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COMPANY PROFILE



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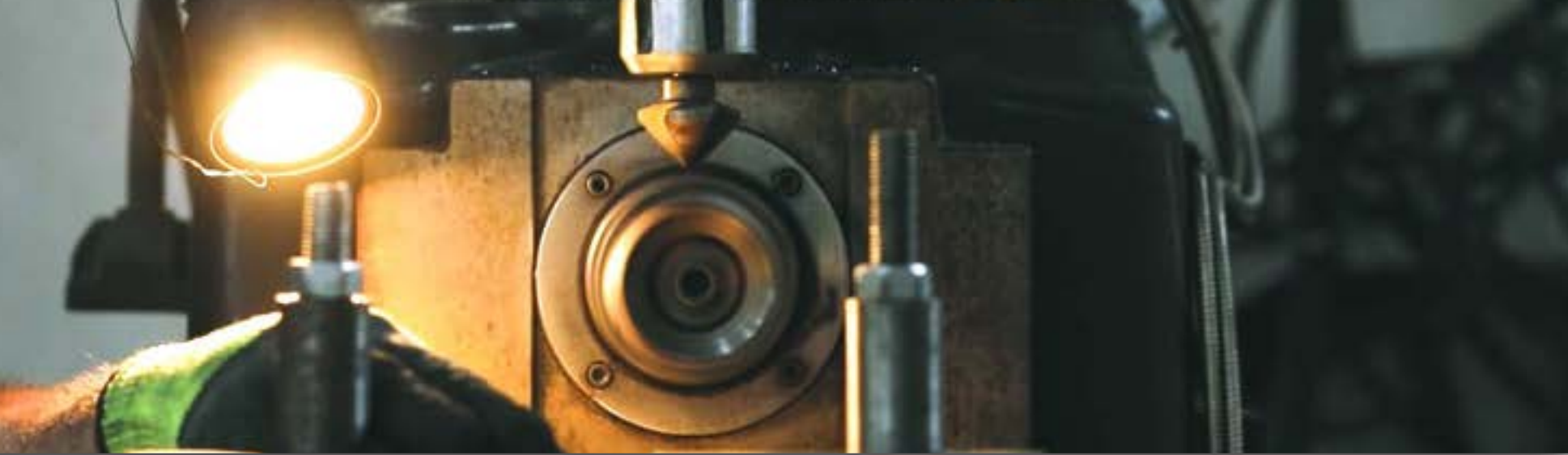
ATAYA[®]
CONSTRUCTION PRODUCTS



TABLE OF CONTENTS

1. ABOUT ATAYA	04
2. OUR PRODUCTS	06
A. BRIDGE BEARINGS	08
A.1. ELASTO BEARINGS	08
A.2. POT BEARINGS	12
A.3. SPHERICAL BEARINGS	13
B. BRIDGE JOINTS	14
B.1. ASPHALTIC PLUG JOINT (THORMA JOINT)	14
B.2. ELASTOMERIC BRIDGE JOINT (TRANSFLEX JOINT)	16
C. REBAR COUPLER (JOINTEC)	18
3. COMPREHENSIVE LABELING	24
4. CERTIFICATIONS	24
5. QUALITY & TESTING	25
6. PROJECTS & CLIENTS	28
7. OUR FACTORY	30





1 ABOUT ATAYA

ATAYA is a leading company specialized in bridge construction products that meet high quality industry standards and exceed our clients' expectations.

With years of experience in the field, we have developed innovative designs and manufacturing techniques that result in durable and reliable products.

Our team is experienced engineers and technicians who are dedicated to provide our customers with the best service, dedicated to deliver excellent customer service and working closely with our clients to provide customized solutions to their unique bridge bearing needs.

ATAYA is a leading world-class construction engineering company provides high end products to fulfill client's requirements

WHY CHOOSE US?

