

Resiplast®



LIQUID APPLIED
ELASTOMERIC MEMBRANES

CIVIL ENGINEERING AND
INFRASTRUCTURE



HYCHEM

PMMA + MMA SYSTEMS

Hychem are exclusive
Australian distributors
for the Resiplast range
of POLYAC® products



More than 50 years of experience

With over 50 years of experience today, Resiplast is a leader in the production and development of synthetic resins for the construction industry. Resiplast obtained its strong reputation from its extensive professional know-how and innovative technologies. Our systems are applied worldwide.

THE RIGHT PRODUCTS, RIGHT APPROACH AND RIGHT PEOPLE

The synthetic resin systems in our range consists of premium epoxy, polyurethane and methyl methacrylate products. The accessory materials needed to apply these high premium products can of course also be delivered. Are you looking for appropriate applicators? We will happily be at your service.

RESEARCH & DEVELOPMENT, THE CORNERSTONE OF OUR SUCCESS

We have developed a large number of synthetic resin systems for diverse industrial applications since our foundation in 1966. And we keep innovating. Our R&D department continuously develops new products and we also keep improving our current products. Our newly developed products are thoroughly tested in specific jobsite conditions.

TOP QUALITY

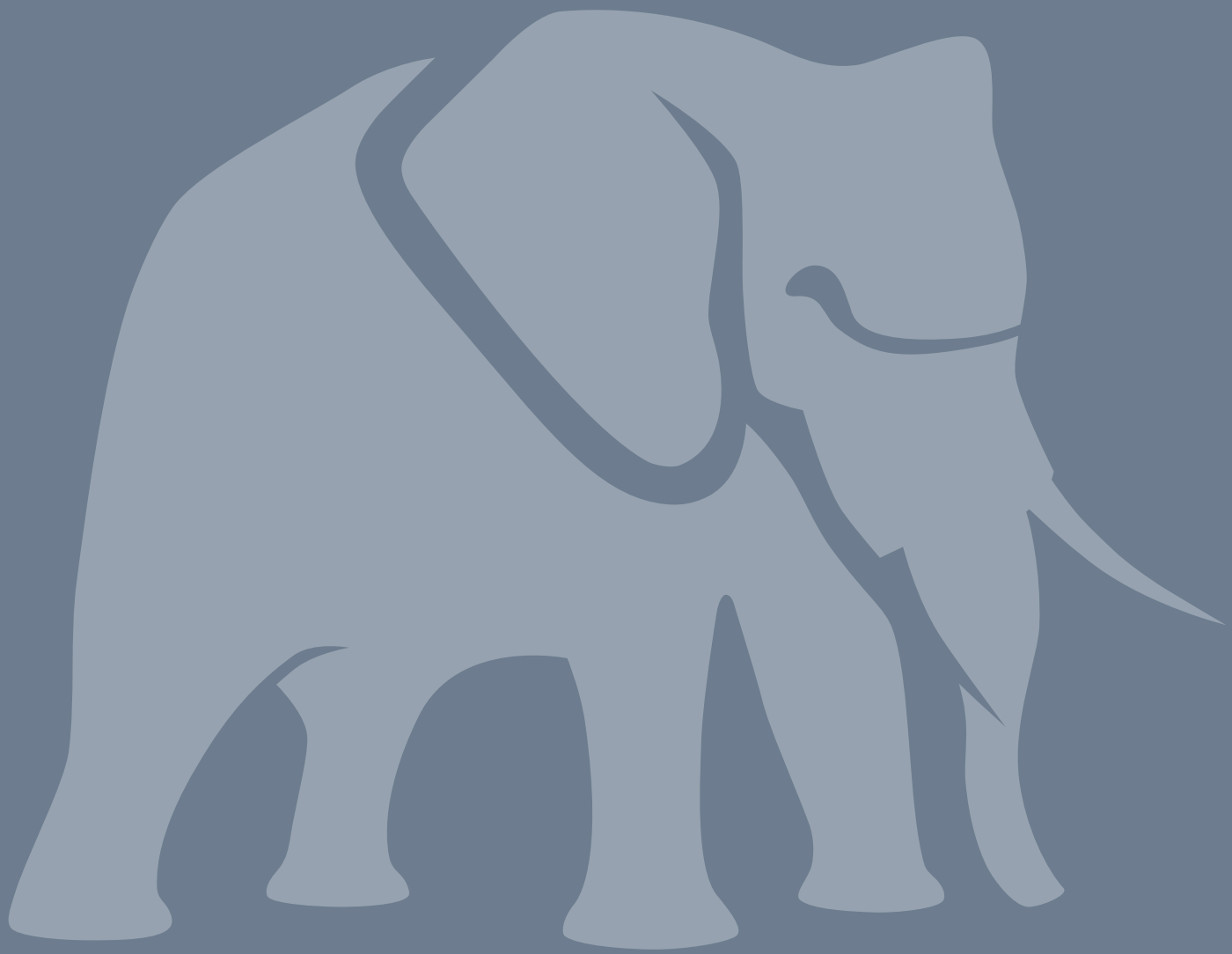
At Resiplast we only use high-quality raw materials. And of course we also monitor the global cost of an application. The result? At Resiplast you can find a wide range of highly efficient systems at reasonable prices.

