finite element analysis of a bridge elastomeric bearing pad carried out with SimScale

Because bridge elastomeric bearing pads are crucial for a safe and cost-effective bridge design, they are extensively prototyped and tested before they are used in production.

Using a simulation software like SimScale as part of the process, it is possible to virtually test an elastomeric bearing pad under different design and load assumptions. For example, the bearing pad can be assumed to be composed of an elastomeric material reinforced by steel plates, and three basic load cases can be simulated and observed: 1) compression, 2) compression with shearing, and 3) compression with rotation.

The results can be analyzed by observing Cauchy stresses in a contour plot. One can even observe that with the introduction of steel plates, the load-carrying capacity of the bearing is enhanced.

ELASTOMERIC BEARING PADConclusion

As we have seen, designing elastomeric bearing pads using simulation software play a crucial role in bridge safety, dependability, and longevity. If you want to give it a try, create a free Community account here and then copy this

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template of an elastomeric bearing pad simulation, change the settings or the CAD model and perform your own analysis.

You can learn more about the role of engineering simulation in construction applications by downloading a free infographic here.

Set up your own simulation via web in minutes by creating a free account on the SimScale platform. No installation, special hardware or credit card is required.

The Bay Bridge was designed to withstand earthquakes by implementing technology that allowed the bridge to adapt to such dramatic environmental instances. In fact, all bridges are designed to be moderately flexible with an embedded “bend or break” design philosophy; it is assumed that the bridge will be subject to somewhat unpredictable external forces and torques caused by high wind speeds, temperature changes, heavy traffic, and sometimes even earthquakes. So if flexibility is crucial, how is it achieved?
The San Francisco-Oakland Bay Bridge

Properties of Elastomer

Physical Properties		Unit	Specified	Test Method
1	Hardness	IRHD	60 +5	IS:3400 (Part II)
2	Minimum Tensile Strength (Moulded Test Piece, Test Piece from Bearing	MPa	17.0 14.0	IS:3400 (Part I)

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3	Minimum Elongation at Break (Moulded Test Piece, Test Piece from Bearing	%	400 350	IS:3400 (Part I)
4	Maximum Compression Set (24h,100 ±1°C)	%	35	IS:3400 (Part X)
Accelerated aging (72h,100 ±1°C) Maximum Change from un-aged Value				
5	Maximum Change in Hardness	IRHD	+5	IS:3400 (Part IV)
6	Maximum Change in Tensile Strength	%	-15	IS:3400 (Part IV)
7	Maximum Change in Elongation	%	-30	IS:3400 (Part IV)
8	Shear Modulus at Nominal Temperature	G.MPa	0.9 (±0.18)	
9	Ash Contant	%	5. Max	IS:3400 (Part XII)
10	Plymers	%	60.0min	IS:3400 (Part XII)

Typical Size of Laminated Bearings

Sr. No.	Dimension EBB			Dimension SL			No of SL	Total Thick of Steel mm	Total Middle Elastomer Thickness	Total Top and Botoom Elastomer Thickness	Thick T & B Elastomer	No of Layer	Thick	No of Layer	Total Thick of EBB
	Length	Width	Thick	Length	Width	Thick									
1	100	100	25	88	88	3	3	9	8	8	4	2	8	1	25
2	200	100	30	188	88	3	2	6	16	8	4	2	8	2	30
3	200	200	33	188	188	3	3	9	16	8	4	2	8	2	33
4	200	100	33	188	88	3	3	9	16	6	3	2	8	2	31
5	320	160	33	308	148	3	3	9	16	6	3	2	8	2	31
6	320	160	39	308	148	3	3	9	20	10	5	2	10	2	39
7	320	160	40	308	148	3	3	9	20	11	5.5	2	10	2	40
8	400	200	40	388	188	3	3	9	20	11	5.5	2	10	2	40
9	400	200	44	388	188	3	4	12	24	8	4	2	8	3	44
10	400	200	48	388	188	4	4	16	24	8	4	2	8	3	48
11	400	200	50	388	188	3	4	12	30	8	4	2	10	3	50
12	400	250	50	388	238	3	4	12	30	8	4	2	10	3	50