WE ARE RELIABLE

we care to provide durable and reliable products that comply with international quality standards

WE ARE EXPERTS

we care to provide durable and reliable products that comply with international quality standards

WE GUARANTEE SAFETY

we care to provide durable and reliable products that comply with international quality standards



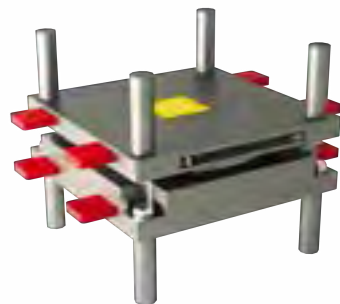
BRIDGE BEARINGS



ELASTO BEARINGS



POT BEARINGS



SPHERICAL BEARINGS

BRIDGE JOINTS



ASPHALTIC PLUG JOINT
(THORMA JOINT)



ELASTOMERIC BRIDGE JOINT
(TRANSFLEX JOINT)

REBAR COUPLER (JOINTEC)



REBAR COUPLER (JOINTEC)



2A BRIDGE BEARINGS

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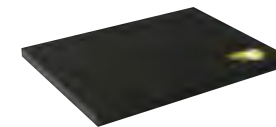
ATAYA is a leading world-class construction engineering company provides high end products to fulfill client's requirements

	ELASTOMERIC BEARING	POT BEARING	SPHERICAL BEARING
VERTICAL LOAD	MEDIUM	HIGH	HIGH
HORIZONTAL DISPLACEMENT	MEDIUM	NO LIMITS	NO LIMITS
ROTATION	LOW-MEDIUM	MEDIUM	HIGH
DIMENSION	HIGH	SMALL-MEDIUM	SMALL-MEDIUM

A1 ELASTO BEARINGS

ATAYA has developed a range of Elasto - Bearings, which allow for different translation and rotational movements to suit the function of a structure.

Elasto - Bearing are available in the following variations as defined by EN 1337-3.



ELASTO A

This type of bearing, fully covered with elastomer, comprising only one steel reinforcing plate.



ELASTO B

This type of bearing fully covered with elastomer, comprising at least two steel reinforcing plates.



ELASTO C WITH ANCHORS

This type of bearing also features external steel plates, vulcanized into its upper and lower surfaces; allows external connections to steel plates with shear dowels or bolts. The bearing can be replaced simply by minimum lifting of the structure, since there are no embedded anchoring elements.

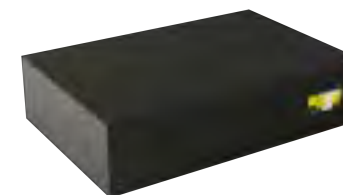
ELASTO C WITHOUT ANCHORS

This type of bearing are same as type C but with Checker plate instead of flat steel plate on the surface, enabling installation directly onto a mortar bed.



ELASTO B/C

This type of bearing also features external steel plates, vulcanized into its upper and lower surfaces; allows external connections to steel plates with shear dowels or bolts. The bearing can be replaced simply by minimum lifting of the structure, since there are no embedded anchoring elements.



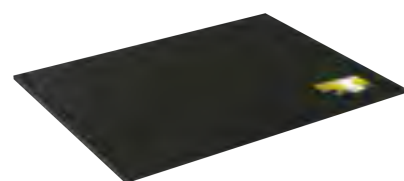


ELASTO D

This type of bearing is same as type B but with PTFE plate vulcanized into its upper surface.

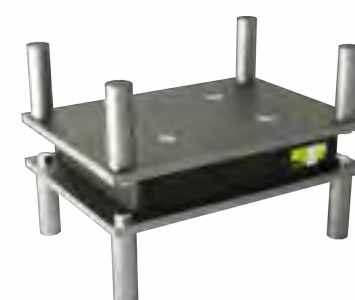
ELASTO E

This type of bearing is same as type C with PTFE plate recessed into its outer steel plate.



ELASTO F

This type of bearing is made only of rubber without any internal steel plate (not reinforced). They are used when vertical load and horizontal displacement are small.

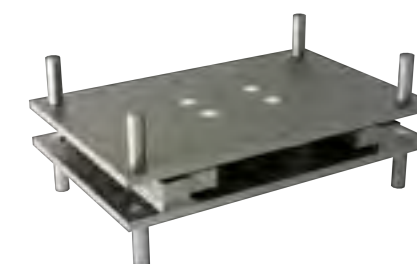


ELASTO FIXED BEARING

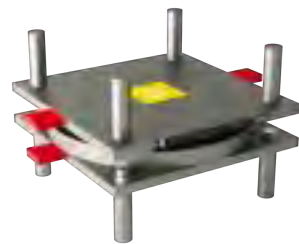
Same as type C between 2 steel plates with welded restraints to transfer the horizontal loads in every direction. They prevent horizontal displacements in any direction.

ELASTO GUIDED BEARING

Same as type C between 2 steel plates with welded restraints to transfer the horizontal load in the transversal direction. They allow horizontal displacements only along one direction.

