



CONCRETE WORKS



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CONCRETE COPING STONES

PRECAST CONCRETE COPING STONES

Coping is a covering of stone, concrete, brick or placed on exposed top of a wall, to prevent seepage of water.

Coping stones are used to cap free standing walls. They protect the wall from weather damage as well as giving an aesthetically pleasing finish.

Caps and coping primarily act as protection against the damaging effects of constant exposure to the sun and rain.



Our Pool Coping, available in different styles comes in straights, ends, corners and multiple radius components. Their distinctive good looks are designed to complement our full product line of precast concrete products. All of our pool coping is available in an array of standard colors and finishes.

We manufacture our precast coping in our factory and ship across UAE. Our production facility is capable of manufacturing over 100 units per day.

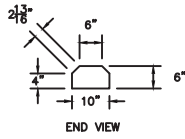
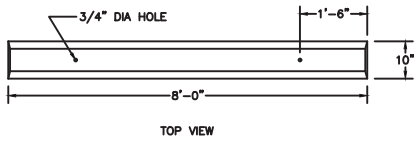
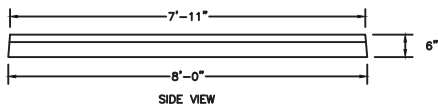
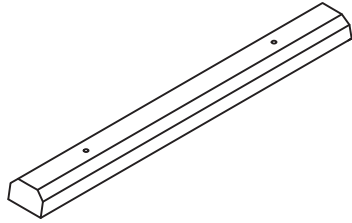
UAE's premier manufacturer of precast concrete products



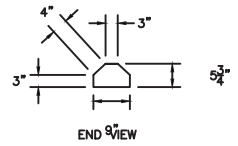
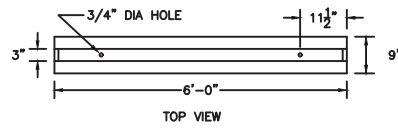
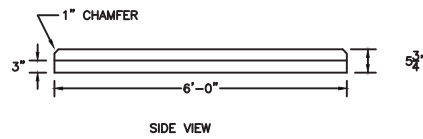
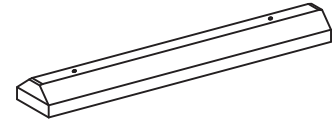
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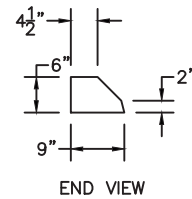
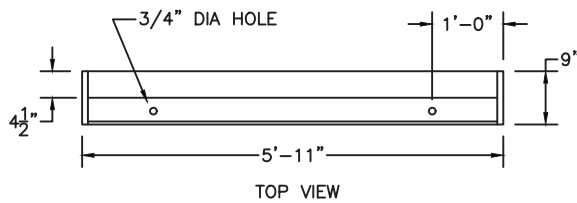
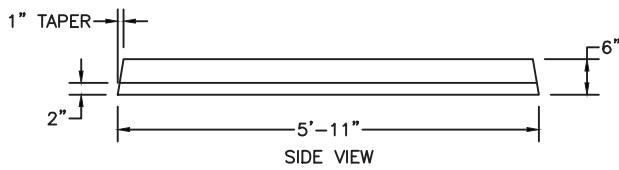
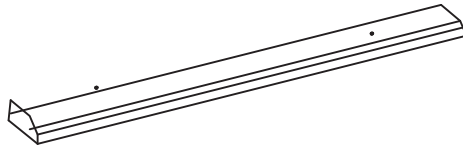
BEAM
CONCRETE WORKS



- NOTES:
1. CONCRETE: 4,000 PSI MINIMUM AFTER 28 DAYS
 2. PINS AVAILABLE.

