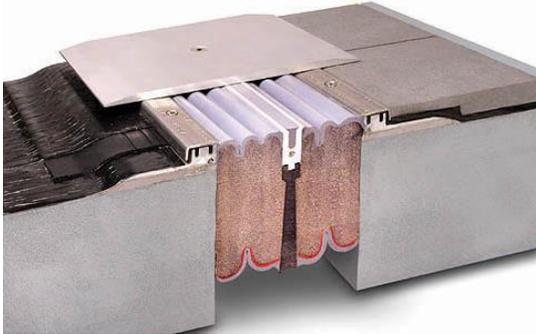




A SIKA COMPANY

# INSTALL DATA EMSEAL SJS-FP-FR

**SJS-FP-FR (Seismic Joint System, For Plaza Decks and Split Slabs, Fire Rated)**



**IMPORTANT!** Do not install this material until all members of your crew have read and understand these instructions.

If any of the crew do not understand any part of these instructions call EMSEAL: USA & Canada: 1-800-526-8365 or 508-836-0280

This product can only fulfill its design function if it has been correctly selected and correctly installed. This means that joint width (after allowance for concrete shrinkage and post-tensioning shortening where applicable), total joint movement and expected loads must have been considered and accounted for.

These installation instructions are generic and may need adapting to suit specific project requirements and unique conditions. Consult EMSEAL if necessary.

The SJS-FP-FR System is a silicone bellows/coverplate system that is adhered to the faces of steel-and-aluminum retainer legs into which are locked side flashing sheets for watertight integration with buried split-slab or plaza-deck waterproofing membranes.

## The installation of the SJS-FP-FR occurs over six stages:

**STAGE 1:** Installation of the FP retainer legs onto the structural slab as well as the installation of the FP flashing sheets.

**STAGE 2:** Installation of the SJS-FP-FR foam/spline assemblies into the FP retainer legs.

**STAGE 3:** Sealing and closing of the FP capping system

**STAGE 4:** Integration of the side sheets into the deck waterproofing membrane system .

**STAGE 5:** Installation of the wear course (pavers, topping slab, etc.) and installation of the optional Emcrete elastomeric nosing material.

**STAGE 6:** Installation of the SJS coverplates.

Please contact EMSEAL with any job-specific installation questions (1-800-526-8365 or 508-836-0280).

## Identification of sizing difference (NOTE A)

Use this illustrative guide for all SJS-based products.

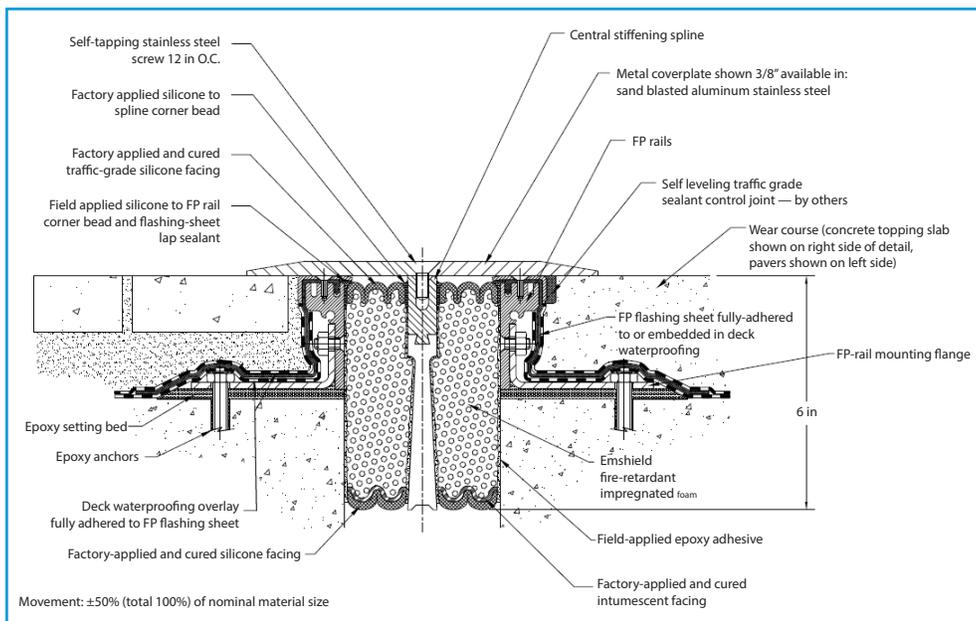
SJS is available in standard sizes from 2" (50mm) up to 18" (450mm). Smaller widths from 2" (50 mm) up to 3.5" (90 mm) can be seen in SJS Illustration A.

Larger widths of 4" (50mm) up to 18" (450mm) can be seen in SJS Illustration B.

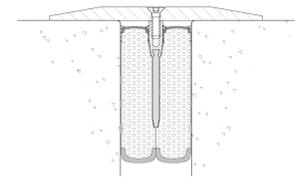
Exact widths of 4" (50mm) ONLY can be either variation.