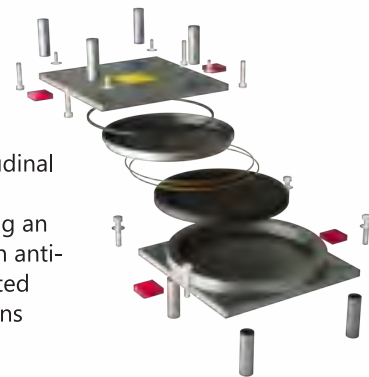


A2 POT BEARINGS



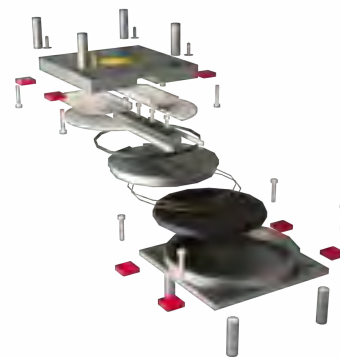
FIXED POT BEARING

This type of bearings restricts horizontal loads in longitudinal and transverse directions, therefore, does not allow any movement and consists of pot, piston assembly including an elastomeric pad which is encapsulated and fitted with an anti-extrusion sealing ring under vertical load this encapsulated elastomeric behaves like a viscous fluid, allowing rotations around the horizontal axis



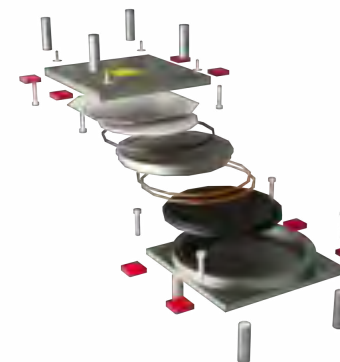
GUIDED POT BEARING

This type of bearings allows movement in one direction between stainless steel and lubricated PTFE which is placed on the piston and restricts horizontal loads perpendicular to the direction of movement by a guide bar placed in the center of the piston

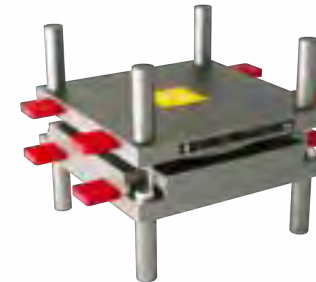


FREE SLIDING POT BEARING

This type of bearings allows movements in both longitudinal and transverse directions between stainless steel and lubricated PTFE which is placed on the piston, therefore, does not restrict horizontal loads except for nominal friction

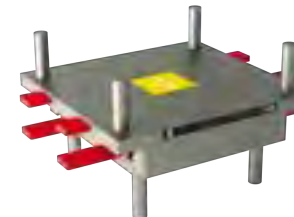


A3 SPHERICAL BEARINGS



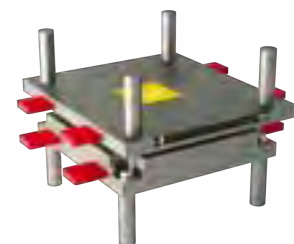
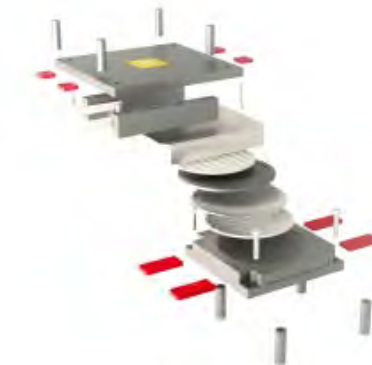
FIXED SPHERICAL BEARING

This type of bearings is restrained from horizontal movement in all directions while allowing rotation in all directions.



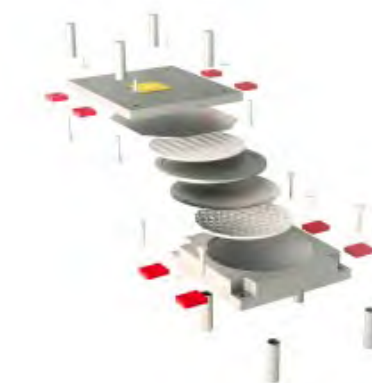
GUIDED SPHERICAL BEARING

This type of bearings allows movement along only one axis and rotation in all directions



FREE SLIDING SPHERICAL BEARING

This type of bearings allows movements and rotation in all directions



ATAYA CAN PROVIDE THE CLIENT WITH THE FOLLOWING:

- 1 Advice in the selection of the most adequate device.
- 2 Fabrication and supply of the expansion joint
- 3 Installation or installation supervision of the expansion joint.
- 4 Maintenance work and replacement of the joint when appropriate.