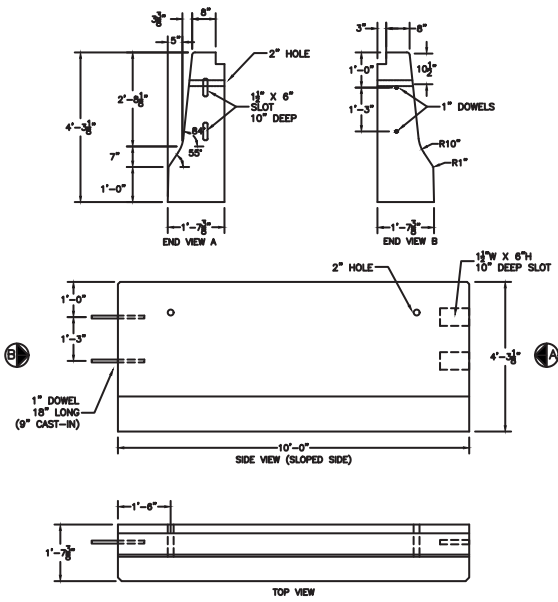


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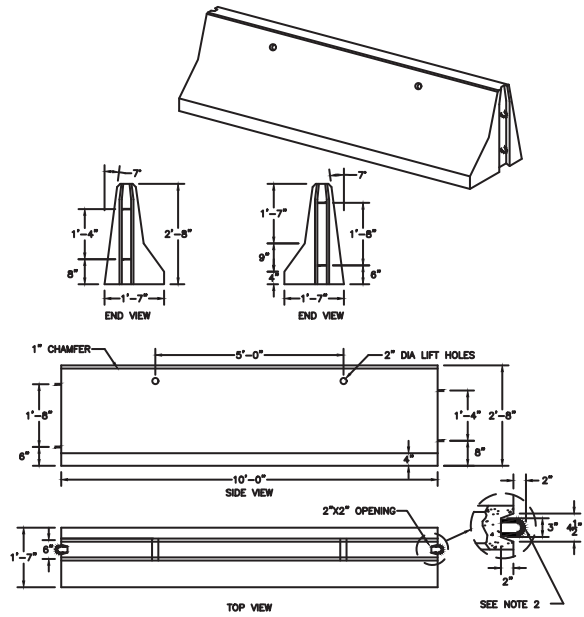


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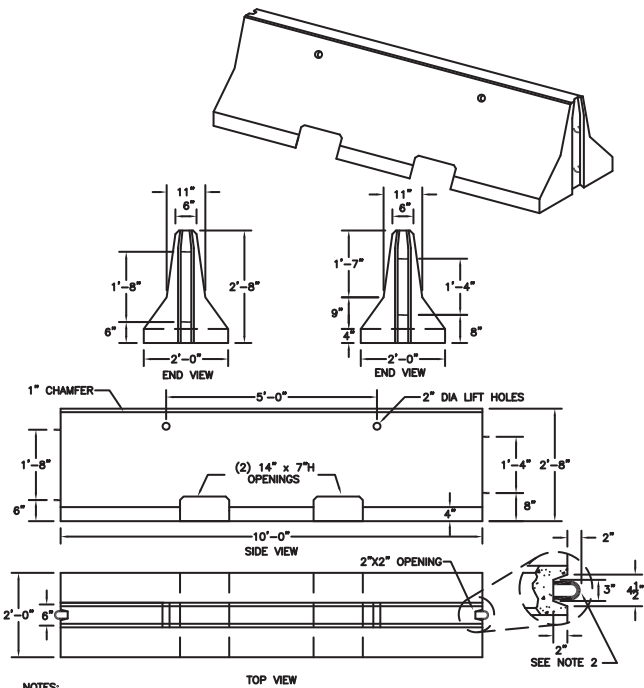
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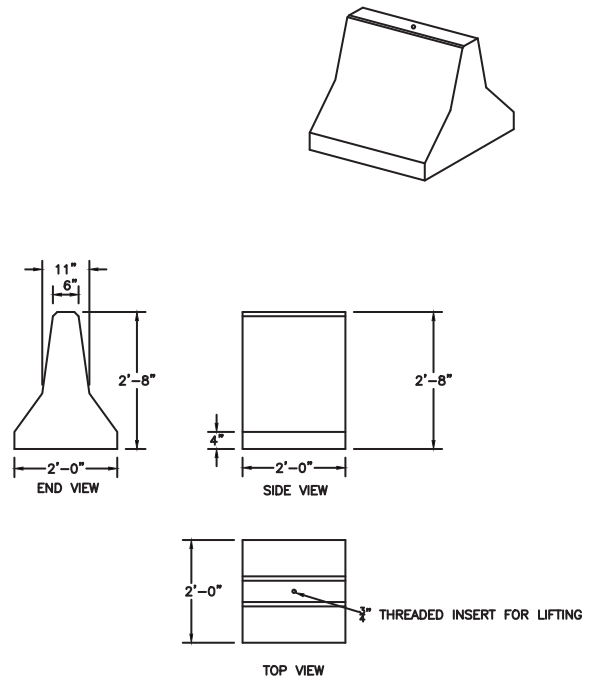
- NOTES:
1. CONCRETE: 4,000 PSI MINIMUM AFTER 28 DAYS.
 2. DOWELS 1" DIA 18" LONG SMOOTH BAR GALVANIZED GRADE 60



- NOTES:
1. CONCRETE: 4,000 PSI MINIMUM AFTER 28 DAYS.
 2. #5 REBAR BENT TO RECEIVE 1" DIA CONNECTING ROD.
 3. LIFTING HOLE ACCEPTS 1 3/4" DIA H.T. ROD.
 4. BARRIER RENTAL AVAILABLE.



