

## 60型浅埋式伸缩缝

产品名称	60型浅埋式伸缩缝
公司名称	衡水明兴工程橡胶制品有限公司
价格	.00/个
规格参数	
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## 产品详情

对于C、D、F型桥梁伸缩缝都是公路桥梁专用的伸缩装置的一种，它由一组钢质边梁及锚固件组成加一条整长的橡胶密封条组成。在伸缩装置的钢质边梁外侧的锚固件，与梁端预埋钢筋相焊接，浇筑高强度混凝土过渡段后，同梁体连结。GQF-C型伸缩缝具有连结可靠，与桥面接合平顺，密封止水、伸缩灵活，行车平稳，使用长的特点。适用于伸缩量为40mm，60mm和80mm的桥梁。

For C, D and F type bridge expansion joints are one of the special expansion devices for highway bridges. It consists of a group of steel side beams and anchorage parts plus a long rubber sealing strip. The anchor on the outer side of the steel side beam of the expansion device is welded with the embedded steel bar at the end of the beam and connected with the beam after pouring the transition section of high strength concrete. GQF-C expansion joint has the characteristics of reliable connection, smooth connection with bridge deck, sealing, flexible expansion, smooth driving and long service life. It is suitable for bridges with 40 mm, 60 mm and 80 mm expansion.

C、D、F型桥梁伸缩缝是国内交公路规划设计院设计的一种新颖桥梁伸缩装置，产品适用于大流量交通地段的公路、城市桥梁、高架道路与立交工程。

C, D, F type bridge expansion joint is a new bridge expansion device designed by the National Interchange Highway Planning and Design Institute. The product is suitable for highway, urban bridge, viaduct and interchange projects in large traffic areas.

由于这几种伸缩缝产品主要材料：钢质边梁：采用16Mn钢轧制，剖面呈c形。密封胶条：采用氯丁或三元乙丙橡胶制造，具有良好的耐老化、耐曲挠性能。锚固件：有锚钉、锚环、锚板结构三种，公路桥梁工程师可根据桥面板设计厚度选用。大家可以参考：C型桥梁伸缩缝的分类及产品适用范围中的详细介绍。

Because the main material of these kinds of expansion joint products: steel side beam: rolled by 16Mn steel, the profile is c-shaped. Sealant strip: Made of chloroprene or ethylene propylene diene rubber, it has good aging resistance and flexural resistance. Anchorage: There are three kinds of anchor, anchor ring and anchor plate structure. Highway bridge engineers can choose according to the thickness of bridge deck design. You can refer to: C type bridge

expansion joint classification and product scope of application in detail.

它们是适用于设计荷载为汽超 20 挂超120 级的直桥、弯桥、斜桥、坡桥等公路和城市桥梁。由于它采用钢质边梁、鸟形橡胶密封条和锚固构件组成。在桥梁梁体因温差等因素引起位移时，机械固定在边梁沟槽中的橡胶密封条能自由折迭伸缩。起到防水防尘作用。行驶车辆的冲击力，通过边梁和焊接的锚固构件传递到桥梁结构中。该型伸缩缝适用于伸缩量 0 ~ 80mm 的桥梁。

They are suitable for highway and urban bridges, such as straight bridges, curved bridges, skew bridges and slope bridges with design loads of over 20 hanging and over 120 hanging. Because it is composed of steel side beam, bird-shaped rubber sealing strip and anchoring component. When the displacement of bridge girder is caused by temperature difference and other factors, the rubber sealing strip mechanically fixed in the side girder groove can fold and expand freely. Play the role of waterproof and dust-proof. The impact force of the moving vehicle is transmitted to the bridge structure through side beams and welded anchorage members. This type of expansion joint is suitable for bridges with 0-80mm expansion.

1、由于C、D、F型公路桥梁伸缩缝整条采用氯丁或三元乙丙橡胶制作，具有良好的耐老化、耐曲挠性能。适应桥梁梁端水平、横向、竖向变形，伸缩阻力极小。

1. Because the expansion joints of C, D and F type highway bridges are made of chloroprene or EPDM, they have good ageing resistance and flexural resistance. It is suitable for horizontal, transverse and vertical deformations of bridge girder ends, and has minimal expansion resistance.

2、钢质边梁采用 16Mn 精轧而成，锚固板及 16 锚固筋具有良好的机械性能。作用于边梁上的车辆冲击力，通过锚固构件均衡的传递到梁体上，有很长的使用。

2. The steel side beam is made of 16Mn finish rolling. The anchorage plate and 16 anchorage bar have good mechanical properties. The vehicle impact force acting on the side beam is proportionally transmitted to the beam body through the anchorage component, which has a long service life.

其结构合理使用长，安装养护方便，优于板式橡胶缝。大位移模数式伸缩装置分为两种型式：单组式伸缩缝与多组式伸缩缝。单组式伸缩缝由型钢、锚固构件和密封橡胶带组成，允许位移量为0~120mm，主要型式有：GQF-C-40，60,80型、QMF (SSF) -80型、SD-80、100、120型等,产品适用于大流量交通地段的公路、城市桥梁、高架道路与立交工程。。型钢伸缩缝。cd40伸缩缝。它仅用桥面铺装层厚度即可达到可靠的锚固。。

The utility model has the advantages of reasonable structure, long service life, convenient installation and maintenance, and is superior to the plate rubber joint. The large displacement modulus expansion device can be divided into two types: single group expansion joint and multi group expansion joint. The single group expansion joint is composed of section steel, anchorage component and sealed rubber belt. The allowable displacement is 0-120 mm. The main types are GQF-C-40, 60,80, QMF (SSF) -80, SD-80, 100, 120, etc. The products are suitable for highway, urban bridge, elevated road and interchange projects in large traffic volume areas. \_\_\_\_\_ Section steel expansion joint. CD40 expansion joint. It can achieve reliable anchorage only with the thickness of bridge deck pavement.