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13	400	200	52	388	188	3	4	12	30	10	5	2	10	3	52
14	400	250	52	388	238	3	4	12	30	10	5	2	10	3	52
15	400	200	55	388	188	3	5	15	32	8	4	2	8	4	55
16	400	250	55	388	238	3	5	15	32	8	4	2	8	4	55
17	400	250	57	388	238	3	4	12	36	9	4.5	2	12	3	57
18	400	250	60	388	238	4	4	16	36	8	4	2	12	3	60
19	500	250	60	488	238	4	4	16	36	8	4	2	12	3	60
20	630	220	61	618	208	3	5	15	40	6	3	2	10	4	61
21	710	220	61	698	208	3	5	15	40	6	3	2	10	4	61
22	400	250	65	388	238	3	5	15	40	10	5	2	10	4	65
23	500	250	65	488	238	3	5	15	40	10	5	2	10	4	65
24	500	320	66	488	308	3	6	18	40	8	4	2	8	5	66
25	500	320	73	488	308	4	6	24	40	9	4.5	2	8	5	73
26	500	320	74	488	308	3	6	18	50	7	3.5	2	10	5	75
27	500	320	75	488	308	4	6	24	40	10	5	2	8	5	74
28	500	320	80	488	308	4	5	20	48	12	6	2	12	4	80
29	500	400	84	488	388	3	7	21	48	15	7.5	2	8	6	84
30	500	400	85	488	388	3	7	21	48	16	8	2	8	6	85
31	500	360	90	488	348	3	7	21	60	9	4.5	2	10	6	90
32	500	360	91	488	348	3	7	21	60	10	5	2	10	6	91
33	500	360	94	488	348	4	6	24	60	10	5	2	12	5	94
34	500	360	96	488	348	4	6	24	60	12	6	2	12	5	96
35	500	400	96	488	388	4	6	24	60	12	6	2	12	5	96
36	560	400	96	548	388	4	6	24	60	12	6	2	12	5	96
37	560	400	105	548	388	6	5	30	64	11	5.5	2	16	4	105
38	800	800	110	788	788	5	6	30	70	10	5	2	10	7	110
39	800	900	110	788	888	5	6	30	70	10	5	2	10	7	110
40	600	400	112	588	388	5	6	30	70	12	6	2	10	7	112

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41	600	400	121	588	388	3	8	24	84	13	6.5	2	12	7	121
42	600	400	128	588	388	4	8	32	84	12	6	2	12	7	128
43	600	400	137	588	388	4	7	28	96	13	6.5	2	16	6	137
44	600	400	144	588	388	5	7	35	96	13	6.5	2	16	6	144
45	600	400	153	588	388	6	7	42	96	15	7.5	2	16	6	153
46	700	400	169	688	388	5	8	40	112	17	8.5	2	16	7	169
47	600	600	199	588	588	6	9	54	128	17	8.5	2	16	8	199
48	700	700	220	688	688	4	11	44	160	16	8	2	16	10	220
49	800	800	285	788	788	6	13	78	192	15	7.5	2	16	12	285
50	900	900	285	888	888	6	13	78	192	15	7.5	2	16	12	285

Manufacturing Tolerances

Sr.No.	Items	Tolerances
1	Overall Linear Plan Dimensions	-0mm,+6mm
2	Total Mean Bearing Thickness (The mean thickness is the arithmetic average of the thickness measured at five points on the major surface as indicated for various shaped bearings Rectangular : Corners and Centre Circular : Corners of Inscribed Square and Centre)	-0,+5%
3	Parallism	
	a) Of top surfaces of Bearing with respect to the Bottom surface as datum	1 in 200mm
	B0 Of one side surface with respect to the other as datum	1 in 100mm
4	Thickness of Individual Layer of Elastomer	
	a) Inner layer of Elastomer	± 10%
	b) Outer layer of Elastomer	-0nn,+2mm
	c) Side Cover	-0nn,+3mm
5	Dimension of Laminates	
	a) Plan Dimension of laminates	
	b) Thickness of laminates	
	c) Parallelism of Laminate with respect to bearing bas as datum (with respect to diameter for plates circular in plan and shorter side for plates rectangular in plan)	
6	Flatness (Flatness shall be assessed by placing a straightedge along the diagonal or diameter, The gap between the straightedge and the surface shall not exceed the tolerances specified below)	
	a) Load bearing surface of the bearing	'0.3% of diameter or diagonal or 2% of mean beaing

