AssaFlex

Manufacturer of Bridge Components

Laminated Bearing Pads

Data sheets-2

Manufacturer of Bridge Components

Bearing Pads

Data sheet - Two

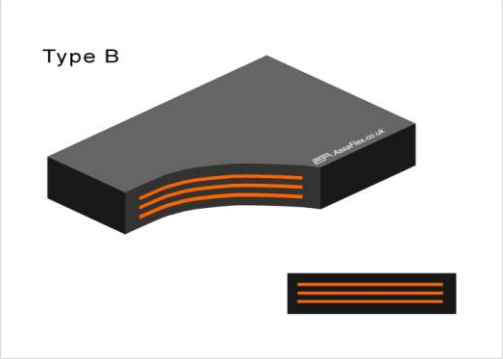
Types of Bearings

Laminated Elastomeric Bearings (LEB) and ***Pot Bearings (PB)*** represent the bigger percentage of bearings used around the world.

Laminated Elastomeric Bearings

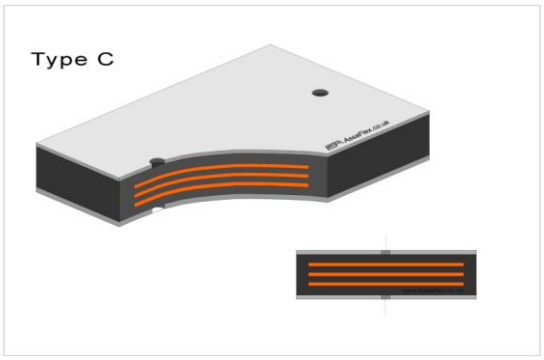
- ***Type A*****:** Single reinforcement. Bearing.
  Not used in civil Engineering structure.

- ***Type B*****:** The definition for type B according to EN 1337-3 is**;** this type has (***n+1)***, reinforcement / metal and (***n)*** elastomeric of constant thickness with perimeter at least 4 millimetres thick and the upper and lower faces with a nominal 2.5mm thickness of elastomeric. The tolerance is (-0 and +2).

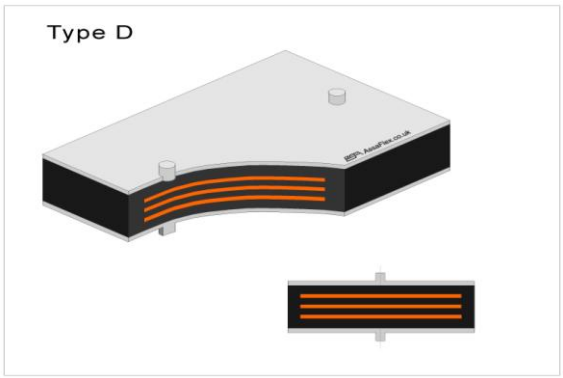


- ***Other Type B:*** By definition these are different in that the upper and lower elastomeric coatings are thicker. This type of bearing is no longer straightforward reinforcement protected by elastomeric, but designed on the basis of required ability such as Elastomeric a Half Lamination or Passive Coating types.

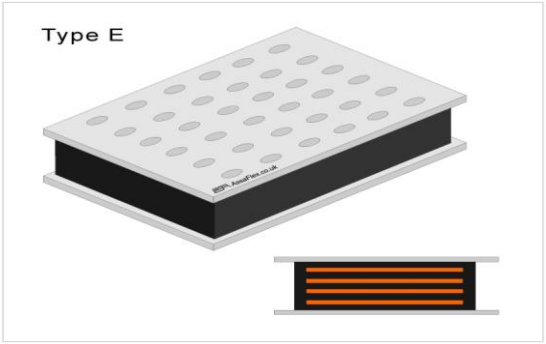
- ***Type C:*** Elastomeric bearings with two external plates and threaded holes for use on metal structures, or as an anti-lift device; in this latter case, suitable anchor bars must be fitted to the bearings for anchoring purposes.



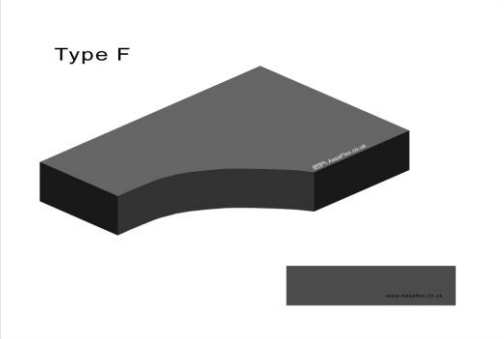
- ***Type D***:. Elastomeric bearings with external plates and pins that connect to suitable steel plates in order to secure the bearing to the structure.



- ***Type E***: Elastomeric bearings with two suitably etched external plates to facilitate the bearing's bonding to the structure with glue.



- **Type F:** Non reinforced or strip bearing.
  Not used in Civil Engineering Structure.



- **Circular Type**
  Circular shape with similar characteristic elastomeric bearings
  - ✓ **Circular Type with outer fixing steel plate**

  Two external steel plates can be vulcanised directly onto elastomeric bearings with simple reinforcement during production, so securing the bearings to the structure with mechanical fastenings and reducing the risk of slippage.