EXPERT ADVICE

Resiplast does more than providing top products. We also offer technical support if you need it. Plus, the technical division supports our commercial team in case of big and/or complex projects. In other words: professional and accurate advice and service is guaranteed.

YOUR GUARANTEE

Our entire production process – from development up to delivery – is strictly controlled according the ISO 9001 standards. Also short delivery terms are crucial. Our production unit in Wommelgem is able to quickly process priority orders.



Where chemistry meets construction

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LIQUID APPLIED
ELASTOMERIC MEMBRANES

Liquid applied elastomeric membranes are applied to protect the surface against chemical influence, and/or water infiltration. If necessary the liquid applied elastomeric membrane can be combined with a puncture resistant or trafficable wear layer to protect the waterproofing membrane.

Our liquid applied elastomeric membranes are an alternative for waterproofing solutions with membranes made of thermoplastic materials (HDPE, LDPE, EPDM...) bitumen, etc.

POLYAC® BDM, based on methylmethacrylate (MMA), is a highly reactive liquid, easy-to-apply waterproofing membrane. POLYAC® BDM-M forms an elastic membrane of very high durability also at low temperatures.

THE ADVANTAGES

- Elastic and therefore crack bridging
- Durable
- Versatile
- Fast application and fast curing
- Seamless
- Perfect adhesion to the complete surface
- No complex welding techniques
- No special detail finishing profiles required
- Details are applied with a seamless transition, weak points in the membrane are avoided
- Good chemical resistance
- Perfectly suitable for the waterproofing of surfaces and underground structures
- Unlimited recoating time

THE APPLICATIONS

- Watertight skirt on bridge decks
- Waterproofing with a trafficable wear course
- Waterproofing with a puncture resistant protection layer
- Anti-skid wear layer on composite bridge profiles
- Waterproofing of underground structures
- Chemical resistant coating
- Calamity basins and reservoirs
- Car park roofs
- Car park decks
- Water and damp proof roofs and green roofs
- Terraces and colonnades
- Highly suitable for the renovation of existing waterproofing layers
- Covering of ramps

SURFACE CONDITIONS

GENERAL

In addition to the choice of the synthetic resin system, the preparation of the surface is also a key factor to achieve a good concrete repair or restoration.

A good adhesion depends on:

- The quality of the surface
- The condition of the surface
- The level of contamination of the surface
- The preparation method of the surface
- The humidity level of the surface
- The temperature of the surface

ATTENTION!

A high quality synthetic resin system will not have good adhesion if the surface has not been properly prepared, or if the system is applied on a surface that is in bad condition.



Please note!

A high-quality synthetic resin system will not be a good adhesive if the base has not been properly prepared or applied on subsoil which is in poor condition.

THE QUALITY OF THE SURFACE

- The surface needs to be stable and resistant to the required loads (thickness, reinforcement bars...).
- The surface has to be sound and should have a good cohesion.
- The compressive strength must be at least 25N/mm² (Mpa).

The compressive strength can be determined by using a Sclerometer for concrete and rocks. The hammer measures the rebound of a spring loaded mass impacting against the surface. The test hammer will hit the concrete at a defined energy. Its rebound is dependent on the hardness of the concrete and is measured by the test equipment. This test is a non-destructive method.

SURFACE CONDITION

- Technically calculated expansion joints needs to be provided. Expansion joints must be reintegrated in the applied synthetic resin system.
- Cracks, holes and hollow sounding and/or loose parts must be repaired before covering the surface with a synthetic resin system. The synthetic resin system needs to be compatible with the floor.
- Make sure that the floor has the correct slope.
- The smoothness of the floor must meet the desired requirements. The difference in level cannot exceed 50% of the total thickness of the flooring system when using a self levelling system.
- Old layers of paint must always be removed. Contact our specialists when this appears to be impossible.
- Shrinkage cracks can be covered on condition that they are not acting as expansion joints, or in case they will not follow the movements of the structure or the substrate.
- Visible reinforcement steel must be treated.
- The "Curing compound", as present on poly concrete needs to be removed.



CONTAMINATION, HUMIDITY AND TEMPERATURE OF THE SURFACE

- The surface must be in a good condition, free of all deteriorated concrete, dirt, oil, grease...
- Avoid rising damp.
- The surface needs to be dry.
- The temperature of the surface that needs to be restored has to be higher than the minimal temperature that's required for a good curing (see TDS of the relevant product).
- Freshly poured concrete needs to be at least 28 days old.

GENERAL

There are different types of preparation:

- **DRY MECHANICAL TREATMENT**
- **WET MECHANICAL TREATMENT**
- **LESS APPROPRIATE TREATMENT**
- **THERMAL TREATMENT**
- **CHEMICAL TREATMENT**

• DRY MECHANICAL TREATMENT

- Shot blasting.
- Dust free sand blasting gives the best result in case of a larger surface.
- Dust free diamond grinding is suitable for smaller surfaces, or for areas that are hard to reach.
- Milling is a good method but creates lots of dust. The use of a dust extraction device is recommended.
- The classical method of sand and/or grit blasting gives an excellent result, but isn't allowed everywhere.
- Pneumatic hammering is a good pre-treatment for smaller surfaces or local concrete repair. With this method you can easily access reinforcement steel and remove all traces of rust.

