

OPERATION & MAINTENANCE MANUAL



RAILING & BALUSTRADE SYSTEMS





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Introduction

Broxap railing and balustrade systems have been supplied to designs that have been proven over years of development and installation.

The products are supplied in a variety of base materials, with sections and grades of material being used to ensure they are fit for purpose and function for many years to come.

To aid in ensuring the maximum life can be realised with the product, along with minimising the costs for major refurbishment, this manual has been created to assist in the ongoing maintenance requirements along with identifying important points that should be followed at all times.

Broxap are ISO9001 (Quality), ISO14001 (Environmental) and OHSAS18001 (Health and Safety) certified through the BSI.

These 3 standards have been utilised during the design, manufacture, processing and delivery of the product. Our commitment to providing a service of quality that takes into consideration the effects of the environment during its manufacture and life plus the health and safety of the Customers has been fully considered.

Other standards that have also been considered during product design and manufacture are:

- BS EN ISO 1461:2009 (Hot Dip Galvanized Coatings on Fabricated Iron & Steel Articles)
- BS EN ISO 13920:1997 (Welding Tolerances Shapes, Dimensions and Lengths)



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Health & Safety Information

Broxap railing and balustrade systems have no specific operating instructions once they have been installed. However, there is a need for certain Health and Safety notes to be considered at all times during their use and ongoing maintenance.

These being:

- When routine maintenance is being undertaken there is a requirement for the customer to observe the required Health & Safety information for the materials / products being used. Broxap identify that: **It is the Customer's responsibility to ensure that full care, responsibility, correct operation / use, and training are adhered to at all times.**
- Broxap cannot accept any responsibility for any damage or injury to persons or property as a result of not using the product in the proper, correct and intended manner.
- Broxap should be contacted in the first instance for any concerns relating to product failure, product quality or ongoing maintenance.

Materials & Processes

As the product is designed to utilise various customer requirements, the following is a list of materials and processes that could have been used during its processing:

Materials

- Mild steel – grade S235
- Stainless Steel – Grade 304 or 316
- Cast / Ductile Iron
- Polyurethane (PU)
- Timber – various hardwood & softwoods (FSC certified on request)
- Extruded aluminium
- Fixings – Grade 8.8, 10.9 or stainless steel
- Ground anchors – sleeve or resin.

Processes used

- Bending, forming, fabrication and welding.
- Moulding (Polyurethane)
- Casting (Iron)
- Zinc galvanizing
- Polishing of stainless steel
- Wet painting
- Polyester Powder Coating
- Machining / Staining of wood

Cleaning, Maintenance & Repair

This section gives a generic overview of the inspection and cleaning regimes, solutions, methods and techniques which will preserve the aesthetic finish of the planters.

Inspection & Cleaning

To maximise life expectancy the products should be visually inspected on a regular basis for any signs of damage, vandalism, breakdown of surface finish, and build-up of salt, dirt or atmospheric residue.

During these inspections, should any concerns be noted, then the Customer's attention is brought to the following pages whereby suitable maintenance and repair methods are described for the various materials used.

In the event of serious damage to any main component then Broxap should be contacted immediately for detailed technical advice.

In addition to the visual inspection, a regular cleaning regime is also required.

The required frequency of visual inspection and cleaning will be dependent on the environment in which the product is situated:

- In rural and urban environments (C1 – C3) the products should be visually inspected monthly, and cleaned every 3 months.
- In harsh industrial or coastal environments (C4, C5-I, C5-M), where the products may come into contact with concentrated atmospheric pollutants (chemical, marine), the visual inspection frequency should be increased to weekly, and the cleaning frequency increased to monthly (or as required).

Note – this document is not designed to be exhaustive and extensive in the exacting requirements of every case. If you consider your cleaning or repair circumstances to be outside of the scope of this document, then please contact Broxap and we will be happy to help you keep our products looking as new.

All cleaning and maintenance should be recorded, detailing the method of cleaning, what products have been used, and what repair work has been undertaken.

In the case of a warranty claim against Broxap, this information will be requested.

Galvanized Coating

The Galvanizing used on the product has been processed in accordance with the requirements specified in BS EN ISO 1461:2009.

Galvanizing is a hot dip chemical reaction of molten zinc onto a steel substrate.

At the time of the process taking place the appearance will be one of shiny silver, however, this will not last and over a period of several weeks this will dull off to a grey colour. This is the natural finish of the Galvanized surface.

Note - due to the nature of the Galvanizing process some surface irregularities may occur on the surface of finished products. Although these will be finished flat, where possible, this will not be undertaken where it may breach the zinc coating. Some visual irregularities may therefore be present on galvanized products, including those finished with a polyester powder coating – these do not compromise the durability and performance of either the product or the coatings in any way.

The cleaning of any exposed Galvanized surfaces should be undertaken using:

1. A low pressure water wash e.g. hose pipe.
2. A soft brush, with warm soapy water, to remove any surface dirt.

Scourers, wire brushes, and abrasive cleaners must not be used during cleaning as they may compromise the protective surface and result in premature rusting.

