مصنع فرع شركة ايه اى ام للصناعات
Br. of A.I.M Industries Co Factory

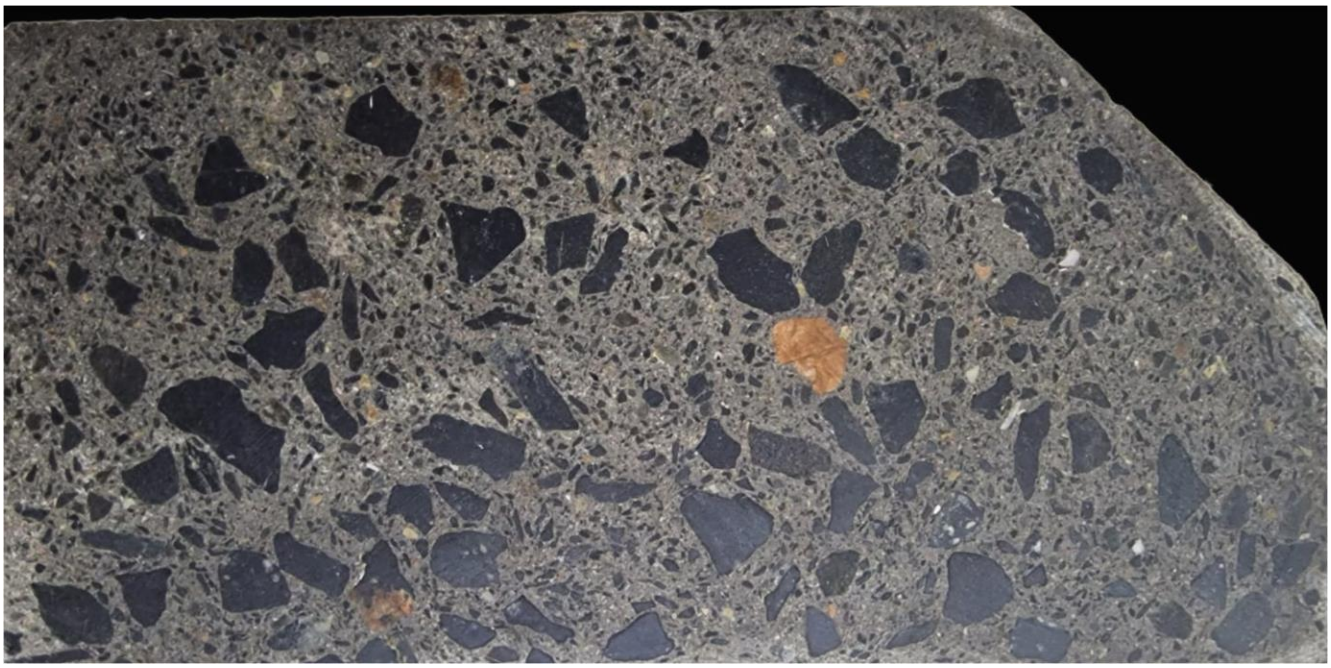
Technical & Material Data Sheet for Kerb Stones

All AIM Grana-Lux kerb stones are manufactured in our factory located in Khulais, 5km from KAEC Haramain High Speed Railway Station, perfectly placing us to deliver across the Western Region and beyond. AIM operate their own vehicles not only from raw material acquisition but delivering to sites, to ensure reduction in Scope 3 emissions for our customers and enable us to guarantee the quality our customers and the subsequent users deserve.

AIM regimentally follow a QA/QC Policy designed to ensure that our products are of the highest quality, matching and often exceeding specifications. This means all raw materials procured are tested and compared to original samples obtained from previous deliveries. Raw material suppliers are audited on a yearly basis and any new supplier is only added once we are satisfied all government certifications/licenses, facilities, processes and of course raw material are vetted.

All Grana-Lux kerb stones are produced using a hydraulic pressing machine. The hydraulic press process is different to our competitors' products in that, the kerb stone is one singular wet mix from top to bottom, almost entirely eliminating any honeycombing, which reduces the water absorption and increases the strength, as our test results have consistently shown. AIM are proud of our product quality.

For more information about the hydraulic press production process, please send a request to info@aimblock.com or alternatively schedule a visit to the factory by emailing ali@aimblock.com.



مصنع الموقع - طريق مكة – المدينة قديم. خليص - المملكة العربية السعودية
Factory Location: - Old Makkah-Madinah Road, Khulais, Saudi Arabia.
Cr. No 4604006292 VAT No 300683668700003
Telephone: +966 12 215 8558 Email: info@aimblock.com
Website: www.aimblock.com

Technical Drawing and Dimensions

AIM's range also includes kerb stones which can be manufactured to a maximum of 20cm thickness.

Kerb stones are available with chamfers, bullnose, flush, half batter and splay face. Please refer to the images on the left for a visual aid of each.

