

# BIGUMA® -BAB 20 ZTV



Polymer modified bitumen based rail sealing compound in accordance with TL Fug-StB

## Use

BIGUMA®- BAB 20 ZTV is a bitumen based polymer modified rail sealing compound in accordance with TL Fug-StB for the filling of joints between rails and adjoining surfaces as paving, concrete or asphalt.

## Properties

BIGUMA®- BAB 20 ZTV fulfils the requirements of the Technical Delivery Conditions for joint sealants in traffic areas" (TL Fug-StB), rail sealant.

BIGUMA®- BAB 20 ZTV distinguish itself by the following characteristics:

- plastic elastic set, therefore optimum balance between high movement accommodation and stress relief within the joint
- good application characteristics at heat and at cold
- good bonding at rail and adjoining surfaces
- high ageing resistance of the joint
- resistant against aqueous solutions, salts and thinned acids, or similar
- bituminous building material and therefore problem-free recyclable

## Application instructions

### a) Melting

BIGUMA®- BAB 20 ZTV has to be heated carefully to the application temperature of 165 - 185 °C in a boiler equipped with mechanical agitation, indirect heating and thermometer. The temperature of the sealant must be thermostatically regulated; it must be controllable at all times. Overheating of the sealant should necessarily be avoided, as this will damage the polymers, which were added for the improvement of the product, and consequently it will lead to a loss of the guaranteed properties.

### b) Requirements to the subsoil

The rail joints to be sealed should be thoroughly blown with high-pressure-air or cleaned with a brushing machine, whereas you have to pay attention to special separation of cleaning and application works. For artificial dry-out or pre-heating of the joints, hot compressed air lances can be used. The rail flanks have to be prepared by removing loose rust particles with the help of sand blasting or equivalent. For BIGUMA®- BAB 20 ZTV the primer COLZUMIX®- Haftgrund has to be used, which is adapted to this material. The function of the primer is to bind the dust and to form an adhesive layer, which will fuse with the sealant being filled into the joints. At the same time the primer also forms a rust protection for the pretreated rail. The primer must cover the joint flanks completely by forming a film. Before filling the joints the applied primer must have dried, i. e. the surface must be touch-dry.

### c) Filling of the joints

The joint sealant can be applied by can or mechanical by the help of an application lance. The joint sealant must have reached the indicated application temperature during pouring work. If the pouring temperature is clearly below the stated temperature, the flow ability of the sealant suffers. The joint sealants may possibly not fill the to be poured joints completely. There is the danger that voids may occur which later

## Central Sales

Dortmunder Gußasphalt GmbH & Co. KG

✉ Am Hafenbahnhof 10  
44147 Dortmund  
Germany

☎ +49 231 395797 - 37  
@ info@dga.de

## Producer

Plant Dortmund

can result in sinking of the sealant under rolling traffic. To prevent a sinking of the rail joint compound the cell filling has always to be stable. The cooling of the sealant may cause shrinkage dependent on the joint dimensions; a second pouring can be necessary. This second pouring should be made immediately after the first one. The joint sealant has to be built-in at least 3 mm deeper of the upper edge of the head of the rail. The application thickness at the crack sealing is between 2 and 3 mm. For grip improvement and for visual alignment of the existing layer, fine pre-bituminised chippings of the grading 1/3 mm will be spread directly after the pouring on the still hot sealant and pressed on.

### Weather conditions

The pre-treated joints are only allowed to be sealed at dry weather conditions and at a surface temperature of the building part of 0°C.

### Material consumption

BIGUMA®- BAB 20 ZTV: joint length (cm) x joint width (cm) x joint depth (cm) x specific gravity of the sealant (g/cm<sup>3</sup>) = consumption (g)

Primer: The consumption of the primer (COLZUMIX®- Haftgrund) is approx. 3 % of the sealant amount needed

### Storage

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

### From of supply

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. Alternatively the joint sealant is supplied in cartons covered with silicone coating.

Thin metal tin: 35 kg, 12 kg  
Carton: 27 kg, 22 kg, 12 kg

### Cleaning agent

Equipment: BIGUMA®- SWS  
At skin contact: hand washing paste

### Authoritative regulations

At the production or the filling of the joints you have to follow among others the following regulations:

- ZTV Fug-StB

### Technical data

Application temperature: approx. 165 - 185 °C  
Density: approx. 1,28 g/cm<sup>3</sup>  
Primer: COLZUMIX®- Haftgrund

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).

Rev.: 02/19

### Central Sales

Dortmunder Gußasphalt GmbH & Co. KG

✉ Am Hafenbahnhof 10    ☎ +49 231 395797 - 37  
44147 Dortmund    @ info@dga.de  
Germany

**Producer**

Plant Dortmund