• WET MECHANICAL TREATMENT

- We recommend high-pressure washing with clean water. (P>500 bar)
- Water jetting with sand or grit can be sufficient.
- Steam cleaning up to 120 bar is only used to remove dirt.

• LESS APPROPRIATE MECHANICAL TREATMENTS

- Polishing of horizontal surfaces (for example, using Emeril stones).
- Metal brush: only suitable for small repairs. The rotating brushes are not suited for larger areas because of their speed, they don't reach into the holes of the pores.
- Grinding disc.

• THERMAL TREATMENT

- This usually implies the use of flame treatment. Take into account the following remarks when using this method:
 - By heating up the air inside micro-cracks, granulates can be damaged (cracks, bursting,...)
 - Contamination of the concrete surface like oil, dust, grease can catch fire.
 - It is necessary to mill the surface after using flame treatment.
- Old paint layers can be removed by using a heat gun.

• CHEMICAL TREATMENT

- We do not recommend to use this method for concrete surfaces.
- The use of alkalis and acids can cause problems due to the production of salt crystals. (expansion process)
- We only recommend the use of degreasing products, solvent or water based products to remove paint layers. These products don't cause any damage to the concrete.
- Tiles, old coatings with closed pores can be treated chemically in case other methods can't be used or applied.

ADDITIONAL ADVICE

Every surface (concrete, asphalt, wood, stainless steel, etc.) has its specific primer. The use of a primer is very important and will determine the adhesion between the surface and the synthetic resin system. Furthermore the primer will reinforce the surface due to its impregnation properties. Cutting the surface where other flooring systems or service pipes will connect with the synthetic resin system is required. The roughness for metal surfaces has to be SA 2½. Degrease the metal surface with SOLVENT MEK right after roughening. Apply the right primer right after the vaporizing of the SOLVENT MEK, this is to prevent oxidation of the steel.



WATERTIGHT SKIRT
ON BRIDGE DECKS

GENERAL

A watertight skirt is an important part in the build-up of rideable parts of the bridge deck. The membrane will mainly consist of a synthetic resin, and will protect the surface against ingress from liquids, water and chemical residues like oil, de-icing salt, etc.



THE BUILD UP OF THE SYSTEM

Treat and prepare the surface.
Apply a primer.

ATTENTION, every substrate requires its own specific primer.
A levelling layer can be applied with POLYAC® 55 in case the surface is too rough.

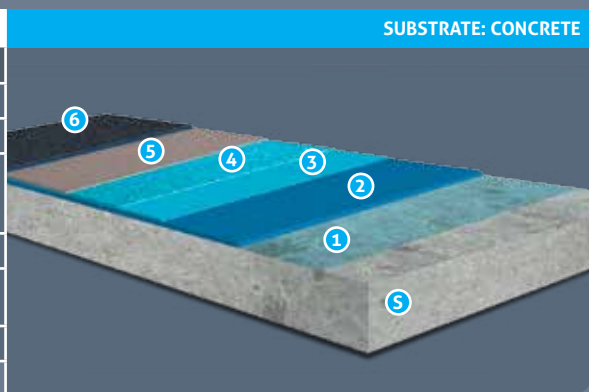
Put on top of this a 1st waterproofing layer (white or colourless) POLYAC® BDM. This can be the manual version POLYAC® BDM-M or the sprayed version POLYAC® BDM-HD.

Apply after 1 hour (depending on the ambient temperature) a

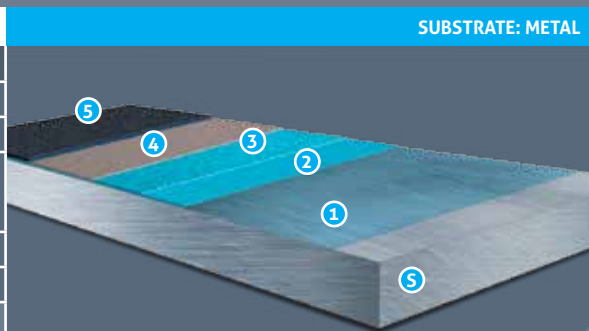
2nd layer POLYAC® BDM-M or POLYAC® BDM-HD. The 2nd layer functions as a protection for the 1st waterproofing layer. This layer will be lightly broadcasted right after application, this to improve the adhesion of the next phase, for example a bituminous primer for mastic asphalt.

The colour of the 2nd layer should always be different to that of the 1st layer. This is necessary to guarantee complete coverage of the 1st layer during installation. This will also give you the ability to check over time that the wear-course layer has not worn off or to determine that the waterproofing layer is still intact and has not been mechanically damaged.

SYSTEM BUILD-UP POLYAC® BDM - WATERTIGHT SKIRT – WATERTIGHT SKIRT			
Layer	Product name	Consumption	
6	Mastic asphalt		
5	Bituminous primer	POLYAC® 17	100-150g/m²
4	Puncture resistant layer	POLYAC® BDM M or BDM HD Lightly broadcast with sand 0,5 - 1,2mm	1,8kg/m²
3	Waterproofing membrane	POLYAC® BDM M or BDM HD	1,8kg/m²
2	Optional levelling layer	POLYAC® 55 + filler	1,7 - 1,8kg/m² per mm thickness
1	Primer	POLYAC® 12 - 14 - 18	0,35kg/m²
5	Substrate: concrete		



SYSTEM BUILD-UP POLYAC® BDM - WATERTIGHT SKIRT			
Layer	Product name	Consumption	
5	Mastic asphalt		
4	Bituminous primer	POLYAC® 17	100-150g/m²
3	Puncture resistant layer	POLYAC® BDM M of BDM HD Lightly broadcast with sand 0,5 - 1,2mm	1,8kg/m²
2	Waterproofing membrane	POLYAC® BDM M or BDM HD	1,8kg/m²
1	Primer	POLYAC® 15	0,25kg/m²
5	Substrate: metal		



POLYAC® 12 and 18 are also available in a sprayable version.