After cleaning ensure the product is rinsed thoroughly.

Galvanizing has the ability to “self-heal” any minor knocks or scratches.

However, there will be occasions whereby the coating has been damaged to base steel at a size that will not allow for self-healing. Based on this there are several proprietary repair paints on the market. In Broxap’s experience we have found 2 that give a satisfactory repair and finish for ongoing use. The 2 methods are either Galvafruid or Zinga with both being available in either paste / brush application or an aerosol spray.

- Where the surface is scratched or damaged through to base steel, a check should be made to establish if rusting has occurred.
- Where rusting is present, then the area should be wire brushed / sanded to bring back to a bright steel surface.
- The system used for repair will state the required precautions that should be taken along with the application method, however, a build-up of coating should be such that the thickness will be capable of giving ongoing protection as required. The coating thickness on renovated areas should be at least 100 microns.

Powder Coating

As the name suggests, this process involves the application of a polyester powder onto the substrate using an electrostatic gun. This is then oven cured to create the hard wearing outer layer that can be seen on the finished product.

Powder coating can last many years, but its life expectancy depends on a variety of factors, including site location, atmospheric conditions and cleaning regime. The recommended cleaning frequency is detailed at the start of this section.

The cleaning of powder coated surfaces should be undertaken using either:

1. Warm mild soapy water and soft brush, sponge or natural bristle brush. Rinsed with clean water.
2. A proprietary car wash and wax system. Rinsed with clean water.

At no time during the cleaning process is it advisable for any abrasive cleaners, solvents, or other chemicals, to be used:

To enhance the appearance of the powder coating, an annual treatment with car wax would be acceptable, but not considered mandatory.

Where Graffiti is present, then it is recommended that no solvent cleaners are used in an attempt to remove it. The method of removal should be with the use of either a car 'T-Cutting' compound or through a specialist cleaner. This should be tested on a small, inconspicuous area first to assess its efficiency.

Where small repairs to the powder coat surface are required, then the following should be adhered to as a minimum:

- For light scratches / chips where the base metal is exposed then a suitable zinc-rich primer should be carefully applied to the defect, followed by a topcoat finish of a matching acrylic based paint or touch up (obtained from Broxap).
- Where scratches / chips have only exposed the substrate surface, then the above must be followed with the exception of the Zinc Rich primer being applied.

For larger areas of damage, vandalism or coating breakdown, then Broxap should be contacted for technical advice.

Wet Painting

As the name suggests, this process involves the application of a wet paint onto the base substrate. This then cures to create the hard wearing outer layer that the customer will see.

Wet paint can last many years, but its life expectancy depends on a variety of factors, including site location, atmospheric conditions and cleaning regime. The recommended cleaning frequency is detailed at the start of this section.

The cleaning of wet painted surfaces should be undertaken using either:

1. Warm mild soapy water and soft brush, sponge or natural bristle brush. Rinsed with clean water.
2. A proprietary car wash and wax system. Rinsed with clean water.
3. A low pressure water wash eg hosepipe.

At no time during the cleaning process is it advisable for any abrasive cleaners, solvents, or other chemicals, to be used.

Where small repairs to the painted surface are required, then the following should be adhered to as a minimum:

- For light scratches / chips where the base material is exposed then a suitable filler should be carefully applied to the defect, followed by a topcoat finish of a matching acrylic based paint or touch up (obtained from Broxap).
- If required, the damaged area can be filled to bring it back up to the same level as the remaining painted surface. A proprietary car filler system would be suitable for this operation and can easily be sanded back to the finish and level needed.
- For larger areas of damage or vandalism, the areas should be sanded by the minimum amount to feather in the broken edges. As per the above, the area can be filled if required and a primer and then topcoat either brushed or sprayed onto the area.

Information relating to the original paint system can be obtained by contacting Broxap.

Standard specification paint will be a HMG system, whereas Waterside/Marine specification paint will be a Sherwin Williams system.



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Stainless Steel

Stainless steels are selected in applications where their inherent corrosion resistance, strength and aesthetic appeal are required.

Surface contamination and the formation of deposits must be prevented. These deposits may be minute particles of iron or rust from other sources and not removed until after the stainless steel items have been installed. Industrial and even naturally occurring atmospheric conditions can cause deposits that can be equally as corrosive.

A working environment which offers more aggressive conditions, eg hot and humid, such as swimming pools, increases the speed of discolouration and therefore requires maintenance on a more frequent basis.

All grades and finishes of stainless steel may in fact stain, discolour or attain an adhering layer of grime in normal service. To achieve maximum corrosion resistance the surface of the stainless steel must be kept clean. Providing the correct grade is specified, any contamination from handling, manufacturing and installation is removed, and cleaning schedules are carried out regularly, good performance and long life will be achieved.

