

MATACRYL[®] WPM

High Technology Seamless Liquid
Waterproofing and Corrosion
Inhibition for Bridges under asphalt



**REDUCE POSSESSION UNDER
EXTREME CONDITIONS!**

**G[®]
&P**
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Matacryl® WPM

A Flexible Seamless Liquid Waterproofing System for Highway bridges under asphalt

Superior Waterproofing Essential



Concrete not always in compliance with Specifications viz Absorption, Porosity & Permeability

Bottom of the barrel Systems selected on Price only, often fail to deliver in terms of Performance
Damage often occurs to cheap membranes by third parties and other trades during Construction
Similarly, damage may also occur to the Waterproofing when the Protection Boards are being installed
Chloride Ion ingress may compromise Structural integrity of Concrete or Steel Decks



Superior Performance Criteria

- Very few limitations for installation at varying temperatures
- Rapid Setting and Curing minimises costly Possession & facilitates almost immediate use
- Non absorbent and Impermeable
- Tenacious Bond to Concrete and Steel surfaces
- Crack Bridging even at below sub zero temperatures
- Chemical (fusion) bonding between subsequent Coatings minimises chances of any debonding
- Seamless Protection
- Lower densities on flexural members
- High technology primer
- Easily repaired where applicable
- High resistance of tackcoat to work traffic

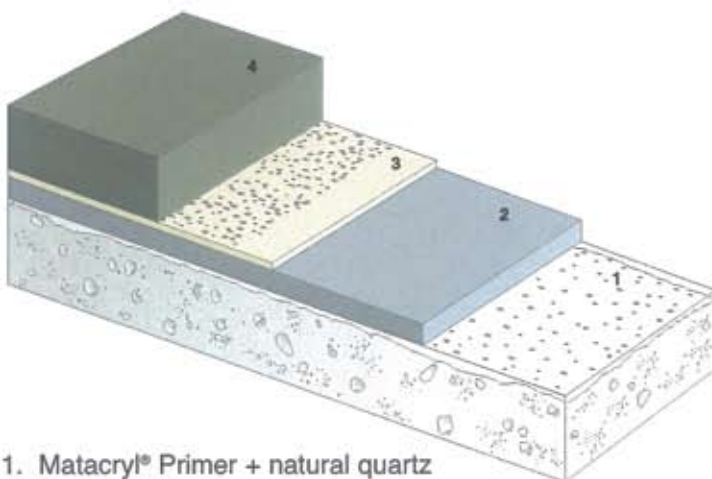
Installation Benefits

- Cold applied and does not require heating or conditioning
- Available in Spray applied grade (MATACRYL® Waterproofing Membrane only)
- Applied in both Horizontal and Vertical Grades
- VOC compliant and contains no solvent
- Reduced application times between Coats and layers
- Rapid installation and handover to Client / User
- Membrane only requires 2 mm dry film thickness (d.f.t) applied in one coat
- Universal primer to suit concrete or metal bridge
- Chemically inert and not requiring Hazmat precautions when disposing of
- Rain resistant within 30 minutes of application
- Setting and Curing times may be adjusted to suit ambient and site conditions
- No Protection Boards or additional Alternative Protective Layers (APL) required
- Limited manpower required
- Insignificant amount of equipment and plant required
- High resistance of tackcoat to work traffic



System Build Up Bridge Decks under Asphalt

Membrane under asphalt



1. Matacryl® Primer + natural quartz
2. Matacryl® Membrane Layer (1 or 2 coat system)
3. Matacryl® STC broadcasted with quartz sand
4. Asphalt



| Physical Properties | Test Method | Test Institute | Value |
|---|--|---|--|
| Chloride ion ingress | BBA Method | BBA (British Board of Agrément) | Maximum increase in chloride ion concentration not more than 0.04% |
| Crack cycling at -10°C, 23°C, 40°C | BBA Method | BBA (British Board of Agrément) | No cracks in the membrane |
| Dynamic puncture resistance under railway ballast | SNCF Method | SNCF (French Railways) Laboratoire, Vitry-sur-Seine | Meets specification of no rupture of the membrane after 2 million loading cycles |
| Indentation under ballast | A.R.E.M.A. Method | A.R.E.M.A., US | Passes |
| Adhesion to concrete | N FP 98 282 | CETE Laboratoire, France | 3,4 MPa - rupture in concrete |
| Crack-bridging capacity | BPG für Beschichtungen | Techn. University Munich, Germany | At 23°C: 2.4 mm thickness - 8 mm At 0°C: 2.1 mm thickness - 6.5 mm At -20°C: 2.7 mm thickness - 8.8 mm |
| Dynamic puncture resistance | ETAG 005 Part 1 No. 5, 3, 3, 2, 2 TR 000 | Polymer Institute, Germany | At 0.5 mm I3 At 1.5 mm I4 |
| Static puncture resistance | ETAG 005 Part 1 No. 5, 3, 3, 2, 2 TR 007 | Polymer Institute, Germany | At 0.5 mm L3 At 1.5 mm L4 |
| Rebound elasticity | DIN 53512 | Polymer Institute, Germany | 23.3 % |
| Shore A-Hardness | N FP 98 285 | CETE Laboratoire, France | 60 IRHD (1 hour after application) 85 IRHD (3 hours after application) |
| Taber abrasion, load 1000 gr. Roll CS 10 | ISO 7784-2 | Polymer Institute, Germany | 55.7 mg after 500 turns 63.9 mg after 1000 turns |
| Tensile strength at -20°C | ISO 527 | Polymer Institute, Germany | 24 MPa / 107% elongation |
| Negative side hydrostatic pressure test | Taylor Woodrow no. 7166 | Taylor Woodrow, England | 0 blisters at 2.5 BAR |
| Crack bridging capability Shear strength | VTT 2632 | VTT, Finland | Average of 5.58 at -30°C > 0.65 N/mm ² |

This brochure is not intended to establish product recommendations for any installation. To the best of our knowledge the information contained herein is true and accurate at the time of issue, but is subject to change without prior notice.