WATERPROOFING WITH A
TRAFFICABLE WEAR LAYER

GENERAL

More and more civil engineers prefer the use of a puncture resistant layer on a watertight skirt as an anti-skid wear layer. This way no other build-up of the road "for instance mastic asphalt" is necessary.



THE BUILD UP OF THE SYSTEM

Treat and prepare the surface.
Apply a primer.

ATTENTION, every substrate requires its own specific primer. A levelling layer can be applied with POLYAC® 55 in case the surface is too rough.

Put on top of this a 1st waterproofing layer (white or colourless) POLYAC® BDM. This can be the manual version POLYAC® BDM-M or the sprayed version POLYAC® BDM-HD.

Apply after 1 hour (depending on the ambient temperature) a 2nd layer POLYAC® BDM-M or POLYAC® BDM-HD. This layer is always an anti-skid layer. The 2nd layer serves primarily as a protection layer of the 1st waterproofing layer, but also functions as a trafficable wear layer and will be broadcasted with large size granulates.

Ideal for applications on bridges, car park decks, roads, platforms, cycling roads, walking strips, etc.

The colour of the 2nd layer should always be different to that of the 1st layer. This is necessary to guarantee complete coverage of the 1st layer during installation. This will also give you the ability to check over time that the wear layer has not worn off or to determine that the waterproofing layer is still intact and has not been mechanically damaged.

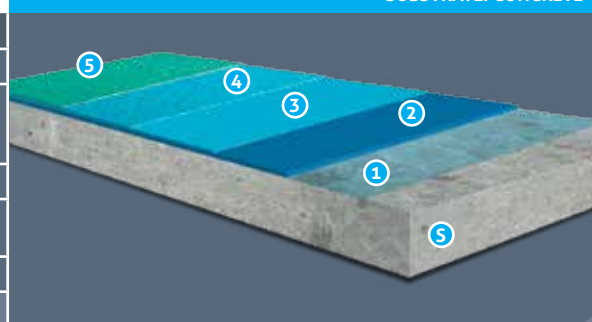
After inspection, the damage can be assessed and any localized repairs can be carried out quite easily. This is all thanks to the unlimited "re-coat" time of the entire system.

Cover the system with a topcoat. POLAYC 61 is a watertight topcoat with excellent adhesion, high mechanical and wear resistance.

SYSTEM BUILD-UP POLYAC® BDM – WATERPROOFING WITH A TRAFFICABLE WEAR LAYER

Layer	Product name	Consumption
5	Topcoat	POLYAC® 61 0,6 – 0,8kg/m ²
4	Puncture resistant layer	POLYAC® BDM M fully broadcasted with bauxite or quartz 1,8kg/m ² 4 - 6kg
3	Waterproofing membrane	POLYAC® BDM M 1,8kg/m ²
2	Optional levelling layer	POLYAC® 55 + filler 1,7 - 1,8kg/m ² per mm thickness
1	Primer	POLYAC® 12 - 14 - 18 0,35kg/m ²
S	Substrate: concrete	

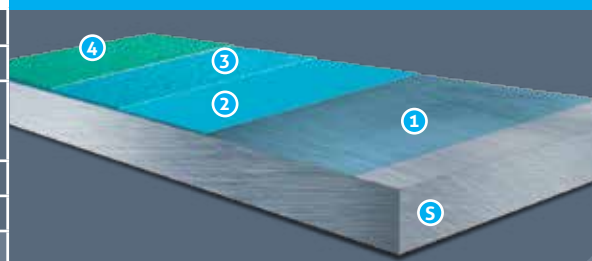
SUBSTRATE: CONCRETE



SYSTEM BUILD-UP POLYAC® BDM – WATERPROOFING WITH A TRAFFICABLE WEAR LAYER

Layer	Product name	Consumption
4	Topcoat	POLYAC® 61 0,6 – 0,8kg/m ²
3	Puncture resistant layer	POLYAC® BDM M fully broadcasted with bauxite or quartz 1,8kg/m ² 4 - 6kg
2	Waterproofing membrane	POLYAC® BDM M 1,8kg/m ²
1	Primer	POLYAC® 15 0,25kg/m ²
S	Substrate: metal	

SUBSTRATE: METAL



POLYAC® 12, 18 and 61 are also available in a sprayable version.



WATERPROOFING WITH
A PUNCTURE RESISTANT COATING

GENERAL

In the case of railroad bridges the protective layer of the waterproofing system can be used as a puncture resistant coating. The railway ballast can be applied directly on this.



THE BUILD UP OF THE SYSTEM

Treat and prepare the surface.
Apply a primer.

ATTENTION, every substrate requires its own specific primer.

A levelling layer can be applied with POLYAC® 55 in case the surface is too rough.

