

LOGSTOR BXSJoint

Cross-linked shrinkable joint for pre-insulated pipe systems, using moulded foaming



BXSJoint

With moulded foaming

Shrinkable joints

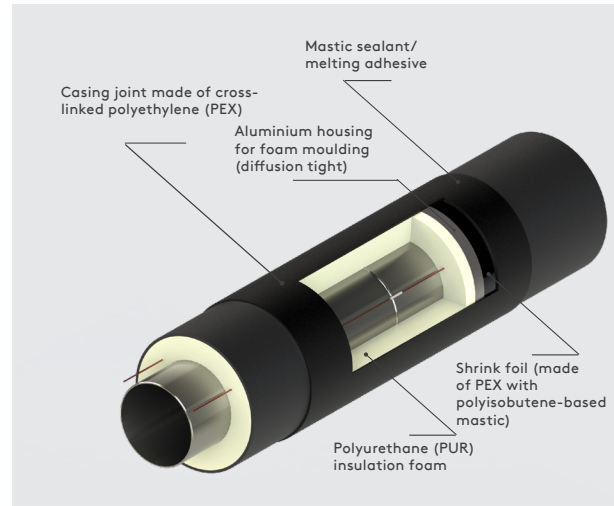
BXSJoint is designed for maximum safety and simplicity. It is a double-sealed casing joint, based on a special LOGSTOR foam moulding technique that does not require foam or air vent holes.

This makes it slim, smooth and extremely durable, and helps ensure maximum reliability for the pipe installation as a whole.

The sleeve of the BXSJoint is made of extruded cross-linked polyethylene (PEX). This is a particularly strong material with exceptional shrinking properties that maintain the integrity of the joint throughout its service life.

Using a BXSJoint to join two lengths of LOGSTOR pre-insulated pipes helps keep any risk of faulty installation to the bare minimum. At the same time, it ensures the most effective possible insulation over the joint between different sections.

The sleeve consists of only a few components. It is quick and easy to assemble, only requiring a minimum of man power and no special tools. The design also makes it easy to check whether the joint has been installed correctly.



Visual checks of insulation foam quality

The BXSJoint is placed on the pre-insulated pipe before the individual pipe lengths are welded together. The foam moulding process is then carried out inside a special aluminium housing strapped around the two pipe casing ends.

The quality of the foam can be inspected.

Diffusion barrier over the joint

The aluminium housing can also be left around the foam insulation in order to act as a diffusion barrier. This makes the BXSJoint ideal for use in combination with continuously produced LOGSTOR pre-insulated pipes fitted with diffusion barrier.

Familiar technology

LOGSTOR BXSJoint is a special version of the LOGSTOR BXJoint, using foaming instead of factorymade insulation half-shells.

Once the foaming has taken place inside the aluminium housing, the BXSJoint casing joint is fitted in the same way as with the familiar LOGSTOR BXJoint.

Further information is available at www.logstor.com/manual. smooth.

Advantages

- Foam moulding is carried out inside an aluminium housing, before the casing joint is installed
- Easy to check the quality of the PUR foam prior to final installation of the casing joint
- No foaming or air vent holes
- Double seal makes sure the joint remains completely watertight throughout the service life of the installation
- Casing joint has permanent shrinking properties that are unaffected by overheating
- No special tools required for fitting
- Ideal for simple visual quality checks after the joint has been fitted

BXSJoint

Double sealing

BXSJoint is a double-sealed casing joint. A propane blow torch is used to shrink the shrink foil and then the BXSJoint sleeve around the pipe casing.

LOGSTOR FoamPack

To insulate BXSJoints, we use LOGSTOR FoamPacks. These contain the exact quantity of PUR foam needed to insulate the casing joints for each particular diameter.

Diameters available

BXSJoints are used to join pipes with outer casing diameters from 90 mm to 630 mm. The casing joints are delivered sealed in plastic foil to protect them against moisture and dirt prior to installation.



Foam moulding inside aluminium housing



Heating the shrink film. First seal



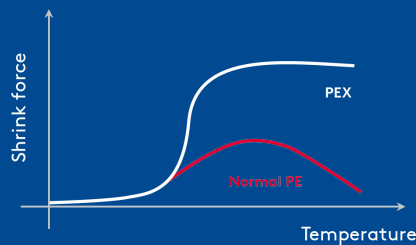
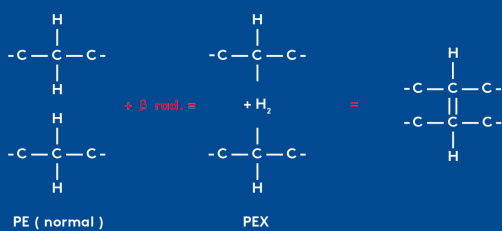
Heating the BXSJoint. Second seal



Correctly installed – the expansion marks have disappeared

ELECTRONIC CROSS-LINKING

Changes the molecular structure and increases the shrinkage forces



Benefits of cross-linked PEX

The unique molecular structure of cross-linked polyethylene (PEX) means that its properties include exceptionally strong shrink forces. When heated, PEX can be moulded to any required shape, which it will retain when cooled. If the material is subsequently reheated to 125–160 °C, it will return to its original shape. In contrast to standard high-density polyethylene (HDPE), PEX is unaffected by any overheating during installation, and it retains its shrink force, with no creep deformation, throughout its service life.

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