

■ The First Avis Technique for a Car Parking Waterproofing System in France

In March 2009, the RPM Belgium Group were the first material producer to obtain an "Avis Technique" for Car Park Waterproofing Systems in France with their Matacryl® Car Park Waterproofing Systems. The first applications of our unique PUMA Technology for Car Park Waterproofing were carried out in 2002-2003. In Europe, more than 60,000 m² of Car Park Waterproofing has been completed with our Matacryl® Car Park Systems.

During the process to obtain the "Avis Technique", the French Government Test Institute CSTB produced several test reports on our Matacryl® Car Park System.

- Test Report RSET 08-26011891 covering indentation temperature and crack bridging tests.
- Test Report RSET 07-26005680 covering durability testing of dilatation joint movements with the Matacryl® and a metal Migutan watertight expansion joint system.

These Test Reports can be obtained from our Marketing Department in Tielst.

The Matacryl® Car Park Systems were applied at the CSTB by Harry Scheurweg following successful trial applications in Tielst by Falko and Ruben Geldof.



CSTB Avis Technique Parking 5/09-2034

MATACRYL®

Revêtement d'étanchéité liquide pour parkings et rampes d'accès

Haute technologie PUMA unique combinant l'élasticité élevée et le pontage des polyuréthanes ainsi que la rapidité et l'adhésion des méthylmétacrylates.

■ The Matacryl® Railway Bridge Deck Waterproofing System passed A.R.E.M.A. Testing for Bridge Deck Waterproofing Systems Directly under Ballast

Falko participated to this important A.R.E.M.A. Certification, which opens the way for us to participate in the Railway Bridge Deck Waterproofing Market Sector in North America (Canada and the US). Our Matacryl®, Bridge Deck Liquid Waterproofing Systems passed the A.R.E.M.A. (The American Railway Engineering and Maintenance-of-Way Association) Ballast Impact Test in May this year. The test was carried out with 18" sized Canadian Pacific Railway Ballast. Our Railway Bridge Deck Waterproofing System is used on railway bridge decks as

Bodycote

well as piers and abutments. It may be applied on both metal, concrete substrates even in very cold weather conditions. Our first railway bridge was waterproofed in Canada in August 2009 in the Toronto area and the second will be carried out in October 2009 in the Windsor area in Ontario Province. We already have a similar certification to the A.R.E.M.A. certification with the French Railways (SNCF) in Europe.

■ BBA Bridge Deck Waterproofing

The BBA (British Board of Agrément) sent us a report in August 2009 indicating that RPM/Belgium Group passed successfully all the tests for our one coat Matacryl® Bridge Deck Waterproofing System under an asphalt wearing layer. These tests are recognised worldwide as being the most comprehensive testing procedures for Bridge Deck Waterproofing Systems.

The Tests carried out by the BBA included:

- Tensile adhesion
- Resistance to chloride ion penetration
- Resistance to freeze-thaw
- Resistance to heat ageing at 70°C for 28 days
- Resistance to chisel impact
- Resistance to aggregate indentation
- Crack cycling at -10°C, 23°C, 40°C
- Hot-rolled asphalt surfacing to waterproofing system interface shear adhesion
- Hot-rolled asphalt surfacing to waterproofing system interface tensile bond
- Surface finish of concrete substrate
- Age of concrete substrate on 7 to 9 day concrete
- Overlapping new membrane on old
- Installation temperature at -5°C

Falko helped Christian Maczewski and Jutta Lindemann from our laboratory in Twistringen Germany to apply our one coat Matacryl® Bridgedeck Waterproofing System onto more than 80 concrete test blocks and films for the BBA Test programmes.



BRITISH BOARD OF AGREEMENT
ASSESSMENT REPORT Ref: M2/42800

Tests and Assessment of Matacryl® (One Coat)
Bridge Deck Waterproofing System