Put on top of this a 1st waterproofing layer (white or colourless) POLYAC® BDM. This can be the manual version POLYAC® BDM-M or the sprayed version POLYAC® BDM-HD. This layer assures the waterproofing of the system.

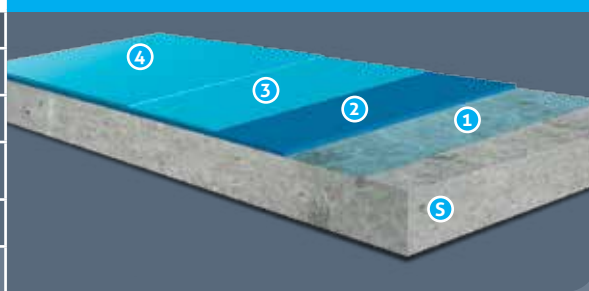
After one hour (depending on the ambient temperature) apply the 2nd layer of POLYAC® BDM M or POLYAC® BDM HD. This serves as protection of the waterproof membrane.

The colour for the 2nd layer should be different from the 1st layer. This is necessary to guarantee good coverage of the 1st layer during installation and to be able later to distinguish the protective layer from the waterproof layer during checks.

BUILD-UP OF THE SYSTEM POLYAC® BDM – WITH A PUNCTURE RESISTANT COATING

Layer	Product name	Consumption
4	Puncture resistant layer	POLYAC® BDM M or BDM HD
3	Waterproofing membrane	POLYAC® BDM M or BDM HD
2	Optional levelling layer	POLYAC® 55 + filler
1	Primer	POLYAC® 12 - 14 - 18
S	Substrate: concrete	

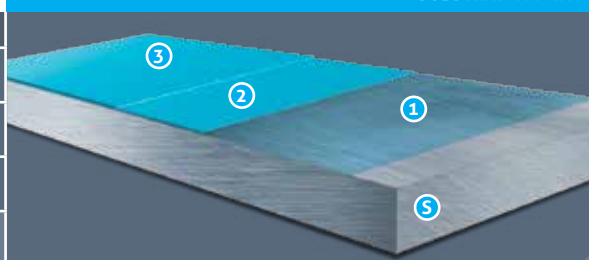
SUBSTRATE: CONCRETE



BUILD-UP OF THE SYSTEM POLYAC® BDM – WITH A PUNCTURE RESISTANT COATING

Layer	Product name	Consumption
3	Puncture resistant layer	POLYAC® BDM M or BDM HD
2	Waterproofing membrane	POLYAC® BDM M or BDM HD
1	Primer	POLYAC® 15
S	Substrate: metal	

SUBSTRATE: METAL



POLYAC® 12 and 18 are also available in a sprayable version.



WEAR LAYER ON
COMPOSITE BRIDGE PROFILES

GENERAL

Over the last 10 years, the demand for bridges made from composite profiles has increased significantly. That is due to the relatively low weight, the durability and low maintenance costs of such profiles. The unique supporting structures consist of pultruded, glass fiber reinforced polyester profiles and the girders are in composite. For the bridge surface, composite bridge deck boards are used. These must be provided with a trafficable wear layer.



THE BUILD UP OF THE SYSTEM

Below we suggest 2 different methods.

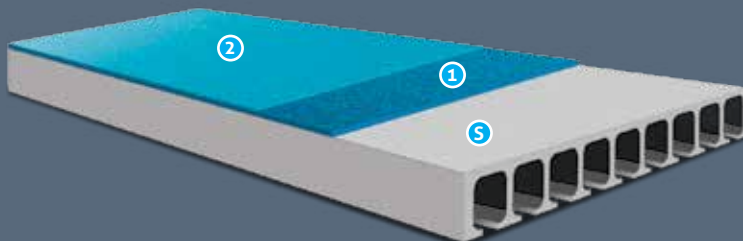
These can be applied either in the prefab production-unit at the factory or at the site itself after the bridge has been constructed.

Always perform an adhesion test, because the quality of the raw materials and the composite bridge profiles can differ depending on the manufacturer.

Method 1

High traffic loads for bridges with traffic up to 30 tons axle load.

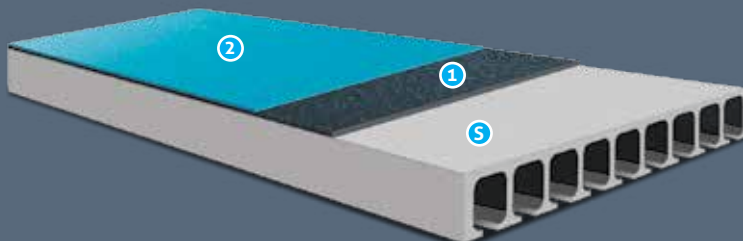
2	Optional finishing with POLYAC® 61 top coating Consumption: approximately 0.6 – 0.8 kg/m ²
1	1 part POLYAC® 14 + 1 part Microsil 6 + 1 part Dorsolit 9 Consumption: (3kg compound is approximately 1m ²). Mix thoroughly and distribute over the surface. Broadcast saturated with granulate.
S	Substrate - synthetic profile



Method 2

Light traffic loads for bridges with traffic by pedestrians and cyclists.