对于C、F、E、Z、L型桥梁伸缩缝型钢都是公路桥梁专用的伸缩装置的一种，它由一组钢质边梁及锚固件组成加一条整长的橡胶密封条组成。在伸缩装置的钢质边梁外侧的锚固件，与梁端预埋钢筋相焊接，浇筑高强度混凝土过渡段后，同梁体连结。GQF-C型伸缩缝具有连结可靠，与桥面接合平顺，密封止水、伸缩灵活，行车平稳，使用长的特点。适用于伸缩量为40mm，60mm和80mm的桥梁。C、D、F型桥梁伸缩缝是国内交公路规划设计院设计的一种新颖桥梁伸缩装置，产品适用于大流量交通地段的公路、城市桥梁、高架道路与立交工程。由于这几种伸缩缝产品主要材料：钢质边梁：采用16Mn钢轧制，剖面呈

c形。密封胶条：采用氯丁或三元乙丙橡胶制造，具有良好的耐老化、耐曲挠性能。锚固件：有锚钉、锚环、锚板结构三种，公路桥梁工程师可根据桥面板设计厚度选用。大家可以参考：C型桥梁伸缩缝的分类及产品适用范围中的详细介绍。它们是适用于设计荷载为汽超20挂超120级的直桥、弯桥、斜桥、坡桥等公路和城市桥梁。由于它采用钢质边梁、鸟形橡胶密封条和锚固构件组成。在桥梁梁体因温差等因素引起位移时，机械固定在边梁沟槽中的橡胶密封条能自由折迭伸缩。起到防水防尘作用。行驶车辆的冲击力，通过边梁和焊接的锚固构件传递到桥梁结构中。该型伸缩缝适用于伸缩量0~80mm的桥梁

For C, F, E, Z, L type bridge expansion joint steel is a kind of special expansion device for highway bridges. It consists of a group of steel side beams and anchorage parts plus a whole length of rubber sealing strip. The anchor on the outer side of the steel side beam of the expansion device is welded with the embedded steel bar at the end of the beam and connected with the beam after pouring the transition section of high strength concrete. GQF-C expansion joint has the characteristics of reliable connection, smooth connection with bridge deck, sealing, flexible expansion, smooth driving and long service life. It is suitable for bridges with 40 mm, 60 mm and 80 mm expansion. C, D, F type bridge expansion joint is a new bridge expansion device designed by the National Interchange Highway Planning and Design Institute. The product is suitable for highway, urban bridge, viaduct and interchange projects in large traffic areas. Because the main material of these kinds of expansion joint products: steel side beam: rolled by 16Mn steel, the profile is c-shaped. Sealant strip: Made of chloroprene or ethylene propylene diene rubber, it has good aging resistance and flexural resistance. Anchorage: There are three kinds of anchor, anchor ring and anchor plate structure. Highway bridge engineers can choose according to the thickness of bridge deck design. You can refer to: C type bridge expansion joint classification and product scope of application in detail. They are suitable for highway and urban bridges, such as straight bridges, curved bridges, skew bridges and slope bridges with design loads of over 20 hanging and over 120 hanging. Because it is composed of steel side beam, bird-shaped rubber sealing strip and anchoring component. When the displacement of bridge girder is caused by temperature difference and other factors, the rubber sealing strip mechanically fixed in the side girder groove can fold and expand freely. Play the role of waterproof and dust-proof. The impact force of the moving vehicle is transmitted to the bridge structure through side beams and welded anchorage members. This type of expansion joint is suitable for bridges with expansion of 0-80 mm.

伸缩缝也叫无缝伸缩缝粘接料，是一种沥青填充式桥梁伸缩缝，它是将接缝上面一窄条范围的桥面铺装层替换为一种高弹性的特殊沥青混合物。这条高弹性特种沥青与石料的混合物可以吸收由于温度和交通负荷作用产生的桥面板位移，而表层不会开裂损坏。无缝伸缩粘接料能够同时兼顾高温和低温、渗透和粘性这些对立的性能要求，不仅适用于温度单一地区，而且适用于温差较大的地区。特点 弹性恢复力非常高：能适应不断重复的温度和荷载位移。低温柔性和高温稳定性都非常好：在-40 时不会变脆，在80 时不会流动。因此，能适用于中国所有气候区。高温粘附性好：施工时可与现有路面牢固粘结，常温一点儿也不

Expansion joint, also known as seamless expansion joint adhesive, is an asphalt filled bridge expansion joint, which replaces a narrow range of bridge deck pavement above the joint with a special asphalt mixture with high elasticity. The mixture of asphalt and aggregate with high elasticity can absorb the displacement of bridge deck caused by temperature and traffic load, and ensure that the surface will not crack and damage. Seamless expansion bonding material can take into account the opposing performance requirements of high and low temperature, permeability and viscosity at the same time. It is not only suitable for single temperature area, but also suitable for areas with large temperature difference. The elastic resilience is very high: it can adapt to repeated temperature and load displacement. Both low temperature flexibility and high temperature stability are very good: it will not become brittle at - 40 ~C and will not flow at 80 ~C. Therefore, it can be applied to all climatic regions in China. Good adhesion at high temperature: it can be firmly bonded with existing pavement during construction, and not at room temperature at all.