ATAYA are an ENNIS FLINT approved Applicator for the delivery and installation of the Thorma Joint bridge joint range according to the specification of asphaltic plug joint.



Thorma Joint is a combination of an elastomer modified bitumen binder known as BJ200 and a carefully selected single size aggregate. The joint is constructed in layers, in-situ and is a hot process.

BJ200 is manufactured by ENNIS FLINT and is a special blend of bitumen, polymers, fillers and a surface active agent, formulated to combine good fluidity at process temperatures with low temperature flexibility and ambient temperature flow resistance. It is delivered to site in bags in its solid state, where it is heated in special boilers (double oil jacketed boiler) to its normal application temperature.

WHY THORMA JOINT?

- 1 Very low and easy maintenance.
- 2 Low surface noise & excellent ride quality.
- 3 Excellent durability.
- 4 Able to withstand extremes of temperature.
- 5 Flexible and waterproof.
- 6 Ability to accommodate longitudinal, rotational and transverse movements.
- 7 Quick installation, thereby minimizing disruption to traffic flow.
- 8 Can be used across the full depth of the bridge.

B2 TRANSFLEX JOINT ELASTOMERIC BRIDGE JOINT

ATAYA has developed a range of Elasto - Bearings, which allow for different translation and rotational movements to suit the function of a structure.



WHY CHOOSE US?

1 WATER-PROOF

2 LOW NOISE

3 EASY TO ASSEMBLE

4 LONG SERVICE LIFE

5 CORROSION RESISTANCE

6 INTERCHANGEABLE



OVERVIEW

Due to the growing technical challenges faced in construction industry, traditional methods for rebars splicing, such as lapping or welding, are no longer the best methods.

Mechanical couplers are used also for Rebars splicing in reinforced concrete construction. Couplers not only save steel, but also provide a stronger, faster and safer connection with minimum cost compared to the traditional methods.

METHODS OF REBAR SPLICING

It is impossible to provide full-length continuous Rebars in most reinforced concrete structures, because of the manufacturing and transportation limitations.

The method used to join the Rebars, so that the force is transferred effectively from one bar to the other is called as splicing.

Proper method of Rebars splicing is SO important to the integrity of reinforced concrete.



THERE ARE THREE METHODS FOR REBAR SPLICING:



LAP SPLICES

The lap splice is created by overlapping two lengths of Rebar, then wiring them together to create a continuous line of Rebar.



WELDED SPLICES

The welded splice is created by welding two Rebars at their ends to produce butt-welded or lap-welded joint using arc welding technique.

It is clear that the usage of Lap and Welded splices are associated with complexity and problems. Therefore, the industry use Mechanical (Splices Couplers).



MECHANICAL SPLICES (COUPLER)

Normally mechanical splices use a metal sleeve (coupler) to connect the two Rebars.



15 OUR FACTORY

ATAYA Factory is the first comprehensive integrated established factory in Egypt & Middle East that located at 10th of Ramadan industrial region which is equipped with the latest technology,

Our factory designed to meet the European standards and has achieved the CE mark in producing Elastomeric, Spherical & Pot bearings & Neoprene joints

Nevertheless, ATAYA can also supply bearings complying with other international standards upon request.