2	Finish using POLYAC® 61 top coating Consumption: approximately 0.6 – 0.8 kg/m ²
1	POLYAC® BDM – M with black pigment (12%) Consumption: approximately 500g/m ² Broadcast saturated with granulate 0.7 – 1.7 or with granulate 1 – 2
S	Substrate - synthetic profile



POLYAC® 61 is also available in a sprayable version.

A photograph of a modern, brightly lit underground tunnel. The tunnel has a high ceiling with two long, parallel rows of rectangular light fixtures. The walls are made of large, light-colored panels. The floor is dark asphalt with white chevron markings. A car is driving away from the camera in the distance. The overall atmosphere is clean and futuristic.

WATERPROOFING OF UNDERGROUND STRUCTURES

GENERAL

Underground constructions also need to be resistant to the penetration of liquids and chemicals to protect and lengthen the structure's lifespan.



THE BUILD UP OF THE SYSTEM

Treat and prepare the surface.
Apply a primer.

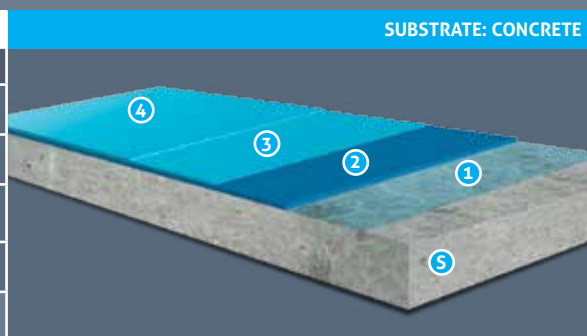
ATTENTION, every substrate requires its own specific primer.
A levelling layer can be applied with POLYAC® 55 in case the surface is too rough.

Put on top of this a 1st waterproofing layer (white or colourless) POLYAC® BDM. This can be the manual version POLYAC® BDM-M or the sprayed version POLYAC® BDM-HD. This layer assures the waterproofing of the system.

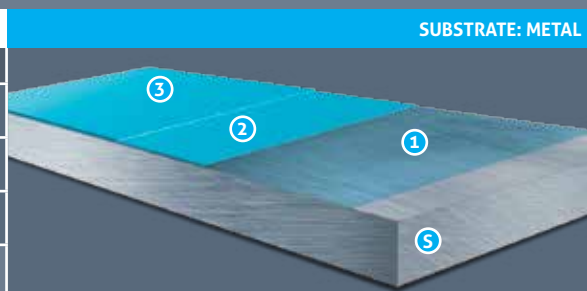
After one hour (depending on the ambient temperature) apply the 2nd layer of POLYAC® BDM M or POLYAC® BDM HD. This serves as protection of the waterproof membrane.

The colour of the 2nd layer should be different from the 1st layer. This is necessary to guarantee good coverage of the first layer during installation and to be able later to distinguish the protective layer from the waterproof layer during checks.

BUILD-UP SYSTEM POLYAC® BDM - WATERPROOFING SUBTERRANEAN STRUCTURES			
Layer	Product name	Consumption	
4	Puncture resistant layer	POLYAC® BDM HD	1,8kg/m ²
3	Waterproofing membrane	POLYAC® BDM HD	1,8kg/m ²
2	Optional levelling layer	POLYAC® 55 + filler	1,7 - 1,8kg/m ² per mm thickness
1	Primer	POLYAC® 12 - 14 - 18	0,35kg/m ²
5	Substrate: concrete		



BUILD-UP SYSTEM POLYAC® BDM - WATERPROOFING SUBTERRANEAN STRUCTURES			
Layer	Product name	Consumption	
3	Puncture resistant layer	POLYAC® BDM M or BDM HD	1,8kg/m ²
2	Waterproofing membrane	POLYAC® BDM M or BDM HD	1,8kg/m ²
1	Primer	POLYAC® 15	0,25kg/m ²
5	Substrate: metal		



POLYAC® 12 and 18 are also available in a sprayable version.

A close-up photograph of a dark asphalt road surface. A prominent, irregular crack runs diagonally from the lower left towards the upper right. In the upper right portion of the image, there is a small, dark, irregularly shaped pothole or depression in the pavement. The texture of the asphalt is visible, showing small aggregate stones and a fine, granular surface.

RAPID ROAD SURFACE REPAIRS

GENERAL

Severe winter conditions and heavy rain are harmful for many roads and cracks and potholes may appear on the road surface, often causing damage to cars and angering drivers as a consequence. The road authorities (local authorities for municipal roads and regional authorities for regional roads) are required at all times to keep the public roads safe and usable.

The authorities will, as such, take the necessary measures to prevent dangerous situations and damage. They are doing everything also to limit any inconvenience near roadworks.

POLYAC® BDM – M is a solution to repair these calamities rapidly. One hour after applying the products, the road can be cleared for traffic.

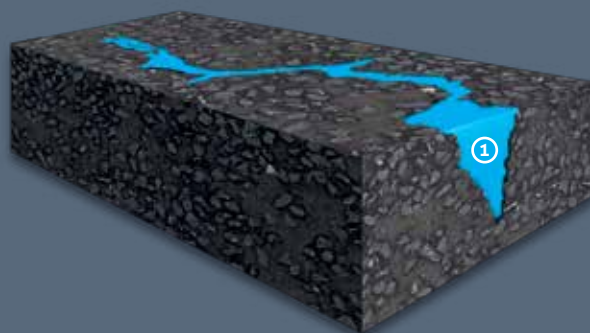


REPAIRING OF CRACKS, PASSIVE JOINTS AND SAW CUTS

1. Clean the crack, passive hole, saw cut:

- Remove all the loose parts.
- Remove all the dirt and weeds.
- Thoroughly blow out all the cracks and/or saw cuts, using compressed air to ensure that they are clean and the water is removed.