**IMPORTANT:** The smaller size (A) does not have a locking pin. Also the final coverplate torque requirements differ with size (Step 45)

## Standard System Components

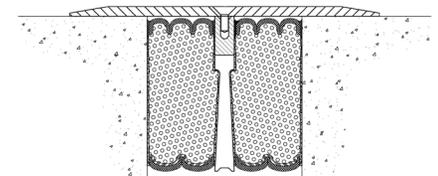


**SJS-FR Illustration A**



Width: 2" (50mm) to 3.5" (90mm)

**SJS-FR Illustration B**



Width: 4" (100mm) and wider

## Coverplate Inspection and Storage

### ▲ IMPORTANT ▲

**Customer is responsible for inspection and proper storage of material upon arrival.**

**Coverplate metals, when in contact with moisture while in their packaging, may discolor--ensure shipments are kept dry.**

## Equipment List

In addition to a reliable power source, normal tools of the trade and safety equipment as required by the installing contractor's internal safety program and in compliance with industry standards and local, state and federal safety requirements, the following material and equipment must be on-site before the EMSEAL Technician arrives or before installation can begin:

### Crew

A crew of 4 is typical when installing this system but could vary with the size and complexity of the job.

### For Welding Rubber:

*IMPORTANT: If you are planning to, or will need to, field-weld any of the rubber components, be sure to order an on-loan weld-kit from EMSEAL.*

- On-loan weld kit from EMSEAL

### For Cutting, Drilling, Screwing, Fastening:

- 4-inch angle grinder(s)
  - Diamond cup blade(s) for concrete
  - Thin "cut-off" blade(s) for metal
  - "Zek" wheel pads or 20-grit sanding disks (for abrading Emcrete elastomeric nosing material)
- "Sawz-All"
  - Long and short metal cutting blades for Sawz-All
- Min. 2 ea – Hammer Drills with depth guides
- Min. 6 ea – Hammer drill bits, 3/8-inch diameter, suitable for masonry/concrete
- Compressed air blower with small gauge extension tube (for blowing out anchor holes)
- Standard commercial-grade high-speed cordless drills with adjustable torque settings
- Drill index with sizes 1/32-inch to 1/2-inch minimum
- High-speed, 3/4-inch, metal countersink bits
- 5mm (13/64") and 8mm (5/16") high speed drill bits (for preparing new holes in rails and caps at cuts)
- 6mm taps (for re-tapping the capping-strip screw holes after you cross-thread a few of them)
- Minimum 6 ea – 5/32 or 7/32-inch hex bit socket drill drivers (3/8-inch drive) See NOTE A Page 1 to identify SJS
- 3/8-inch socket adapters (for use in drills)
- Small hand-held metal (fine-toothed) file (for removing metal burrs after cutting)
- Minimum 6 ea – #3 screw-gun bits
- Torque-Wrench — long-handled 3/8-inch socket with adapter to accept #3 screw-gun tip Note: torque wrench must accurately read as low as 60 in-lbs (5.2 ft-lbs; 7 Nm) and as much as 240 in-lbs (20 ft-lbs; 27Nm) —
- 1/4-inch diameter Awl

### For Cutting Foam:

- Long-bladed, serrated, chef's knife (or bread knife), or Hack saw

### For Mixing and Spreading:

- Heavy duty electric, plug-in, low speed — high torque drill for mixing thick epoxy
  - Min. 2 ea – 3-inch diameter paddle mixers
  - Min. 2 ea – 1 1/2-inch diameter "jiffy mixers"
- Minimum 6 ea - 2-inch margin trowels
- Clean or unused, 5-gallon or larger, plaster/paint pails to mix epoxy, hold cleaning solvents, etc.

### For Forming Emcrete Nosing Material: (if being used in your installation)

- 2-inch Duct Tape (Total quantity 3-times the joint length) for wrapping the Styrofoam to aide release from nosing material
- Rolls of red construction paper (at least twice as much as joint footage, to mask off deck and to create a masked mixing area)

### For Gunning and Tooling:

- 20-oz sausage caulk guns (for silicone and intumescent)
- Sausage-gun nozzles (cones)
- 10-oz cartridge caulk guns (for anchor epoxy)
- Min. 3 ea. – 3/4-inch caulk knives
- Utility knives

### Other Miscellaneous Tools and Materials:

- Heavy hammer (3-pound — to tap end of spline to set spline pins at opposite end of stick)
- 2 – plastic spray bottles, (1 bottle with solvent), and (1 bottle with clean water)
- Duct Tape
- Levels, 2-foot, 4-foot and torpedo-level
- 100-foot tape measure
- Combination square
- Chalk box with chalk
- Flat bar and small pry bar
- Rubber mallet
- 5-gallon pail of (acetone\* or effective alternative solvent)
- Box of clean, dry, lint-free, cloth rags
- Vise grips (2-pair)
- Shop Vac
- Extension cords with 4-way box
- 2 – 9/16-inch open-end wrenches and/or 9/16-inch deep drive sockets & ratchets

\*Solvents mentioned or referred to are toxic and flammable.

Observe solvent manufacturer's precautions and refer to MSDS, as well as local and federal requirements for handling and use.

