

Corabit S

RAIL POURING COMPOUND

GENERAL INFORMATION

Corabit® S rail pouring compound is a hot poured compound based on polymer-modified bitumen. It is used to seal joints between rails and the adjoining road surface. It prevents water ingress and damage from de-icing salts. It meets the requirements of TL Fug-StB 15.



Pouring temperature: approx. + 170 °C
Density: approx. 1.25 g/cm³.

TECHNICAL INFORMATION

Requirements according TL/TP Fug-STB 15, table 5

Type of test	Test method	Requirement	Typical values
Preparation of samples for testing an perceptible properties	DIN EN 13880-6	Homogeneous; in acc. to manufacturers declaration	Homogeneous
Softening point, ring and ball, in °C	DIN EN 1427	≥ 75	90 ± 8
Density at +25 °C, in g/cm ³	DIN EN 13880-1	In acc. to manufacturers declaration	1,50 ± 0,05
Flow length in mm	DIN EN 13880-5	In acc. to manufacturers declaration	≤ 5
Sedimentation tendency in %	DIN 1996-16	≤ 3	≤ 1
Cold brittleness in mm	DIN 1996-18	3 out of 4 without cracks	4 without cracks
Dimensional stability in mm ≤ 10	DIN 1996-17	Deformation value	≤ 5

FORMS OF DELIVERY

Corabit® S rail pouring compound
carton 15 kg 30 kg
cartons per pallet 64 units 27 units

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

CONSUMPTION

Corabit® S rail pouring compound:

$$\text{consumption in kg} = \frac{\text{joint length [m]} \times \text{joint width [cm]} \times \text{depth [cm]} \times \text{density} \left[\frac{\text{g}}{\text{cm}^3} \right]}{10}$$

Corabit® VG-Primer:

approx. 0.2 l/m² the surface to be coated, alternatively 3 to 4 % of the sealing compound.

APPLICATION INSTRUCTION

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.

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.

APPLICATION:

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 pouring compound** the filling depth is at least 3 mm under the edge of the railhead.