THANK YOU



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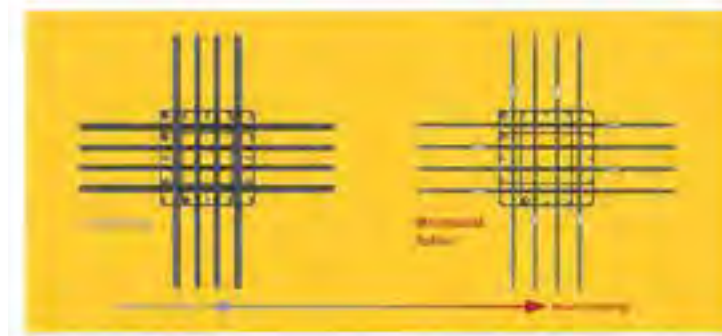
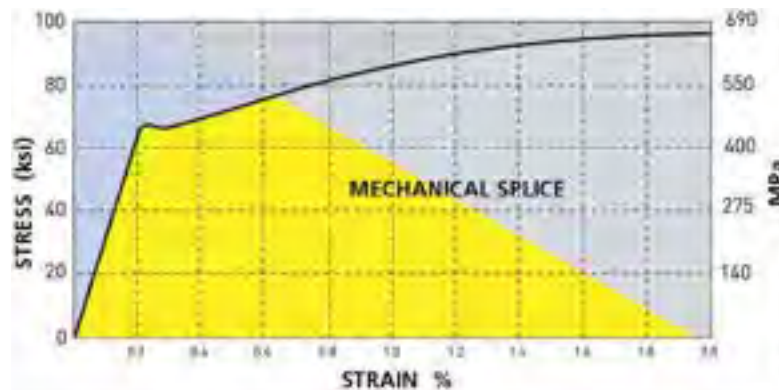
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B2 JOINTEC COUPLER REBAR COUPLER

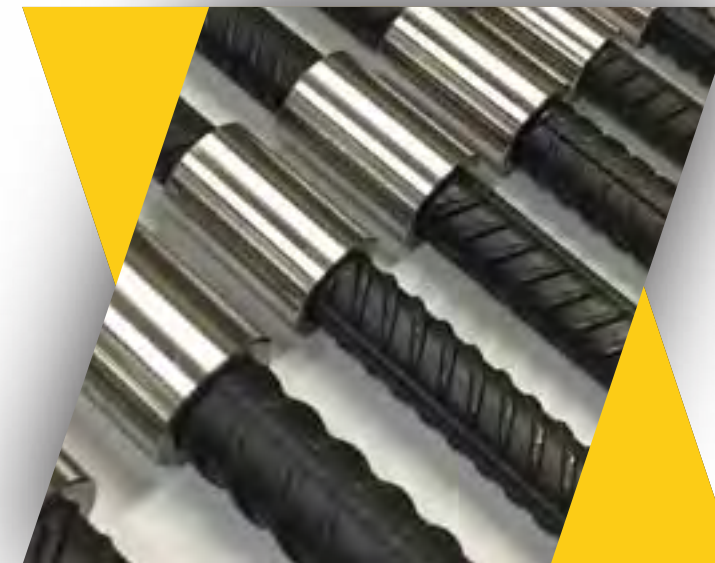


CONCLUSION

There are many situations where couplers are more practical and cost effective than lap splices.

Couplers should be used instead of lap splices in the following conditions:

- 1 Large size bars are used.
- 2 Spacing is not sufficient to permit lap splices.
- 3 Code requirements results in very long lap splices.
- 4 New rebars must be connected to the existing ones.
- 5 Members may be subjected to seismic loads.
- 6 To satisfy the maximum steel Rft. ratio of columns.



PRODUCTION

Production follows the guidelines established by our Quality Assurance Program. All of our materials, documents and processes are carefully filed for traceability and a tracing code is printed on each product we produce.

ATAYA also manufactures rebar splicing solutions locally to avoid long lead times, transportation and customs issues, and the expenses of manufacturing abroad.

DESIGN SERVICE

Our Research and Development team is comprised of skilled Mechanical, Civil and Industrial Engineers.