**IMPORTANT!** Cold or hot temperatures can affect the mixing performance of setting bed mixtures as well as adhesives and elastomeric concrete. This is especially important when temperatures approach freezing (32°F / 0°C) or extremely hot conditions. No unmixed components should be allowed to freeze or overheat and should be stored at temperatures between 40°F / 5°C and 75°F / 24°C.

All mixing should occur at an ambient temperature of 40°F / 5°C or higher.

## STAGE 1

### Installation of FP Retainer Legs (rails) and Flashing Sheets

The principle used in this installation method for setting the height of the FP System is to tap the mounting flanges of the FP rails down into a wet epoxy-mortar setting bed until the top surface of the joint is at the desired elevation relative to the finished wear-course level.

Check that sufficient height between the top of the structural slab (or curb cast onto and pinned into the structural slab) and finished elevation of the topping exists to accommodate the specific FP model being installed. There should be enough room to accommodate the height of the FP System ordered plus at least 1/4 – 3/8-inch (6-9mm) of setting bed.

ALSO, be sure to pay attention to the details as they related to coverplate configuration. Coverplates can be installed on top of the finished wear course, or in concrete topping slabs recessed in blockouts so that the top of the plates are at the same elevation as the rest of the topping slab.

#### 1. Prepare Deck Surface

Using a grinder or blaster, clean and prepare a 6-inch wide strip on either side of the joint gap (or if a curb is being cast on which to seat the SJS-FP-FR, similarly prepare the top surface of the curb). The resulting concrete surface must be clean, dry, and free of all dirt and contaminants and must be the correct depth below the finished wear course level.

Thoroughly blow clean the deck surface and at least 5-feet of the adjacent work area along the entire joint length.

Any significant unevenness in the deck surface or spalling at the joint edge must be repaired with a suitable patching material using proper shelf geometry for spall repair.

#### 2. Lay Out the Joint

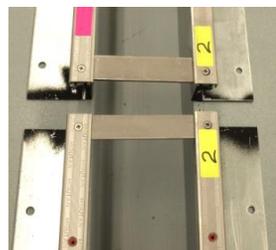
Lay out the FP rails onto the deck and over the joint-gap so you can become acquainted with the system.

*IMPORTANT: Factory-Fabricated Transitions*

If your job contains factory-fabricated transitions such as tees, flat 90's, upturns or downturns, these are fixed points and must be installed first. See "SJS-FP-FR Addendum 1— Installing Transitions in SJS-FP-FR System"

The system is supplied with the rails clamped together by metal spacers at a distance near the midpoint of its movement range. Installation at temperatures other than mean seasonal temperature may necessitate on-site adjustment. Consult EMSEAL or the owner's responsible engineer before proceeding.

**DO NOT REMOVE CLAMPING SPACERS BETWEEN RAILS UNTIL TOLD TO DO SO LATER IN THESE INSTRUCTIONS.**



Each length is 4 meters or 13.12 ft (approximately 13'-1 7/16") long. IF ends are marked with a number that is in sequence with the number of the preceding length. Lay the lengths down, end to end, matching-number to matching-number.

Positive alignment between lengths is made by mating the factory-installed stainless steel joining pins between each length.

Push sections with matching numbers together ensuring that the stainless-steel pins are properly seated.

**TIP** – Sometimes the metal pins will not align easily. To fix this loosen the screws in the capping strips that hold the clamping spacers. This will give you some 'play' to help with pin alignment. Once aligned, retighten the screws.



*IMPORTANT: In order to perform as a fire barrier, the SJS-FP-FR foam assembly must install into concrete below the metal FP legs. For this to happen, the faces of the mounting rail legs must be flush to the concrete faces of the joint opening.*

Using a square, make sure the faces of the FP legs align with the concrete joint faces, **ON BOTH SIDES** of the joint gap. If the faces of the legs do not align it will be necessary to adjust the spacing between the legs — Consult EMSEAL.

Continue the above process along the entire length of the expansion joint system.

Check length of final piece(s) and mark for cutting.

**NOTE** – Where rails are cut leaving more than 3-inches (75mm) of undrilled mounting flange and stainless steel cap it will be necessary to drill and tap new holes to accommodate hardware.

#### 3. Mark Setting Bed Location

Mark the edge of the mounting flanges with a lumber crayon or chalk line (this is the line to which you will install the setting-bed epoxy).



#### 4. Mark Irregularities in the Decks

Inspect the area under the joint looking for dips, bumps and other irregularities in the deck surface. In these locations you will need more or less epoxy setting bed. Mark these locations with a lumber crayon so you can apply the epoxy mortar as needed to achieve the desired finished system height and so the rails are fully supported everywhere.

#### 5. Mix Setting Bed Epoxy Mortar

Use the EMSEAL Setting Bed Kit containing epoxy Parts A & B and Sand:

Lift lid-tabs, remove lid and the A and B containers.

Empty the solid content of Part A into another empty 5-gallon mixing pail.

Pour in the liquid contents of Part B into the same new pail.

