

Corabit BN 1.1

JOINT SEALING COMPOUND

GENERAL INFORMATION

Corabit[®] BN 1.1 joint sealing compound is a hot poured compound based on polymer-modified bitumen. It is used to seal horizontal and slightly inclined joints in concrete, paving and asphalt areas, exposed to traffic without any particular chemical requirements.

It meets the requirements of DIN EN 14188-1; Type N2 and TL Fug-StB 15. **Corabit**[®] BN 1.1 joint sealing compound can be used for changes in the joint width of up to 25%.

Pouring temperature: approx. + 170 °C

Density: approx. 1.1 g/cm³



TECHNICAL INFORMATION

Requirements according DIN EN 14188-1 for N1-masses, Requirements according TL/TP Fug-STB 15, table 1

Type of test	Test method	Requirement	Typical values
Preparation of samples for testing an perceptible properties	DIN EN 13880-6	Homogeneous in acc. with manufacturer's declaration	homogeneous
Softening point, ring and ball, in °C	DIN EN 1427	≥ 85	95 ± 8
Density at +25 °C, in g/cm ³	DIN EN 13880-1	in acc. with manufacturer's declaration	1,10 ± 0,05
Cone penetration at +25 °C, 5 s, 150 g, in 0,1 mm	DIN EN 13880-2	40 to 100	65 ± 10
Penetration and recovery (resilience) at +25 °C, 75g ball, 5 s, in %	DIN EN 13880-3	≤ 60	50 ± 10
Total extension within 5 h, in mm	DIN EN 13880-13	≥ 5	≥ 5
Test temperature, in °C	DIN EN 13880-13	- 20	- 20
Water immersion, 14 d, room temperature	DIN EN 13880-13	x	x
Maximum tension, in N/mm ²	DIN EN 13880-13	0,75	≤ 0,40
Adhesion failure - totally separated block faces, in mm ²	DIN EN 13880-13	0	0
Cohesive failure - totally superficial area of cracks, in mm ² - depth of cracks, in mm	DIN EN 13880-13	0 0	0 0
Extension, in mm	DIN EN 13880-10	18	18
Extension, in %	DIN EN 13880-10	75	75
Number of cycles	DIN EN 13880-10	3	3
Test temperature, in °C	DIN EN 13880-10	0	0
Maximum tension, in N/mm ²	DIN EN 13880-10	> 0,48 ± 10	≤ 20
Adhesion - totally separated block faces, in mm ²		< 50	0

FORMS OF DELIVERY

Corabit[®] BN 1,1 joint sealing compound:
carton 10 kg 25 kg
cartons per pallet 80 units 27 units

Corabit[®] VG-Primer
in containers of 1 ltr., 5 ltr., 10 ltr.

APPLICATION INSTRUCTIONS

JOINT 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.

Width, depth and the filling level of the joint are shown in charts of the ZTV Fug-StB 15.

PRIMER:

The flanks of the joint made of concrete or sliced asphalt have to be primed. **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[®]** sealing 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[®] BN 1.1 joint sealing compound which has already cooled down may only be re-melted once.

APPLICATION:

The surface to be treated should be kept free from traffic while work is in progress.

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 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.

In warm weather the cold sealing compound level and the asphalt level must be the same because then the joint has the smallest width. In cold weather and equal bigger joint space the sealing level should be 2 to 3 mm lower than the asphalt level to avoid an overflow at warmer temperatures.

Normally, the joint is pouring mechanically in a single operation. When the joints have large cross sections, they may be sealed in two operations. The first layer surface must not be polluted.

If necessary an under filling has to be done to regulate the level of joint filling, to avoid adhering on three flanks or a run off in eventually existing hollows.

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.