2. POLYAC® BDM – M must be prepared in accordance with the Technical Data Sheet and used to fill cracks, passive joints or saw cuts.



1	POLYAC® BDM M - Consumption: 1,2g/cm ³
S	Tarmac or concrete substrate

REPAIRING OF HOLES IN THE ROAD SURFACE

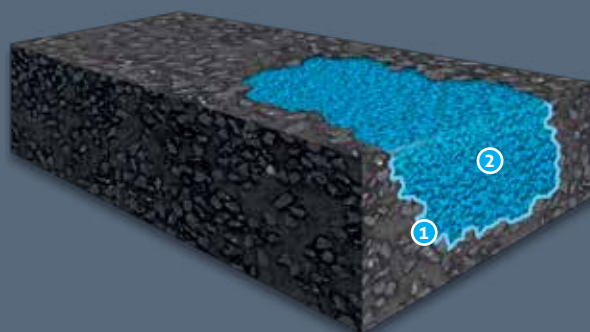
1. Clean the holes:

- Remove all the loose parts.
- Remove all the dirt and weeds.
- Thoroughly blow out all the holes, using compressed air to ensure that they are clean and the water is removed.

2. Apply POLYAC® 14 primer. Depending on the subsoil and ambient temperature, the filling substance can be applied within an hour.

3. POLYAC® BDM – M prepare in accordance with the Technical Data Sheet. Mix 1 part POLYAC® BDM – M with 3 to 4 parts coarse sand or aggregate and subsequently fill the holes.

4. Depending on the subsoil and ambient temperature one must broadcast coarse granulate, type Bauxite or Mandurax (3-5mm), 5 to 10 minutes after applying the filling substance.

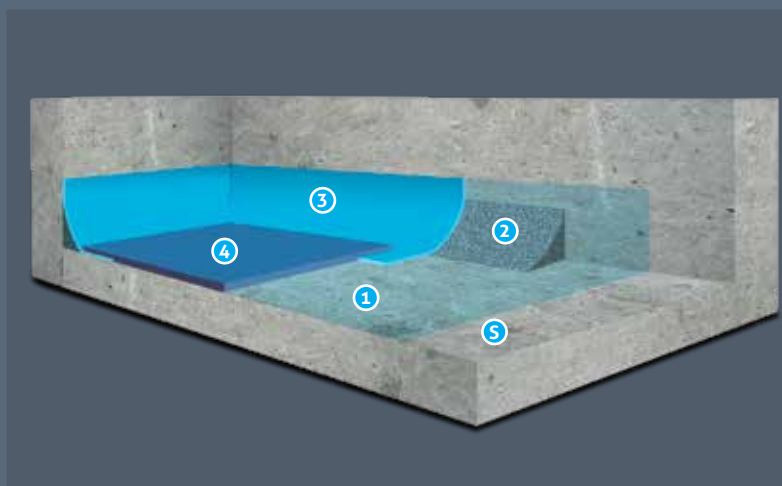


2	1 part POLYAC® BDM M with 3 to 4 parts of filler, consumption 1.8 – 2kg/dm ³
1	POLYAC® 14 PRIMER - consumption: 0,35kg/m ²
S	Tarmac or concrete substrate

CONNECTION TO WALLS AND PLINTHS

Solution for connecting horizontal surfaces to vertical surfaces

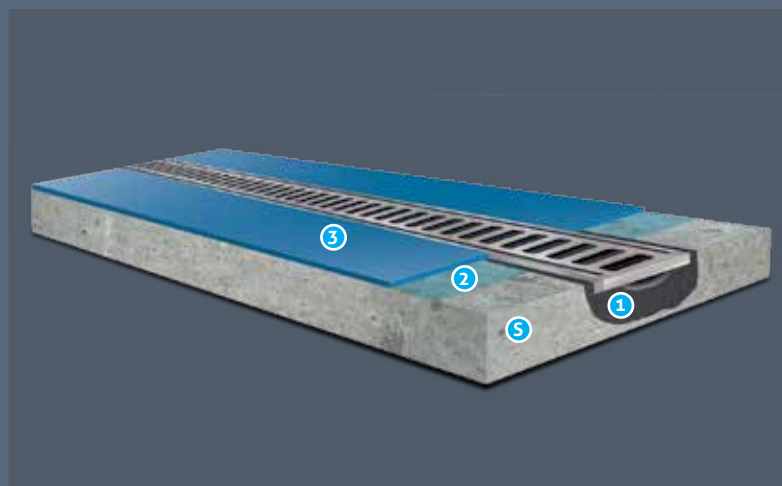
4	After the curing time, one of the systems, as described in the folder, can be applied to the horizontal surface.
3	2 or 3 layers POLYAC® BDM M manually applied, using a brush or roller
2	Coved skirting POLYAC® BDM M using POLYAC® Thixogène
1	POLYAC® Primer – depending on the substrate
S	Substrate