Immediately mix with a heavy-duty mixing drill and 3-inch diameter mixing paddle to a solid gray consistency (45 – 60 sec.).



Immediately add the sand from the original EMSEAL pail into the A+B mixture. Pour into center of the mixture, while stirring with the heavy-duty mixing drill and 3-inch diameter mixing paddle. Blend the epoxy and sand to a uniform gray color and consistency (approx. 2 minutes after sand is fully added).

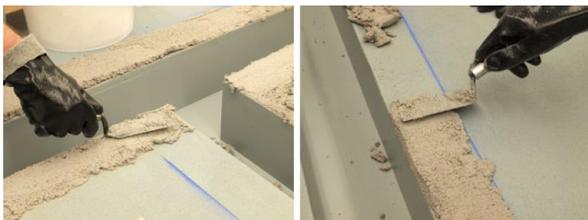
Be sure to scrape up and down against the sides of the pail to incorporate all of the material.



#### 6. Lay Setting Bed

Lay epoxy-mortar setting bed approximately 3/8-inch (9mm) thick\* and about 1/2" (12mm) wider than your chalk line on both sides of joint gap.

\*except as needed to address irregularities in the deck or to achieve desired finished height.



The setting bed must be of consistent thickness across and lengthwise. Ensure that there are no voids that would leave the rails unsupported at any point.

**TIP** – mark a screwdriver or stick with duct-tape, 3/8-inch (6mm) from the tip to use as a depth gauge



#### 7. Solvent Wipe Bottom of Mounting Flanges

Turn the rails over and solvent wipe the mounting flanges to remove all contaminants. Set rails aside being careful not to re-contaminate them.



#### 8. Lower Rails into Wet Setting Bed

Place the first length of FP rails into the wet, epoxy-mortar setting bed.

Tap the system down into the setting bed until the upper surface is at the required elevation and the rails are level.

Ensure that the flanges are fully embedded in the wet epoxy and that no hollow areas exist beneath the flanges.



#### 9. Align Face of Rails with Joint Faces

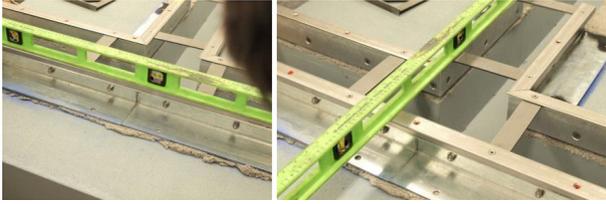
Using a square, make sure the faces of the FP legs align with the concrete joint faces, ON BOTH SIDES of the joint gap.

(As previously mentioned, if the faces of the legs do not align it will be necessary to remove the capping strips from one side of the joint and free one end of the spacers to adjust the gap between the legs so that they do align with the joint faces. Consult EMSEAL).



## 10. Level Rails

Using a level, make sure the joint is level side to side and lengthwise\*. Use a rubber mallet to drive the rails into the wet epoxy mortar to achieve the desired elevation and to level the rails.  
\*Or to match slope in deck for drainage as designed.



## 11. Install Next Rail Length

Position the next length of FP rail making sure it is interlocked with the previous section. Alignment between lengths is made with stainless steel pins set into one end of the rails. Insert the pins into the holes of the adjoining piece.  
**TIP** – Sometimes the metal pins will not align easily. To fix this loosen the screws in the capping strips that hold the clamping spacers. This will give you some ‘play’ to help with pin alignment. Once aligned, retighten the screws.



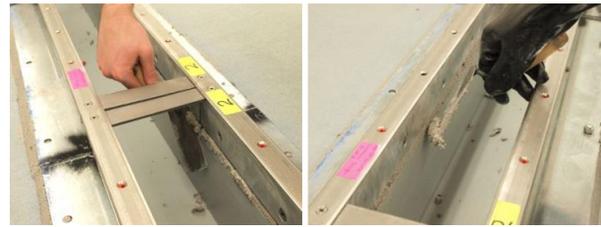
Ensure that joints are properly executed to achieve proper appearance and performance. There should be no gaps between adjoining capping strips.  
Tap the ends of the rails to achieve proper alignment and remove any epoxy that prevents the legs from coming together.



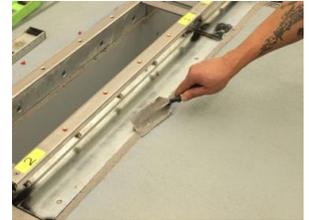
Repeat procedure until final section is reached. Install final section by lifting previous section slightly until the sections can be interlocked. Ensure that all sections are level along and across the joint and that the joint faces align with the faces of the FP legs.



Using a margin trowel remove epoxy that squeezed out from under the mounting flanges into the joint. Use the extra material to pack and fill in voids under the mounting flanges.



Tool epoxy along the outer edges of the mounting flanges into a cant-strip to make a ramp for the deck waterproofing material. Allow epoxy-mortar setting bed to cure in accordance with the epoxy manufacturer’s recommended curing times shown on the pails.



Clean your epoxy trowels, mixers, etc. in buckets using solvent and a wire brush. TIP: Cleaning tools while the epoxy is still wet will save a lot of time.