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The deformation of safety barriers during impact tests is characterised by the dynamic deflection, working width and vehicle intrusion.

The dynamic deflection (D_m) shall be the maximum lateral dynamic displacement of any point of the traffic face of the restraint system (see figure 4).

The working width (W_m) is the maximum lateral distance between any part of the barrier on the undeformed traffic side and the maximum dynamic position of any part of the barrier. If the vehicle body deforms around the vehicle restraint system so that the latter cannot be used for the purpose of measuring the working width, the maximum lateral position of any part of the vehicle shall be taken as an alternative (see figure 4).

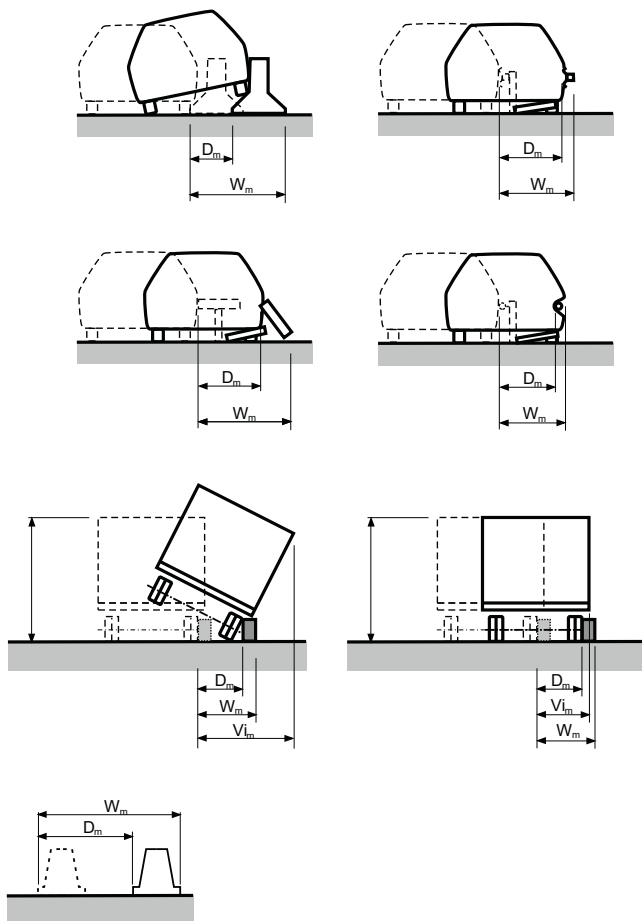
The vehicle intrusion (V_{Im}) of a Heavy Goods Vehicle (HGV) is its maximum dynamic lateral position from the undeformed traffic side of the barrier (see figure 4). It shall be evaluated from high speed photographic or video recordings.

The dynamic deflection, the working width and the vehicle intrusion allow determination of the conditions for installation of each safety barrier and also to define the distances to be provided in front of obstacles to permit the system to perform satisfactorily.



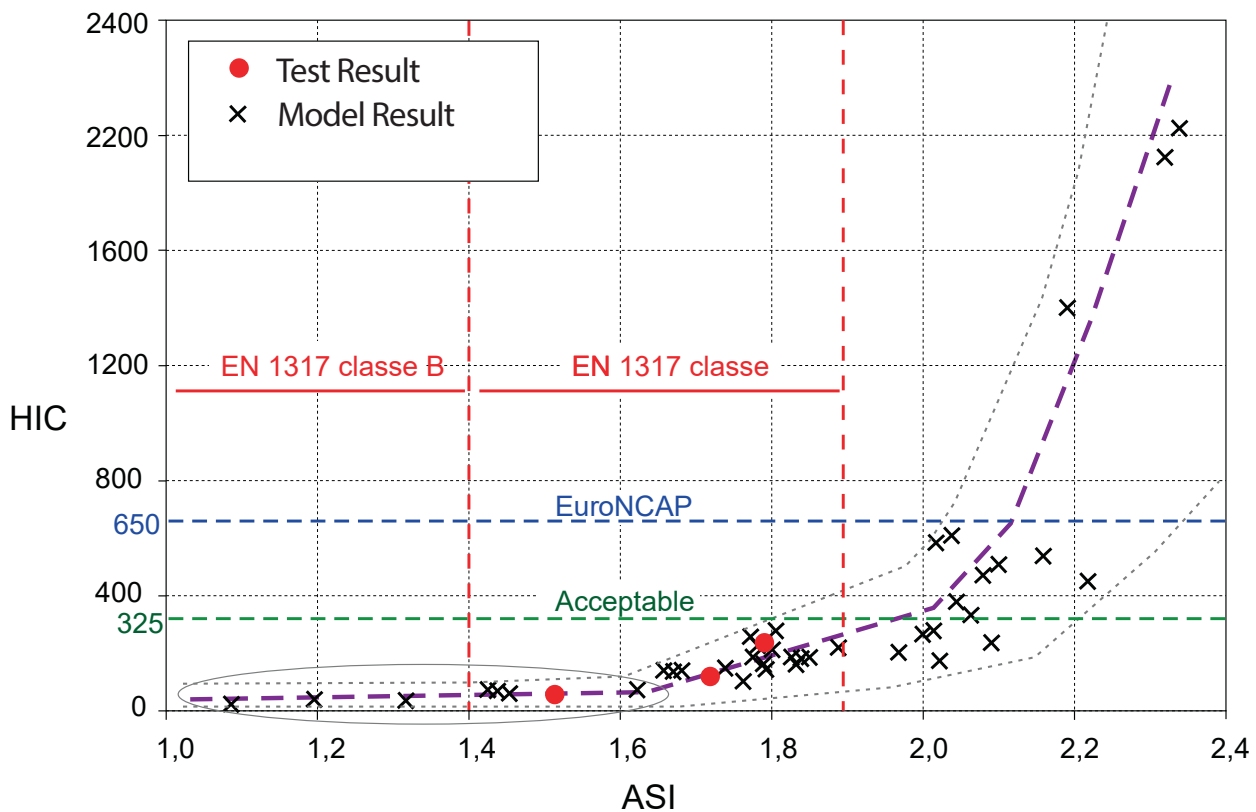
Dynamic deflection, working width and vehicle intrusion are important parameters in defining the distance that should be allowed between the barrier and an obstacle such as lighting posts.