CONNECTION TO CHANNEL DRAINS

Solution for connecting the aforementioned systems to integrated channel drains

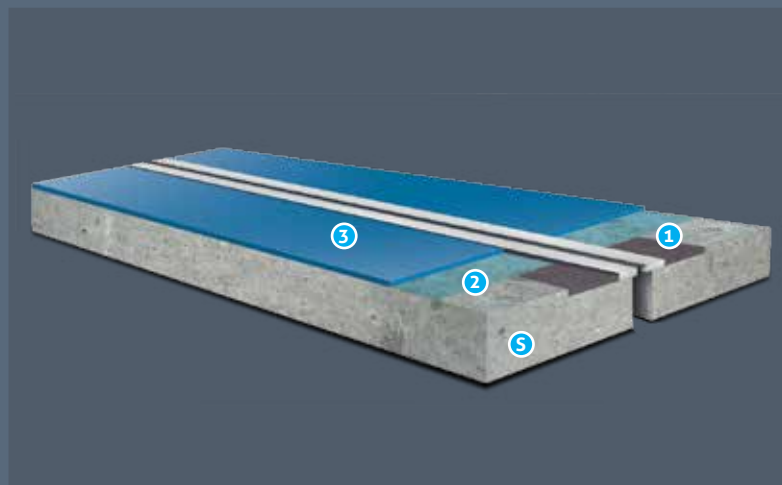
3	After the curing time, one of the systems as described in the folder can be applied to the horizontal surface.
2	Primer adjusted to the type of substrate
1	The integrated channel drain must first be installed and anchored in the concrete surface, using POLYAC® M
S	Substrate



CONNECTION TO TRAFFICABLE EXPANSION JOINT PROFILES

Solution for connecting the aforementioned systems to integrated expansion joints profiles

3	After the curing time, one of the systems, as described in the folder, can be applied to the horizontal surface.
2	Primer adjusted to the type of substrate
1	The expansion joint profiles must be installed and anchored in the concrete. Use POLYAC® M to level out with the rest of the surface.
S	Substrate





CLEANING PRODUCTS

POLYAC® systems by Resiplast are insensitive to high PH-concentrations. Alkaline cleaning products can, as such, be used to clean our systems. Both sodium and potassium based products are an option. Surfactants and hypochlorite additives are also harmless.

In case an acid cleansing agent is applicable, only phosphoric acid products can be used. Lime stains should be removed, using dilute hydrochloric acid or an acetic acid solution (in both cases 10% solution) and must be neutralized, rinsed and removed immediately after treatment in order to counteract accumulation after evaporation.

Also ammonia and ammonium chloride concentrations up to a maximum of 1% can be applied. Higher concentrations may cause yellowing of the systems.



CLEANING

For smaller surfaces the best way to clean is brush and/or vacuum clean, and then sand down using a scrubbing brush, rinse, wipe and mop.

In case of anti-slip surfaces, mopping and wiping causes extra wear.

In case of larger surfaces one can first remove loose dirt by brushing and then by cleaning with a brushing machine or water suction unit or combine these by using a cleaning machine for cleaning.

Also, a high pressure washer or steam cleaner can be used, but only up to 50 bar and up to a maximum of 50°C.

The customer will determine the cleaning frequency, considering the dirt accumulation, type of load, environmental conditions, etc.



DISINFECTION

Disinfecting can be done, using products based on hypochlorite, formaldehyde or hydrogen peroxide. In case of using the latter, please note that when the surface is in contact with high concentrations of hydrogen oxide for several hours, discolouration may appear.

Nitric acid will discolour the floor



ALCOHOL AND SOLVENTS

PMMA and Puma systems are sensitive to alcohol and solvents. We, therefore, strongly recommend NOT using these as a cleaning agent.

Aromatic and Halogen hydrocarbons may not be used at all.



WEAR AND DAMAGE

Wear and/or damage of the top layer, the wear layer and the waterproof layer can be unlimitedly repaired due to the unlimited "re-coat time" of our POLYAC® systems.

Remove damaged or loose parts and restore by applying again the original structuring.

If the primer layer shows damages, this must be applied again to the surface in accordance with the description in the respective the Technical Data Sheet.



ODOUR

PMMA resins (PolyMethylMethAcrylate) are regarded as irritating in case of direct contact to the skin. These resins are, however, not toxic or harmful.

Other resins may cause health problems and allergic reactions in the long term. Since the development, during or after use of PMMA, no health problems or allergies were reported.

The specific odour of methacrylate monomer does not represent any danger. We advise proper ventilation in the workspace in order to get rid of the odour. This will disappear soon after the polymerization of the resin.

The methacrylate monomer has a very low odour threshold (0,008ppm, 0,8mg/m³)

The permissible concentration during 8 hours/day and 5 working days per week is 50 ppm. (600mg/m³ Swedish – Dutch advice council 38mg/m³)



PERSONAL PROTECTIVE MEASURES

People who come into direct contact with POLYAC® resins are required to wear the following personal protective equipment: gloves, safety glasses and protective mask.

People at a greater distance than 5 meters from processing: no specific protective measures are required.

Additional information can be found in technical documents and the POLYAC® Resins Safety Data Sheets.

RESIPLAST ALSO STANDS FOR:

- IMPREGNATING – COATING
- SYNTHETIC RESIN FLOORS
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- WATERPROOFING OF GREEN ROOFS
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