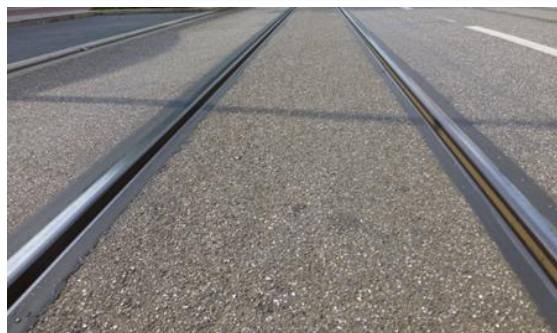


Corabit S Rail joint sealant

PRODUCT DATA SHEET

- pouring compound
- Polymer modified
- For seal joints between rails and the adjoining road surface
- Density: 1.25 g/cm³
- Pouring temperature: 170 °C



Corabit S is a polymer-modified, bituminous compound in accordance with TL/TP Fug-StB 15 and is used for joints between rails and adjacent coverings such as paving, asphalt or concrete without special chemical exposure. Their use prevents the penetration of water and de-icing salts into the rail joint.

The **Corabit S rail joint sealant** is characterized by stability at high temperatures and elasticity at low temperatures. The repaired traffic areas can be driven on immediately after the compound has cooled. Processing is carried out in accordance with the applicable ZTV-Fug-StB 15.

$$\text{Consumption (kg)} = \frac{\text{Joint length (m)} \times \text{joint depth (cm)} \times \text{joint width (cm)} \times \text{density} \left(\frac{\text{g}}{\text{cm}^3}\right)}{10}$$

Application

Preparation: The joint must be clean and dry. Adhering impurities on the flanks have to be removed completely and clean. If necessary the joint has to be exhaust with compressed air or has to be dried and preheated by a hot pressure operated air blaster. The use of a primer can generally be dispensed. To improve the adhesion it's recommended to use **Corabit VG-Primer**. **Corabit VG-Primer** is applied by using a brush or spray lance and must completely cover the joint flanks. The primer must be completely dry before filling the joint. The drying time depends on ambient conditions and may last between 30 minutes and several hours.

Melting: The melting heater must be a blunger vessel with jacket, equipped with a cover and an indirect heating. The Corabit pouring compound must not be heated above 30°C of the pouring temperature (max. t 200°C) at no point. The temperature of the sealing compound has to be regulated thermostatically and checkable. The blunger should be switched on as soon as possible and kept on going for the further process.

If the sealing compound cannot be applied on the same day, the heater must be emptied. Corabit S rail pouring compound which has already cooled down may only be re-melted twice.

Filling: The filling of the joints has to be done with a grouting lance out of an indirect heated and mobile grouting machine or in small sealing areas with a watering pot.

Joint filling work should only be carried out in dry weather and when the surface temperature of the building unit is above 0 °C. Joint filling at freezing temperatures is not allowed. The pouring temperature is + 170 °C. The joints must be filled without air inclusions. Excessive material must be stripped off when still warm and without impairing the bond to the joint flank.

At low temperature there is the danger of cavitation, which can result in a tailing of the mass. Because of the reduction of the pouring compound when cooled down, a second pouring may be needed. As far as possible this should be done directly after the first pouring.

For Corabit S rail sealing compound the filling depth is at least 3 mm under the edge of the railhead.

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PRODUCT DATA SHEET

Form of delivery

Corabit VG-Primer in containers of 1 l / 5 l / 10 l and in spray cans of 500 ml

	Container weight [kg]	Container/pallet [-]
Corabit S	15	64
	30	27

Properties

Requirement according to TL/TP-Fug StB 15, Table 5

Test method	Test method	Unit	Typical value
External condition	DIN EN 1425	-	homogen
Softening point ring and ball	DIN EN 1427	°C	90 ± 8
Density at + 25 °C	DIN EN 13880-1	g/cm ³	1,50 ± 0,05
Cone penetration at + 25 °C	DIN EN 13880-2	0,1 mm	50 ± 10
Ball penetration and elastic recovery behavior	DIN EN 13880-3	%	40 ± 10
Tendency to segregate	DIN 1996-16	%	≤ 1
Cold brittleness at -20 °C, 400 cm	DIN 1996-18	3 out of 4 without cracks	4 without cracks, bursting
Ring and ball after heat aging	DIN EN 1427	°C	95 ± 10
Flow length	DIN EN 13880-5	mm	≤ 3
Adhesion and elongation capacity, total elongation after 5 h at - 10 °C	DIN EN 13880-13	mm	≥ 5
Elongation stresses - Maximum stresses		N/mm ²	≤ 0,4

All information corresponds to the current state of the art, but is not legally binding. We reserve the right to make technical changes.

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