Figure 4 Dynamic Deflection (D_m), Working Width (W_m) and Vehicle Intrusion (V_{Im}) - measured values



The study consisted of three physical crash tests and 50 computer simulations. Injuries were measured and compared to limits obtained from tests with volunteers and tests with cadavers. The results were plotted against ASI and THIV, being the two significant quantities for impact severity assessment in EN 1317. Results showed that, although ASI did show a correlation with injury risk, the level chosen for the boundary between class B and C barriers in EN 1317 does not provide significant discrimination between higher and lower risk of injury.

The figure below shows HIC, which stands for Head Injury Criterion, plotted against accident severity, measured by ASI. The acceptable level for HIC is set at 325 which is half of the allowed value for head protection in the EuroNCAP (European New Car Assessment Programme) side-impact protocol. This very conservative approach corresponds to a risk of less than 10% of a moderate injury. From the results we see that for an ASI value of up to 1,6, the injuries are very low. Even with the conservative level of acceptable injury, ASI values up to 1,8 fall within the safe zone. Similar conclusions were drawn from testing on neck injuries: for crashes with ASI up to 1,7 injuries are unlikely. While boundaries between ASI classes seem to be arbitrarily chosen, the existing requirement in EN 1317 for THIV to be below 33 km/hr represents a reasonable threshold below which significant injury is unlikely to take place.



CONCRETE COPING STONES



Leading Manufacturer of Concrete Coping Stones

Based in UAE, Beamconcretework is a renowned precast concrete coping stone company. Protect brickwork from water damage by using capping stones (also known as Coping Stones) to finish the wall. Our wide selection of coping stones comes in a variety of shapes and colors, so you can match or contrast your brickwork and pavement exactly. Our professional joiners will work to your exact specifications to make your unique product, which can be made from cast stone or concrete.

Top Quality Concrete Coping Stones

We provide a wide variety of coping stone styles to suit any type of construction project. When combined with our selection of cast stone pier tops, they provide a magnificent effect. Plain-ended coping stones are common, but we may also produce them with terminal, corner, horizontal or vertical curve ends.

Outstanding and Unmatched Customer Service

We take pride in our superior customer service. We work relentlessly from the minute an order is submitted to assure the creation of a high-quality product bearing the Beamconcretework seal of approval. And once a product is ready, our trusted delivery fleet takes the utmost care to ensure it arrives quickly and securely at its destination.

Our Coping Stones Are Aesthetically Pleasing

Our copings have been designed to coordinate with a variety of our other architectural components, most notably our pier caps, ball finials, and decorative finials.

All of our copings are handcrafted in our own factory and are of the finest quality thanks to the expertise of our highly experienced crew. Our copings are available in a variety of conventional colors to meet the needs of the majority of projects. Additionally, we provide a bespoke color and material matching service. On request, bespoke stonework designs and sizes are also available.

Customized Solutions to Meet Your Specific Needs Specific Needs

Whether you're working on a private domestic or large commercial project, or simply have an interest in home and garden products, our pleasant and knowledgeable team would be delighted to discuss your requirements.



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UMM AL QUAWAIN - U.A.E