## 12. Drill Anchor Holes

**IMPORTANT:** DO NOT drill anchor holes until the setting bed epoxy has hardened sufficiently to be drillable. Using one of the threaded-rod anchors with a nut screwed flush to the top as a guide; mark the shank of the drill-bit for the correct anchor-hole depth.



Drill 3/8-inch diameter holes for the 5/16-inch diameter anchors (or as otherwise specified for the particular job or anchoring system — consult EMSEAL). Drill holes to a depth to suit the full length of the anchors below the nut.



**NOTE** – If obstructions or other conditions prevent full depth embedment, drill holes as appropriate ensuring that anchor-bolts embed at least 3-inches (75mm) into concrete. For depths less than 3-inches (75mm), consult EMSEAL. Vacuum dust piles from around holes. Blow dust from inside the holes using a forced-air blast and then vacuum again.

**TIP** – a Shop-Vac on “blow” will work for this.



### 13. Install Epoxy Anchors

Prepare all the threaded-rod anchors by screwing nuts onto one end.

The two-component anchor epoxy is supplied in 10-oz caulk tubes with static mixing nozzles. Install the cartridge into a cartridge caulk gun, remove the cap and cut off the wire-tie-off.

Screw a static mixing nozzle onto the cartridge

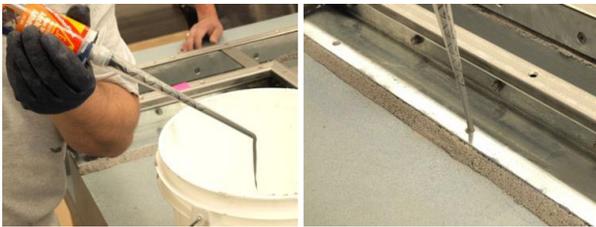


Gun epoxy through the static mixing nozzle into a pail or garbage can until a uniform light-gray color is achieved

Inject anchor epoxy into holes

**CAUTION** – pay attention to the cure times chart on the anchor-epoxy cartridge and the temperature at time of installation.

Anchors **MUST** be placed into wet epoxy. Don't get too far ahead.



Install anchors into wet epoxy

Spin anchor once 360° to ensure epoxy completely surrounds and coats the anchor.



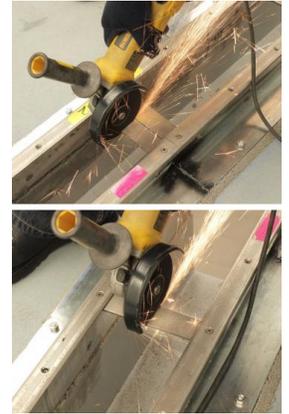
Remove excess epoxy from around the nut that might obstruct tightening later. Allow epoxy to cure according to chart(s) on epoxy cartridge.



### 14. After Setting-Bed Epoxy is CURED, Cut Through Clamping Spacers to allow free movement

**IMPORTANT!** If at the end of the day you have installed the rails into setting bed and/or anchored the rails using the threaded rod anchors, you must cut through the clamping spacers between the two sides of each rail using a grinder with metal cutting “cut-off” blade.

**THIS IS IMPORTANT BECAUSE AS THE TEMPERATURE DROPS OVERNIGHT, THE JOINT WILL OPEN AND WILL SERIOUSLY DAMAGE THE METAL COMPONENTS IF THEY REMAIN RIGIDLY CONNECTED TOGETHER.**



### 15. Tighten Nuts

With anchors secured in cured epoxy, tighten the nuts onto the mounting flanges.

**IMPORTANT:** In cases where anchors protrude above the nut, cut off excess anchor height and grind to remove any sharp edges that might damage waterproofing membrane. **DO NOT** cut holes in flashing sheets to go over protruding anchors.



### 16. Remove Stainless Steel Capping Strips and Spacers

Before you can install the SJS-FP foam and spline assembly, you must remove the stainless steel capping strips and the clamping spacers.

**IMPORTANT:** Label the locations of the capping strips so that they can be reinstalled in the same locations. Do not mix them up, as the pre-drilled holes in the retainer caps may not line up with the holes in the rails.



### 17. Remove Shipping Gaskets and Plugs

Remove rubber filler strips from “reglets” in top of rails and remove plastic plugs from the capping strip holes in the top of the rails.



## 18. Install Rubber Flashing Sheets

Roll out flashing sheets along the edges of the joint.

Press locking rib into inner groove (closest to the joint-gap) on rail.

**NOTE** – the outer groove is not used with SJS Systems and will be overlapped by the side flashing sheet.

Tap the sheet with a rubber mallet to ensure the locking rib is securely seated.



## STAGE 2

### Installing The Foam/Spline Assembly Into the FP Retainer Legs

Start at one end being sure to make the termination point watertight using a factory-fabricated termination, or field-executed transition to one of EMSEAL's vertical-plane products. In cases where the joint ends at the end of the slab such that water drains off the joint, be sure to coat the exposed foam end with silicone — Consult EMSEAL.