The two grades of stainless steel used in Broxap products are grade 316 & grade 304:

Grade 316 (1.4401) - has a greater chromium and nickel content than grade 304, and includes molybdenum. This increases its corrosion resistance properties and makes it less susceptible to surface pitting and staining. It is therefore suited to all external areas, especially marine locations where there is a high level of sodium chloride in the air.

Grade 304 (1.4301) – is more suited to rural and urban locations where there is less risk of sodium chloride contamination.

Advice is often sought concerning the frequency of cleaning stainless steel and the answer is quite simple: “clean the metal when it is dirty in order to restore its original appearance”. This may vary from one to four times a year for external applications.

Recommended maintenance schedules for the two grades differ slightly due to the differences in the chemical make-up.

The table below shows the recommended cleaning frequencies for the two grades in each type of atmosphere:

Location	Grade 304 (1.4301)	Grade 316 (1.4401)
Internal	As required to maintain appearance	
Suburban or rural	6-12 month intervals (as appropriate to location and design)	
Industrial or urban	3-6 month intervals	6-12 month intervals
Coastal or marine	Not recommended	3-6 month intervals

Stainless steel is easy to clean. Washing with soap or a mild detergent and water, followed by a clear water rinse, is usually quite adequate for domestic and architectural products. An enhanced aesthetic appearance will be achieved if the cleaned surface is wiped dry.

On brushed (satin) finishes, nylon abrasive blocks may be used to remove minor surface imperfections, ground in dirt and scratches. These blocks are flexible and are impregnated with grit. Note – they must always be used in the same direction as the original polishing marks.

Where stainless steel has become extremely dirty, with signs of surface discolouration, (perhaps following a period of neglect or misuse) alternative methods of cleaning will be required. These are detailed in the table below:

Problem	Cleaning Agent	Comments
Routine cleaning	Soap or mild detergent (eg. Fairy Liquid) and water	Sponge, rinse with clean water; wipe dry if necessary
Fingerprints	Soap or warm water or organic solvent (eg. Acetone, Alcohol)	Rinse with clean water; wipe dry if necessary
Stubborn stains/discolouration	Mild non-abrasive cleaning solutions or creams (eg. Jif, Cif)	Rinse well with clean water and wipe dry
Oil/grease marks	Organic solvents (eg. Acetone, Alcohol)	Clean afterwards with soap and water and wipe dry
Localised rust	Proprietary gels, 10% Phosphoric Acid or Oxalic Acid solution. Apply with a swab and allow to stand for 15 minutes before being washed away with water. May continue using Jif to give final clean	Rinse well with clean water. For Phosphoric Acid rinse first with Ammonia solution. (precautions for acid cleaners should be observed)
Mortar/Cement splashes	10% Phosphoric Acid solution. Use warm.	Rinse first with Ammonia solution, then clean water and wipe dry.
Badly neglected surfaces with accumulated grime deposits	A fine, abrasive paste as used for car body refinishing (eg. T-cut)	May brighten dull finishes. To avoid a patchy appearance, the whole surface may need to be treated
Paint/Graffiti	Alkaline or solvent paint stripper according to type of paint	Use soft nylon or bristle brush. Follow manufacturer's instructions.

The products referenced in the table are understood to be suitable for stainless steels. However, no endorsement of the products or their manufacturers is implied and it is acknowledged that other manufacturing companies may provide products of equal or better quality.

If the cleaning methods detailed in this information sheet prove unsuccessful, it is worth bearing in mind that stainless steel can be passivated or mechanically polished by specialists on site.

More detailed information regarding life expectancy of Stainless Steel or how the surface will perform along with suitable cleaning regimes can be obtained by visiting:

http://www.bssa.org.uk/technical_information.php

Polyurethane (PU)

PU posts and rails are pigmented throughout in a range of BS / RAL colours, but usually black. They receive a wet sprayed primer undercoat and a two pack acrylic topcoat in the same manner as that of cast iron products. Therefore the guidelines for wet painting should be followed.

Timber

Timber handrails are usually supplied in Iroko (a Tropical hardwood) and receive a woodstain treatment during manufacture.

Some basic maintenance will be required to get the maximum life from it and preserve its appearance.

1. A visual check should be completed annually, whereby any splinters or sharp edges of wood are lightly sanded to remove them, and any loose fixings are tightened.
2. The wood should be coated with a proprietary wood stain system on an annual basis so as to preserve its appearance and longevity. Broxap recommend the use of Sikken's Cetol for Iroko.
3. If a handrail starts to deteriorate and its aesthetic value cannot be maintained then it should be changed for a like for like replacement. Where a replacement is made, then there will be a shading difference against any existing wood that remains, this is due to the weathering effect of wood in service.



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Due to the natural properties of timber, it has the tendency to move, surface check or split. This is a feature of timber products and does not look out of place in the informal environments in which these products are used.

Further information about timber, and its properties, can be found by visiting:

www.trada.co.uk

Additional Information

Additional information on maintenance can be found on the Broxap website:

www.broxap.com/maintenance