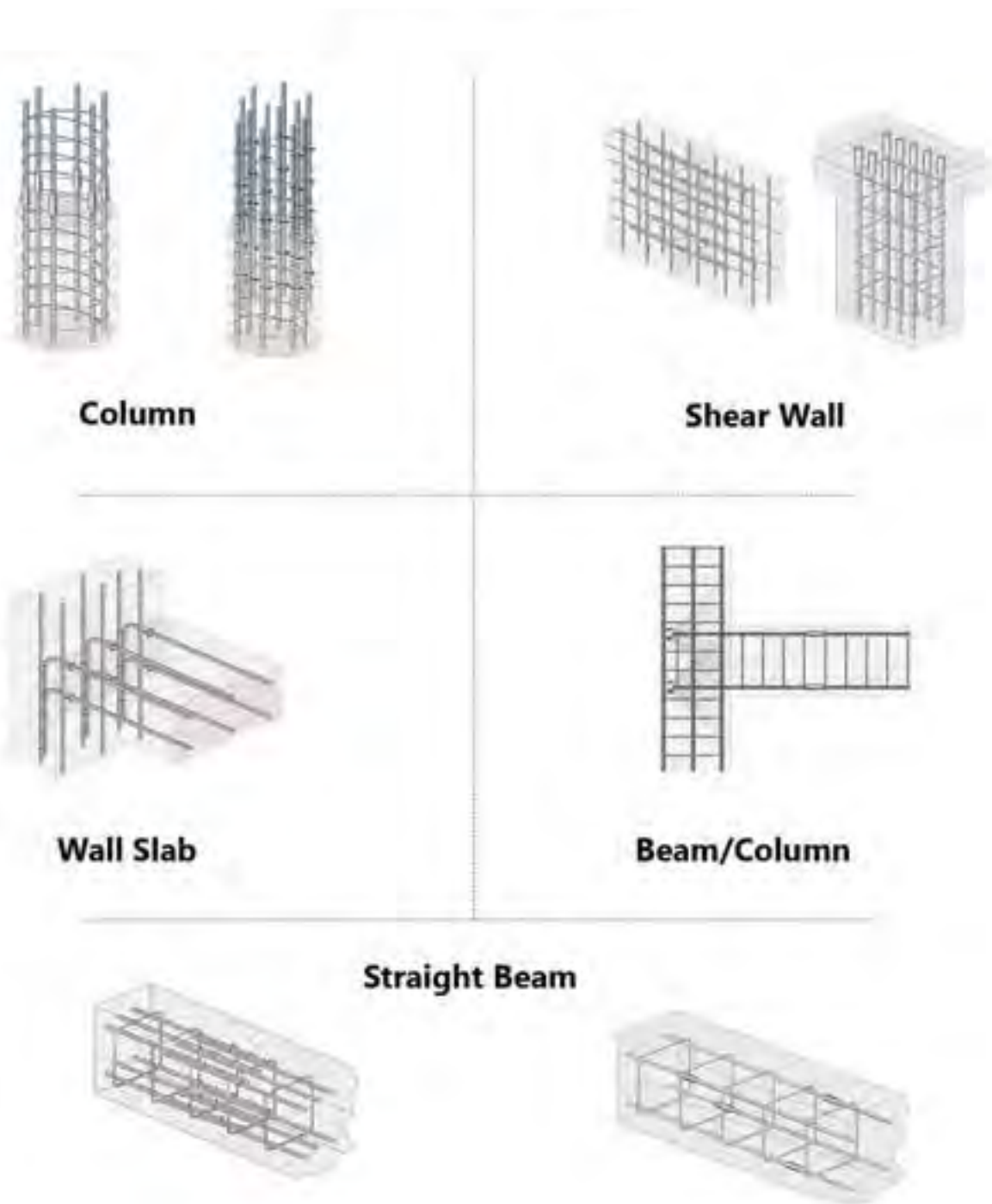
These dedicated professionals specialize in rebar splice solutions for challenging construction projects.

In addition to the products in our catalogs, we can custom design special mechanical connectors and a variety of other engineered steel products to fit the needs of each project.

For large-scale projects, we also offer solutions for your rebar splice design problems.

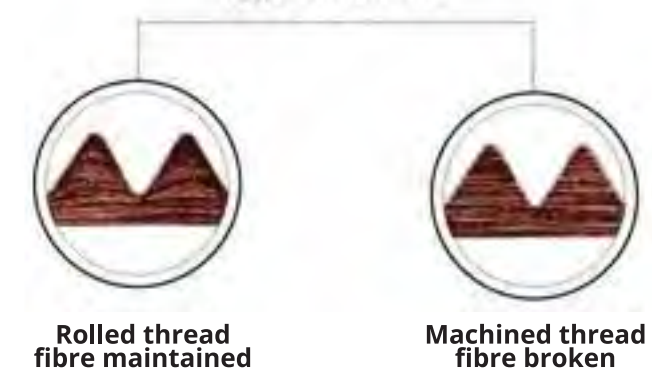
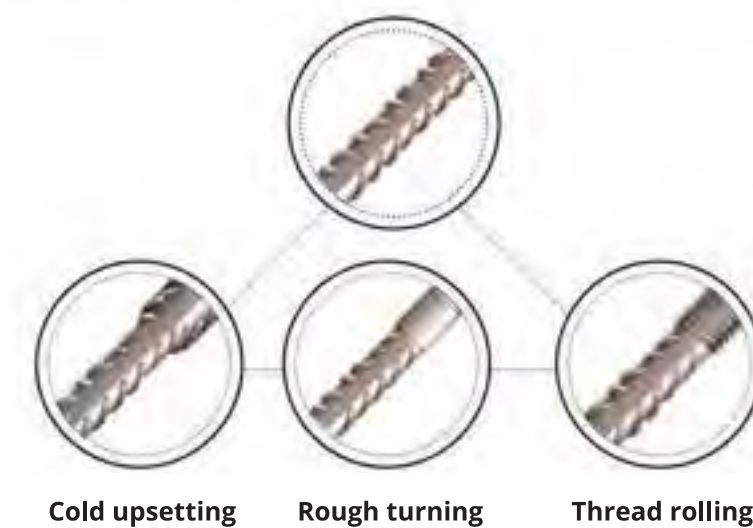