### Storage and Handling

The SJS-FP-FR Foam/Spline assembly comes pre-assembled, pre-compressed to less than the joint size, and with "hanger-bars" pre-attached.

**NOTE** – The precompressed foam in the SJS-FP-FR system will expand faster when hot and slower when cold.

#### On hot days Above 80°F

(26°C) – Keep the material in its cardboard shipping cartons, out of direct sunlight (preferably on an intermediate, shaded deck. If no shade is available on a really hot day, keep the material inside an air-conditioned job van, or open the lids of the shipping cartons and lay bags of ice over the material. This will give you more working time.



**On cold days Below 41°F (5°C)** – If it is sunny out, open the cartons and set the material in the sun. Or, keep the material in a heated job-van or tent until immediately prior to use.

## 19. Mix Epoxy Adhesive

EMSEAL 820 epoxy adhesive may be used in the 41°F (5°C) to 95°F (35°C) temperature range.

Using a trowel, transfer the entire contents of Part B (hardener) into the contents of Part A (base).

Mix the material thoroughly with a drill and mixing paddle. Scrape the walls and bottom of the container to ensure uniform and complete mixing.

Mix to a uniform gray color with no black or white streaks.

Ensure that the mixed epoxy adhesive is applied to the substrate before the pot life has expired (10 – 30 minutes depending on the ambient temperature).



## 20. Apply Epoxy Adhesive to Faces of FP Legs and Concrete

Apply a thin coat (no more than 1/16-inch thick) to both joint faces to a depth of 6-inches (150mm) — be sure to extend epoxy between parapet or split column faces of transitions to upturns.

**WARNING** – Epoxy will harden more quickly when left in the pot — get it onto the joint face as soon as possible.

The epoxy must still be wet when installing the SJS-FP-FR foam and spline assembly into the joint-opening.

If the epoxy cures before installing the SJS-FP-FR then reapply new epoxy. If work is interrupted for more than 2 hours after initial cure then grind the old epoxy and apply new wet epoxy.

*IMPORTANT: While one or more workers are applying epoxy to the joint faces, others must prepare the SJS-FP-FR foam/spline assemblies.*



### 21. Install a "Starter Piece" of SJS-FP-FR Foam/Spline Assembly

Starter pieces are custom configured and have a "soft end" where the center spline stops short and the last six to eight inches is foam only.

### 22. Cut the Shrink Wrap Packaging

Cut shrink-wrap by running a utility knife along the hardboard sides. (DO NOT cut along silicone bellows surfaces).

*IMPORTANT: Work quickly and deliberately after cutting the shrink-wrap to avoid material expanding beyond a usable size.*



### 23. Remove Shrink-Wrap and Hardboard Packaging

Working around the hanger-bars, remove and discard shrink-wrap and hardboard.



### Wipe Release Agent Off Silicone Face, Top and Sides

For packaging and production reasons, the silicone facing is coated in the factory with a release agent.

Prior to installation, this release agent must be wiped off all surfaces that will later make contact with liquid-applied silicone. This includes, the face, tops and grooves of the bellows next to the face, and along the sides.

Lightly, quickly and thoroughly wipe the cured silicone facing with



a lint-free rag made damp with water to remove the release agent.

**TIP** – Use the hardboard packaging as a flat, clean working surface.

**CAUTION** – if the material is expanding rapidly then skip this step and do it later before joins are made and before the sealant bands are injected.

### 24. Rotate Hanger Bars

Rotate the hanger bars and holding the material by the hanger-bars position it over the joint opening.



### 25. Allow Foam to Expand to Suit Joint-Gap Size

If the foam is expanding slowly, allow the foam to expand to the width of the joint then lower the foam/spline assembly into the wet epoxy on the joint faces.

Press the material down firmly until the hanger bars are touching the tops of the side sheets in the rails. The hanger bars will support the system while the epoxy cures and will set the foam/spline assembly at the proper height.

### 26. Insert Material into Wet Epoxy

Lower the piece into the wet epoxy on the joint faces



### 27. Install Next Lengths

(Note: standard lengths of SJS-FP-FR have a pin in one end of the spline, and a hole in the other. Make sure you are aligned properly to join to the already installed length).

### 28. Prepare Faces to Be Joined

**TIP** – On hot days, the liquid sealants used as joining materials (intumescent and silicone) can be applied to the ends of each stick prior to unpacking them. To do this, carefully cut and peel the plastic shrink wrap away from around the end of the stick.

**CAUTION** – DO NOT cut on the silicone bellows!



To remove the factory-applied release agent, thoroughly wipe the cured silicone face, tops and grooves of the bellows next to the face, and along the sides with a lint-free rag made damp with water.

