



# DRIVING - SURE-LOCK PILE SPLICE

## Recommended Driving Instructions

**A note to estimators** -- SURE-LOCK splices can be attached in 30 seconds; the relevant time for splicing is dependant on how fast the top segment can be lofted into position and placed to splice -- say 7 minutes?

### EQUIPMENT

- Two rectangular locking bars with rounded noses are supplied for each splice for the circular key splices.
- A drive plate -- see below -- is supplied for insertion in the female splice plate to provide a flat driving surface on the bottom pile segment. Normal hammer cushions and helmets are used.
- The locking bars are most effectively driven for large quantities of piles with an impact hammer, such as a Rivet Buster, with a "pin driver" or "ground rod driver" bit. A drive coupling can be supplied by PSI. For small quantities of splices or in close quarters, a 5 lb. sledge can be used without difficulty.
- No impact hammer is required for the FDOT 24" and 30" square splices.

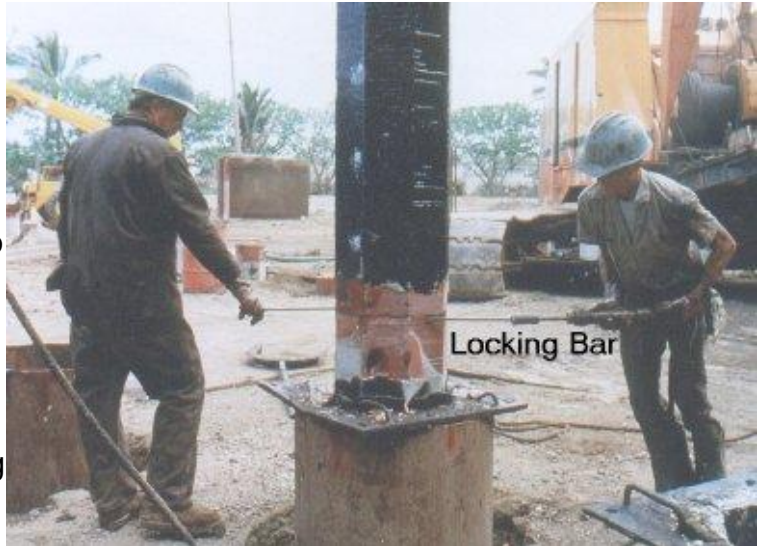


### DRIVING & SPLICING

1. Check to make sure all splice mating surfaces are clean of concrete and strands are ground flush when piles are delivered.
2. Insert filler plate into Female splice, loft, and drive bottom segment to waist height.
3. Remove filler plate and clean surfaces of debris manually or with compressed air.
4. After pick-up of top segment, clean off any dirt from Male splice surfaces and groove.
5. Align pile segments axially, and fit the top pile (Male) into the Female recess of the bottom segment.
6. Make sure that splice faces to meet evenly and grooves match (look through side slots to check). Insert both locking bars in a **clockwise** direction.  
**For 24" & 30" sq. Splices:** Insert four locking bars manually through the 4 entry holes on the sides and secure with the plugs that come in the splice. *Disregard 7 & 8 below.*

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7. Drive one locking bar about half way, then the other bar all the way, and come back and finish driving the first bar. The bars normally drive quickly and easily, but if high resistance is found at a certain point, the top pile segment needs to be realigned in the direction of locking bar tip location.



8. If using an impact hammer with recessed bit, the locking bars will still protrude a little after hammering – finish driving with a sledge. The locking bar length is calculated to have some protrusion when fully driven – the inside corner of the end of the bar should end up close to the outside edge of the splice plate.

It is important to have splice surfaces that are clean and flush, and that the top pile segment is aligned properly. *Initial driving site assistance by PSI personnel is available with 7-10 days notice.*

Removing the Drive Plate



Lock Bars and Air Hammer



## PILE SPLICES, INC

264 Cazneau Ave., Sausalito, CA 94965  
Phone: 415-331-7260 Fax: 415-331-7261