

AQUATORCH KS-959

POLYMER MODIFIED BITUMEN WATERPROOF MEMBRANE FOR RAILWAY & BRIDGE



DESCRIPTION

KS-959 Polymer modified bitumen waterproof membrane for railway & bridge is developed in order to satisfy the high strength and dynamic loading environment, with filament polyester reinforcement as the felt base material, SBS as main modifier, supplemented by various auxiliary modifier which is combined with the function of increase bonding performance, improve the anti-fatigue performance and shear resistance. The waterproof membrane for railway and bridge was made by modified bitumen as cover material, both sides covered with fine sand as isolation materials, and scientific bias-base.

PRODUCT FEATURE

- With the design of “bias-base” and double side fine sand, the bonding problem between different layers of pavement is well solved.
- Can be strongly bonding with concrete, no bubble caused, good water impermeability.
- The membrane has a strong tensile strength in vertical or horizontal direction, high elongation rate, good shear resistance under high temperature, anti-smash ability to withstand repeated rolling from equipment, puncture from pellets and car rolling in the early construction period.
- Acid, alkali and salt resistant, not affected by the freeze-thaw cycle, anti-aging, strong resistance to crack fatigue and other features.
- Good construction performance, using hot melt method for construction, the operation is convenient, save time, can effectively ensure the normal service life of railway and bridge.

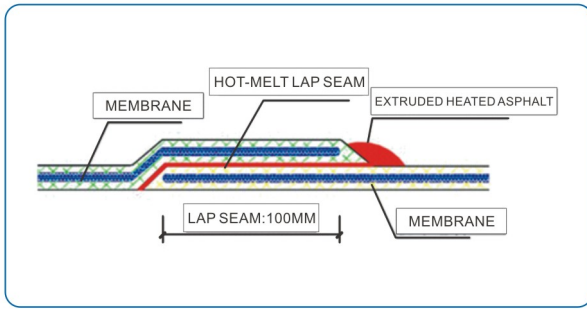
INSTALLATION

Torch apply Substrate Preparation

The substrate should be strong, tight, smooth, clean and flat, no defects such as bumps, looseness, sands, pits and visible reinforced; Internal and external corners, pipe joints and other joints should be smoothed with cement mortar. The substrate must be dry.

Application:

- Coating substrate treatment agent: the coating should be smooth and even. Do not repeat painting. Lay the membrane immediately after finishing coating the substrate treating agent to prevent dust contaminated. For the dusting substrate, it needs to be re-coated the treating agent. Apply the inner and outer corner joints with a short handle brush evenly without any omission. After coating and drying (the film is not sticky), the membrane paving can be carried out.
- Reinforced waterproof layer: before widespread paving the membrane, paste the reinforced layer on the joints position according to relevant regulations and designing requirement. Generally the reinforced membrane is 500mm in width with fully bonded to the substrate.
- Positioning.
- Widespread paving membrane: On the treated substrate, leave the lap seam (100mm for both long and short sides) according to the width of the membrane. Make the datum line and pave the membrane according to the datum line. The paving should be even and straight. The size of the overlapping should be correct measurement and no distorting.
- Using torch-applied full bonding method. In the course of paving, firstly bond the initial edge strongly then execute the reciprocating heating by flame heater which nozzle is 0.3-0.5m from the membrane and the substrate heated position. Do not keep the flame at the same place for long time, otherwise it will cause the felt exposed or peeling. The heating should be evenly. Avoid over heating and burning the membrane. Roll the membrane to pave till the membrane surface is black glossy and within tiny bubble(not big amounts of bubble). Arrange one personnel to implement the venting and firming procedures.
- Lap seam treatment: Use a blowtorch to heat the top of the film and bottom membrane surface. Make sure the tight bonding of the asphalt between membranes. The melting asphalt will be extruded from the edge, forming 2-5mm width uniform asphalt strip.



ADVANTAGES

- Good resistance to high temperature and durable at cold environment, resistance to alkali and salt.
- Good construction performance, the operation is convenient.

SUPPLY

Packing: 1m x 16.5m (16.5m²/roll)

MAIN APPLICATION

Mainly used in high-speed railways, highways and other projects.

ATTENTION

After the complement of the waterproof course, pay attention to protect the course and avoid any damage. During the construction and before the acceptance of the project, all the personnel are prohibited to walk on the waterproof course wearing spike.

PHYSICAL PROPERTIES

Implemented Standard: TB/T2965-2011

No.	ITEMS		INDEX
1	Soluble content(g/m ²) ≥	Thickness 4.5mm, ≥	3100
2	Heat resistance		115°C, No flowing, no dripping
3	Tension of maximum peak rate (vertical & horizontal) (N/cm) ≥		210
4	Elongation of maximum peak rate (vertical & horizontal) (%) ≥		50
5	Tear strength		450
6	Low temperature flexibility/°C		-30°C, No crack
7	Impermeability of water, 0.4MPa, 2h		No leakage



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