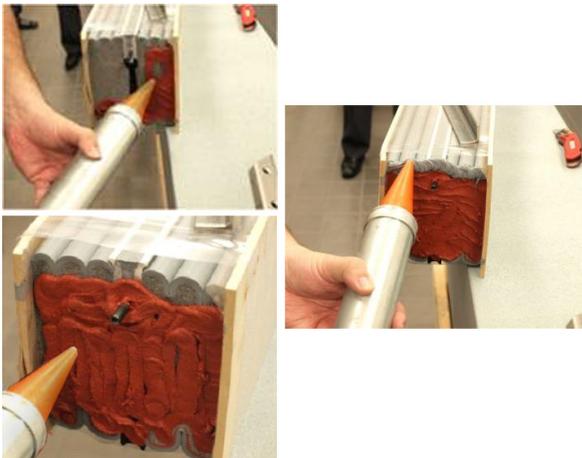


### 29. Apply Silicone and Intumescent

Using the 20-oz sausage caulk gun and the sausages of intumescent provided, gun the intumescent caulk onto the foam surface and across the spline and the ends to be joined.

Spread the intumescent caulk to an even thickness using a caulk knife.

Using a 20-oz sausage caulk gun and the sausages of silicone provided, gun a bead of silicone along the face of the edge of the factory-cured silicone bellows and across the top of the spline at the top of the SJS-FP-FR face.



### 30. Install and Join To Previous Length

Unpack next foam/spline assembly and lower it into the joint sliding it up to align with the already installed piece.

Make sure the joining pin aligns with and is inserted into the hole in the previously installed spline.

Ensure the splines of each length are pushed-up against each other.

**NOTE** – Some of the silicone tooled to the face should squeeze out between the bellows faces.



### 31. Drive Spline Join Together

If the joining spline pin\* did not seat all the way just by pushing, using a 3-pound hammer, tap the metal end of the spline away from the joint to ensure that the spline pin is driven all the way into the previously installed length.

(\*Smaller widths do NOT have a joining pin. See NOTE A page 1)

**NOTE** – liquid silicone should squeeze up out of the joint.

**IMPORTANT:** Hit only on the aluminum part of the spline. DO NOT hit on the black, plastic part of the spline.



### 32. Tool the Joining Silicone into and Across the Bellows

Use a caulk knife to tool the squeezed-out silicone from the grooves of the bellows and blend the join between the two sticks.

If necessary, use the caulk gun to apply additional silicone to the joint between the two lengths and tool excess from surface and between wrinkles of the bellows.



### 33. Repeat Process

Repeat until all of the joint assemblies have been completely installed.

## STAGE 3

### Sealing and Closing the FP Capping System

#### 34. Remove Hanger Bars

Starting at one end of the joint, remove the first one or two hangers to make room to reinstall the first capping strips.



#### 35. Clean Bellows

Using lint-free cotton rags and solvent clean the silicone bellows next to the joint faces to receive the silicone sealant bands and corner beads.

**NOTE** – if you did not clean off the factory release agent in STEP 28, do it now.



#### 36. Inject Silicone Sealant Bands

Using the silicone sausages provided and a sausage gun and cones, inject sealant bands between the foam, silicone bellows, and rail faces. Inject a deep, minimum 3/4-inch (20mm), band of liquid silicone.

**TIP** – Use the tip of a caulk knife twisted between the rail and the silicone bellows to make an opening into which to push the cone tip.

**IMPORTANT:** On installations of long runs of material, have one worker drop back after the installation of the first several lengths to install the silicone sealant bands before the epoxy cures.



#### 37. Install Silicone Lap Sealant to Top of Rails and Onto Flashing Sheet Edge

Gun a band of silicone to cover the visible top of the aluminum rails and that bridges onto the edge of the side flashing sheets.



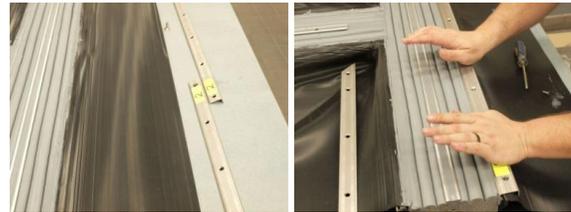
#### 38. Tool Silicone Sealant Bands and Lap Sealant

Using a caulk knife, tool the silicone lap sealant and the silicone that squeezed out after injecting the sealant bands. Tool this silicone to form a band of sealant from the top of the FP flashing sheet to the top of the silicone bellows on the foam/spline assembly.



#### 39. Install Capping Strips

Install stainless steel capping strips, aligning strips at screw holes.



Locate the hole for the stainless steel screw at the beginning of the first section of the rail and make a hole in the rubber of the flashing sheet using a 1/4-inch awl.



#### 40. Place Nylon Washers

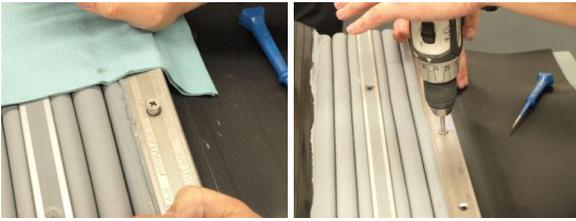
**IMPORTANT:** Each capping strip screw is installed through a nylon washer. Place the washers in the holes and insert screws through them.



## 41. Install Capping Strip Screws

Using the stainless steel screws and nylon seating washers supplied anchor the first section of the stainless steel retainer cap.

