

# BIGUMA<sup>®</sup> -B 700 L



Bituminous, elastic joint compound for undergrouting rails

## Use

BIGUMA<sup>®</sup> - B 700 L is an elastic, bituminous compound for the undersealing of rails and is used for balancing of unevenness between subsoil and rail base in the area of tram rails.

BIGUMA<sup>®</sup> - B 700 L guarantees an excellent load transfer.

## Properties

BIGUMA<sup>®</sup> - B 700 L is an elastic, bituminous compound for the undersealing of rails, which is able to resist high area pressure and to accommodate or to reflect vibrations. BIGUMA<sup>®</sup> - B 700 L complies with the requirements of Notification 6201 of the Association of German Transport Undertakings (VDV), Undersealing of rails on bituminous undergrouting. The joint compound contributes to vibration damping and by this also to noise reduction. The material properties of BIGUMA<sup>®</sup> - B 700 L enable very short building times because of the fast curing of the compound and therefore only short interruptions of the traffic flow of the tram. BIGUMA<sup>®</sup> - B 700 L also has a very high electrical resistance and is thus an important element in preventing stray current corrosion.

## Processing information

### a) Melting

BIGUMA<sup>®</sup> - B 700 L has to be heated carefully to the application temperature in a boiler equipped with mechanical agitation, indirect heating and thermometer. All boilers without mechanical agitation are not suitable, as through this a demixing cannot be prevented. The temperature of the sealant must be thermostatically regulated; it must be controllable at all times. Overheating of the sealant should necessarily be avoided.

### b) Undersealing of the rail base

BIGUMA<sup>®</sup> - B 700 L must have reached the indicated application temperature. If the temperature is too low, the fluidity will suffer and there is the danger of the occurrence of voids below the rail base. The application should be carried out speedy, i. e. with the help of an asphalt bucket. Before the undersealing itself the void below the rails has to be limited laterally i. e. by a mortar formwork.

The undersealing should be approx. 1.5 to 2.5 cm wider on each side than the rail base. The to be filled void has to be sealed in two working steps. Two-thirds of the total application height has to be carried out in the first working step, the last third in a so-called finish. The finish will be carried out after the cooling (hand-hot) of the first layer. The finish should be carried out laterally up to the upper edge of the rails base. The rail will shortly be exposed with up to 220°C at the finish. This leads to deformation of the rail, which will be balanced by placing a weight on top, such as a concrete slab or a rail. The undersealing in two layers ensures a very short temperature exposure of the rail.

## Weathering

The rail base should only be undersealed not in rain and at a surface temperature of the building part of at least + 5°C.

## Central Sales

Dortmunder Gußasphalt GmbH & Co. KG

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## Producer

Plant Dortmund

## Material consumption

BIGUMA®- B 700 L: approx. 14 kg/m rail length (build-in height approx. 3 cm; rail base width approx. 28 cm)

## Storage

The product has to be stored cold and dry and is storable for at least 24 months.

## Supply form

The joint sealant will be filled into thin metal tins (hobbocks) and transported on non returnable pallets. A separation agent coating and the welted type of the hobbocks guarantee a fast, problem-free and safe removal of the mass out of the tin. The removed blocks can be filled into the heater together with the probably still adherent separation agent coating. The material can also be collected from our production plant as a hot liquid.

Carton: 17 kg

## Cleaning agents

Equipment: BIGUMA®- SWS, benzines or common solvents

In case of skin contact: Hand cleansing paste

## Jointly applicable regulations

At undersealing of grooved tramway rails you have to follow among others the following data sheet:

- VDV note: Undersealing of rails
- Information Sheet for the Design of Traffic Surfaces in Track Areas of Trams (FGSV 940)

## Technical data

Application temperature: approx. 220 °C

Density: approx. 1.6 g/cm<sup>3</sup>

Electrical Resistance,  
VDE 01000, Part 610: > 1x10<sup>5</sup> Ω

This product information corresponds to our latest available information. The processor is obliged to test the suitability and application options for the intended purpose. We shall be pleased to advise if you have any questions about our product. Our Terms and Conditions of Business apply, which can be found at [www.dga.de](http://www.dga.de).

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