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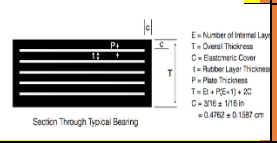
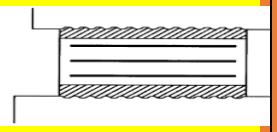
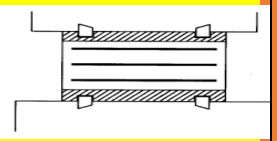
		thickness whichever is higher
	b) Steel laminate	1% of diameter or diagonal (max. of 1.5mm)

Type of Elatomeric Bearing

S.No	Type	Description	Images
1	A	Plain Pad/ Strip Bearing	
2	B	Laminated Bearing	
3	C	Laminated Bearing with Thicker end laminates Laminate may be on either side or on both side Ensures better load distribution Ensures better rotation Back lifting of bearing under shear may be avoided	
4	D	Laminated Bearings with thicker end laminates exposed Corrosion protection is required on exposed steel surface May be useful for better frictional resistance at bearing structure interface Friction if taken into account, should be based on tested and certified value useful for contact with steel structure	
5	E	Bearings with Separate steel plate directly vulcanised with the bearing Lifting / separation of bearing elastomer at edges from exposed steel plate should e avoided under all loading	
6	F	Bearing with Positive Anchorage Separate plates provide ease of replacement and fool-proof positive anchorage. Plates may be connected to covered/ exposed end laminates Internal Fastening and Positive Designed	

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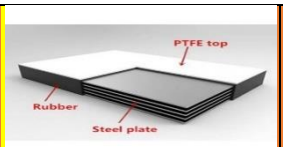
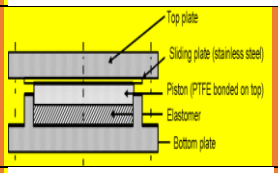
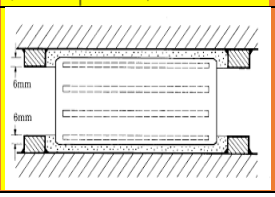
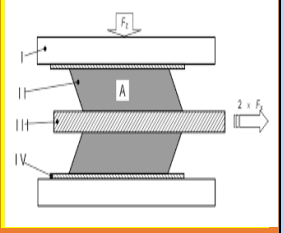
7	G	**Bearing with PTFE bonded to the Elastomer.** **Bond of Elastomer to PTFE is critical and Vulnerable**	
8	H	**Bearings with Sliding Interface** **Refer relevant part covering sliding element for design of sliding interface Other edn may be of any other option as above**	
9	I	**Bearing with restraint against translation to simulate support condition** **a) Typical detail of restraint in form of central pin** **b) Typical Detail of Side restraint Restraints shall be designed based on relevant Part or other relevant IRC code**	

Test on Completer Bearing or Sample

S.No	Clause	Description	Images
1	7	**Test for Determination of Shear Modulus** **Test Piece** **Two Test Bearing** **Test Procedure** **Conditioning Load** **Bearings shall be pre-loaded with maximum horizontal Load 2.F_x (with F_z test Held constant) and unloaded before test loading.** **F_z.test Corresponding to σ m=5MPa shall be held constant during test and the horizontal loading 2,f_x shall be gradually increased to yield a sher stress rate of approximately 0.05 to 0.5 MPa per minute.** **Maximum Test Loading** **The Horizontal Loading 2.Fx Shall be increased upto a maximum 2.Fxtest. which corresponds to horizontal deflection equal to Te.**	

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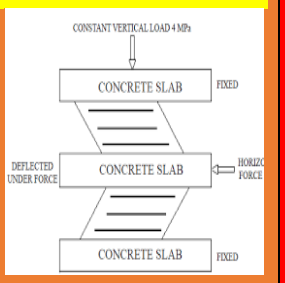
2	8	**Test for Determination of Compressive Stiffness** **The Test shall determine the value of apparent compression Stiffness Ea Under Specified Short term axial loading** **Test Piece** **Two Test Bearing** **Test Procedure** **Conditioning Load** **Bearing shall be preloaded upto F_z.tes' The Load shall be retained for 10 minutes and unloaded upto σ m-2MPa before test loading .** **Rate of Loading** **The Axial Load F_z.test is increased gradually at a rate yielding approximately σm-5MPa per minute.** **Maximum tes loading** **Maximum test loading Maximum test loading shall correspond to F_z.test-5.G.S.A1/1.5** **Measurement** **Load and deflection measurement for complete bearing shall be made in approximately equal load intervals not less than 5, deflectin shall be measured at four edges and mean value accounted for .** **The test result shall be deemed satisfactory it the value of apparent compression stiffness determined from the deflection between 30 percent and 100 percent of the test load is within + 20 percen of the value specified by the manufacturer and no discemible defect is found by visual examination, The manufacturer should spefic th value along with the submittal for acceptance testing programme.**	
3	9	**Test for Determination of Shear Bond** **This Tes shall determine whether requisite adhesion exists between the elastomer and steel laminates.** **Test Piece** **Two identical bearing selected at random from the lot as test bearing.** **Maximum Test Loading: Fztest, Corresponding to a σm=12MPa is to be held constant during the test,If necessary the compressive load shall be increased to prevent slippage but it should ot excedd the mamimum test loading as given in 8.3.4 of Horizontal loading shall be gradually upto a maximum 2F which corresponds to horizontal deflection equal to 2Te. When the maximum deflection is reached (Shear strain=2) the deflection shall be maintained for 5min in order to allow flaws to develop.** **Measurment** **Load and deflection measurements shall be made at approximately equal intervals not less than 5.** **Evaluation** **Examine the Test Bearing for evidence of cracking or peeling both in the strained and unstrained state. After temoval of the sheaer force the bearing should be examined visually, Whilst still under the compressive**	 