Continue to install all screws using a drill driver. Be sure not to over tighten.



**IMPORTANT:** Use a torque wrench to do the final tightening of the capping strip screws to 60 in-lbs (5.2 ft-lbs; 7 Nm).

Keep the screw bit fully and firmly inserted into the screw. If you don't you will strip the screw head.



**IMPORTANT:** If you strip or cross-thread a screw while installing it, remove the screw and use a 6mm tap and to manually re-thread the hole. Reinstall the nylon washer and screw.



## STAGE 4

### Integrate Flashing Sheets Into Waterproofing Membrane

**Principle** – The FP flashing sheets are installed into a sandwich with layers of the buried deck waterproofing system. Each layer is fully adhered to the next. Usually this is done using hot-rubberized asphalt membranes.

**NOTE** – If using other systems be sure to adhere each layer to the bottom and top surfaces of the FP flashing sheets using mastics or splicing methods designed for use with the membrane being used.

Pull the side sheets up over the FP assembly and hold them there with weights.

Apply the first layer of waterproofing material across the mounting flanges and all the way up the FP legs to just under the pulled-back FP flashing sheet. Release the FP flashing sheet and press it into the membrane — BE SURE to press the flashing sheet firmly into the corner between the leg and the mounting flange. Eliminate all bubbles and puckers.

Apply another layer of the waterproofing material over the top and up the face of the FP flashing sheet. Embed and adhere the protection course over and up the flashing sheet sandwich.

**NOTE** – At this point water testing, if required, would occur.



## STAGE 5

### Installing Wear Course — Pavers, or Topping Slab With or Without Emcrete Nosing Material

**Install wear course** – The wear course may commonly consist of pavers, concrete, or concrete with Emcrete header.

**Concrete topping slab** – Form a control joint between the back edge of the stainless steel capping strips and the concrete. Once the slab has cured, strip the form and seal this joint with a self-leveling liquid sealant (by others).

**Pavers** – No control joint required.

**Emcrete** – No capping-strip control joint required.

**NOTE** – If you are using the optional Emcrete elastomeric nosing installed into a blockout (recess) on each side of the slab for plate leveling and sound absorption, please refer to Emcrete INSTALLATION INSTRUCTIONS for mixing handling and pouring.

**NOTE** – For method use in leveling SJS plates on Emcrete, see SJS Installation Instructions.



## STAGE 6

### Installing Coverplates

**IMPORTANT:** Allow for Longitudinal Expansion of Plates: the metal coverplates will lengthen with rises in temperature. If both ends of any joint run have curbs, parapets, walls or other obstacles against which the plates could bind, gaps at the beginning and end of each joint run must be left to accommodate plate expansion. This should have been worked out with EMSEAL at order-time based on information about the job provided by the contractor. Any questions, consult EMSEAL.

**CAUTION:** Driving the cover plate screws requires a lot of torque. Be sure have a firm grip on a supporting handle on the drill driver. Be sure to brace the drill as needed to prevent it from spinning and causing injury.

#### Coverplate Inspection and Storage

##### ▲ IMPORTANT ▲

**Customer is responsible for inspection and proper storage of material upon arrival.**

**Coverplate metals, when in contact with moisture while in their packaging, may discolor--ensure shipments are kept dry.**

*Publication Note: All literature is deemed accurate at the time of publication. EMSEAL will publish newer product literature to reflect updates and changes in specifications. Please consult EMSEAL for the most accurate support material. www.emseal.com.*

### STEP 42: Align First Coverplate

Place the first section of coverplate over the joint assembly and line up the screw holes in the plates over the channel in the spline.



**NOTE** – The screws are self-tapped into the spline anywhere along the spline. You do not have to align the plate holes with the holes where the hanger-bars were attached.

### STEP 43: Screw In Coverplate

Using a drill-driver and hex bit socket, drive the coverplate screws into the spline channel until tight.

Smaller SJS (Illustration A) uses a 5/32" socket.

Larger SJS (Illustration B) uses a 7/32" socket.

(See NOTE A page 1)

**IMPORTANT:** Fully insert the hex driver into the screw. If you don't you will strip the screw head.



### STEP 44: Continue Installing Coverplates

Continue to install coverplate sections, **leaving a 2-mm spacing between coverplates (approx thickness of a US quarter coin)**, install coverplate sections until installation is complete with the installation of the final finishing cover plate.



### STEP 45: Manually Tighten Coverplate Screws to Final Torque

It is critical that the top of the spline be pulled up tight to the underside of the coverplates.

To achieve this, you must use a torque wrench and tighten each screw:

--Smaller-width SJS

(NOTE A pg1 - Illustration A) using a 1/4" diameter screw and a 5/32" hex bit socket, torque to 156 in-lbs (13 ft-lbs; 17Nm).

--Larger-width SJS (NOTE A pg1 - Illustration B) using a 3/8" diameter screw and a 7/32" hex bit socket, torque to 240 in-lbs (20 ft-lbs; 27Nm).

**IMPORTANT:** Fully and firmly insert the hex driver into the screw. If you don't you will strip the screw head.