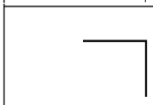
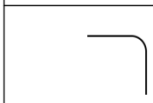
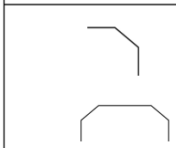
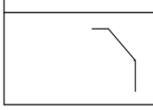
Production capabilities depend on thickness of the product however for reference, per day AIM are able to produce 2,000 LM.

AIM have successfully implemented our specification with Jeddah Municipality, Royal Commission, King AbdulAziz University, KAEC and more.

Our kerb stones are available in the following finishes:

- Sandblasted
- Shotblasted
- Dotted
- Fair face

	Length	Width	Max Thickness
1	1000	415	380
2	915	305	100-200
3	915	250	100-200
4	915	210	100-200
5	915	185	100-200
6	600	400	100-200
7	600	300	100-200
8	500	350	100-200
9	500	300	100-200
10	500	250	100-200

Faces	Names
	Half Batter Kerb
	Flush Kerb
	Bullnose – 19mm Radius Kerb
	Single/Double Sided Chamfer Kerb
	Splay / Full Batter Kerb

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Mix Design

Item	Percentage
Aggregate 1:	40.0 %
Aggregate 2:	32.0 %
Dune Sand	12.0 %
Sulphate Resistant Cement	16.0 %
Water	22.5 %

Technical Specifications

AIM follow and exceed BS-EN 1338 for Kerb Stones as per below specifications.

Water Absorption	≤ 5%
Strength	≥ 35 Mpa
Dimension: Width/Length	+/- 3mm
Dimension: Thickness	+/- 3mm

Site & Customer Requirements

- Clear lifting zone for offloading materials on compacted level hardcore.

- Discharging of trucks shall be done with suitable forklift on site.

- Suitable and qualified civil engineer/Inspector to inspect product on delivery and assess likeness to sample. Any and all damage and queries to be informed to AIM on delivery completion.

- Products to only be moved with use of suitable forklift to avoid chipping and damage to the face of product thereafter.

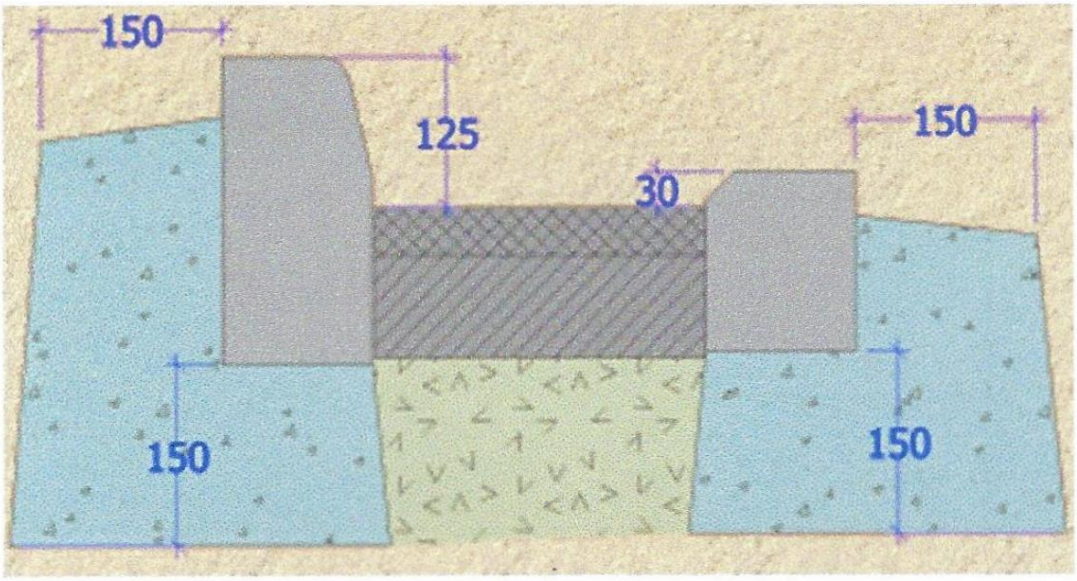
- Product to be stored above ground to avoid contamination with sand and water.

- To be installed in accordance to the below diagrams provided to ensure no damage occurs after installation.

AIM Installation Guidelines

Construction

All Kerbs should be laid on a concrete bed of at least 100mm thickness, and haunched to thickness of at least 150mm. A full-sized pavior's mall is preferred for tapping the Kerbs down to the correct level.



Construction detail for typical kerb

It is usual to remove any concrete bedding from the front of the kerb, as this is said to prevent 'differential settlement' in subsequent paving. The joints are often not mortared, but are laid as tight to the preceding kerb as is possible, without risking spalling the units. It is usual to leave 100-12Smm of 'check', or 'upstand', on the 250 or 300mm high units, and 25-40mm on the smaller, 150mm high units, although there is some variation amongst local highway authorities. As mentioned earlier, the surfacing level never exceeds the watermark of the kerb, and is usually kept 25mm or even more below it. This is sometimes done to accommodate future re-surfacing of the carriageway, so that, for example, the top 25mm of an asphalt pavement can be planed off, and then overlaid with 50mm of new material, without breaching the kerb watermark.