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ELASTOMERIC BRIDGE BEARING

As per IRC 83 (Part II)2018 and MoRTH Specification

load , and anhy bulges which could indicate bond failure should be noted. It may be necessary to cut the edge cover to confirm the presence of flaws arising from bond failure.

If neither of the test bearings rubber and reinforcement layers and there is no sign of bond failure the test shall be deemed to be satisfactory.

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Client List of Elastomeric Bridge Bearing

S. No	State	Name of Company Or Costumers
1	Assam	Mr.Ajoy Kanoi
2	Jammu & Kashmir	Jakaosmooth-Ms Rehman Engineering Works
3	Assam	Shiv Motors
4	Chhattisgarh	Rahul Construction
5	Jharkhand	Sildiliya Construction
6	Chhattisgarh	N.C. Nahar
7	Karnataka	B&B Infrastructure Ltd
8	Chhattisgarh	Chhabra Construction Co.
9	Ranchi	The Maintenance Management Group
10	Telangana	R & L Engineering Services
11	Assam	Chandan Deka
12	Kharsia	Rajesh Kumar Agarwal
13	Karnataka	RAMSHREE GLOBAL CONSTRUCTIONS PVT LTD
14	Jharkhand	The Maintenance Management Group
15	Jammu & Kashmir	JAKAOSMOOTH-MS REHMAN ENGINEERING
16	Karnataka	S.M. Autade Pvt Ltd,
17	Jharkhand	Riddhi Siddhi Enginering
18	Gujrat	Ashish Infracon Pvt Ltd
19	Jharkhand	Mini Construction
20	Karnataka	K.M. Murali Class I Contractor
21	Jharkhand	Kalawati Builders
22	Jharkhand	Rakesh Kumar & Co
23	Manipur	S.N. Babu Singh
24	Tamilnadu	Unitech Couplers India (P) Ltd
25	Karnataka	K.M. Murali Class I Contractor
26	Chhattisgarh	SHRI RAM INFRATECH

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27	Karnataka	Prakasam Heavy Eng. Pvt Ltd
28	Pune	Pilane Construction Company,
29	ODISHA	SANDHYA CONSTRUCTION
30	Jharkhand	Dheeraj Krishna Constructions Pvt Ltd
31	Jharkhand	Nirmata Engineering Construction Co Pvt Ltd

BUSINESS POLICY

Inquiry

Quotation

Purchase Order

1. Billing Address. 2. Delivery Address 3. GST No 4. Contact No

Performa Invoice

Address: 5-24-1223/8/1, Ambedkar Nagar, Gajularamaram, Hyderabad – 500055.

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Advance Payment

Take in Production as per Purchase Order

After Completed Consignment Inform to Client for Balance Payment

Dispatch the Material

Provide LR Copy

Bank Details	
COMPANY NAME	SANDHYA ENTERPRISES
Bank	HDFC Bank Ltd
Branch	5-80,HMT Road,Chintal, Jeedimetla,Qutubulapur Mandal Dist. R R ,Hyderabad-500054 Telangana
Account No	50200016352482
IFSC	HDFC0001041
PAN No	GNLPS1299P
GST N0	36GNLpPS1299P1ZS
IEC	0916915042

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AD Code	05114228381149
MSME	TS20B0028147

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