APPLICATIONS



REBAR THREADING

Threading is achieved following cold upsetting of the rebar ends to increase the nominal diameter.
 Rebar resistance and ductility are therefore not affected by the threading operation.
 Threading by rolling maintains the steel fibres which ensure the mechanical splice has excellent resistance.



03 COMPREHENSIVE LABELING

PACKING THE PRODUCT

After confirmation of Quality control for each batch, the bearings are handled on pallets, vacuum wrapped well & attached with DOP (Declaration of performance documents) to be delivered to the site.

Elasto - Bridge Bearings, are marked with a label describing the bearing, which contains the following information:

- CE certificate no
- Manufacturer logo.
- Standard.
- Type of Bearing
- Order number.
- Date of manufacturer.
- Maximum load.
- Maximum Displacement.
- Maximum Rotation.



Type Bearing	Order No.	
	Year	
	Vertical load	Fz KN
	Horizontal load	Fxy KN
	Displacement	Vxy MM
	Rotation	αa RAD
		αb RAD
CE 0672 - CPR - 0974 EN 1337-3		
NR NO. 02		

04 OUR CERTIFICATIONS



05 QUALITY & TESTING

Quality is a key point of ATAYA manufacturing system.

Ataya products are manufactured to close tolerances by skilled technician working.

We have all testing facilities as per the national & international standards. All the tests can be conducted in-house from raw material to finished products in our well-equipped testing laboratory the continuously improved system to allows ATAYA to achieve and maintain the CE Certification for Elasto- Bearings And take the agency of thorma joint bridge by ENNIS FLINT.

ELASTO BEARING AND TRANSFLEX JOINT

ATAYA TRANSFLEX Bridge Joint and all technical products are manufactured with high-quality standards and controlled in accordance with the international specifications. The main components, rubber, and steel inside the product fulfill the physicals and mechanical requirements. We can perform the needed tests in our laboratory to ensure the best quality high performance.

ATAYA TRANSFLEX Bridge Joint is suitable for Longitudinal translation from ± 30 to ± 100 mm





MATERIAL TESTS

TEST EQUIPMENT

- TENSILE AND ELONGATION TEST MACHINE
- OSCILLATING DIE RHEOMETER
- HARDNESS TESTER
- COMPRESSION SET APPARATUS – DEFECTION
- THICKNESS GAUGE : 5MM AND 25MM RANGE
- HOT AIR OVEN (250°C)
- OZONE AGING TEST CHAMBER
- MOONEY VISCOSITY

FOLLOWING TESTS CAN BE PERFORMED AT OUR LABORATORY

Compound is tested for physical properties as per international standards in our test lab and external lab .

- HARDNESS
- ELONGATION
- COMPRESSION SET
- OZONE RESISTANCE
- TEAR RESISTANCE
- TENSILE STRENGTH



JOINTEC COUPLER

The quality management system scheme monitors the production of the couplers and ensures that materials and geometry remain within the limits of this technical approval. The products are also subject to a programme of periodic testing. The testing comprised the following elements:

- STATIC TENSILE TEST
- SLIP TEST
- CYCLE TENSILE TEST
- FATIGUE TEST



06 FEATURED PROJECTS & CLIENTS



STANLEY BRIDGE

Arab
Contractors



JUHAYNA BRIDGE

Arab
Contractors



BRIDGE OF MERGHAM

Arab
Contractors



MOHAMMED NAGIB BRIDGE

Arab
Contractors



EL SHOROUK BRIDGE

Arab
Contractors



SAMALOUT BRIDGE

Arab
Contractors



THE 90TH TUNNEL

Arab
Contractors



MOKATTAM BRIDGE

Arab
Contractors

