

## Standard Specification for the application of Traxx NS/Traxx floorjoint water/oil proofing of newly constructed concrete carpark decks

Project:  
Specification: P105  
Date: March 2020  
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### 1.0 PREAMBLE:

This specification is for the waterproofing and oil/grease proofing of carpark decks subject to rainfall and spillage of water from cars, as well as the usual airborne contaminants. If the deck is used as a construction deck, it is one of the last areas on the project to be sealed. This being the case, the specification allows for the fact that any movement in the concrete resulting in cracking likely to occur in the future, can be controlled by saw cutting prior to sealing at this time.

The specification presents a viable alternative under these conditions to application of a sandwich membrane, which is often not appropriate because of dead load constraints on a two slab surface, or an applied waterproofing membrane which may be prone to damage by shear at car turning points.

### 2.0 SURFACE PREPARATION:

- 2.1 When construction activities have ceased in the area, all existing cracks shall be saw cut to a width of 6 mm (nom) and depth of 20 mm or \_ slab depth, whichever is the lesser.
- 2.2 Where so deemed necessary, a regular saw cut pattern to regulate further anticipated cracking shall be superimposed, generally on a grid of 4-5 metres square depending on slab configuration.
- 2.3 All surfaces shall be water blasted to remove construction detritus and laitance, providing a lightly profiled surface ready for coating application. The surface shall be allowed to dry at least 48 hours before application work is begun.

**Note:** Acid etching is preferred as a cleaning treatment and should be used, if possible, but it is recognised that this is not always appropriate because of structural detailing or configuration.

### 3.0 SURFACE PRETREATMENT – JOINT FILLING:

- 3.1 All joints to be filled shall be blown out with compressed air to remove any debris. Ensure joints are dry as well as clean before proceeding.
- 3.2 Mask and prime joints with one (1) coat of **Traxx Primer 1050** and allow to dry for 4-6 hours.
- 3.3 Mix and apply **Traxx Floorjoint**. Pour into joints and flush off level. Remove masking as soon as initial set has occurred.



## 4.0 COATING APPLICATION:

### 4.1 Primer:

Apply to clean concrete surface by roller or brush, one coat of **Traxx Primer 1070**, thinned as required to give adequate penetration at a spreading rate of 9-11 sqm/litre of mix. Allow to dry tack free (4-18 hours).

### 4.2 Bodycoat:

Apply by roller one (1) full coat of **Traxx NS** at a spreading rate of 5-5.5 sqm/litre. Allow to dry tack free (4-18 hours).

### 4.3 Topcoat:

Apply by roller one (1) full coat of **Traxx NS** at a spreading rate of 5-5.5 sqm/litre. Allow to dry 48 hours before opening to traffic.

## 5.0 SPECIFICATION NOTES:

- 5.1 Joints may be filled before or after coating application. If joints are filled before coating application, the coating system may be carried over the filled joints. For neatness, we would recommend filling of random saw cuts before coating and regular pattern cuts either before or after coating.
- 5.2 We would recommend that a serviceable mid-range earth tone be chosen for the coating colour as this gives the best compromise between performance and clean appearance.
- 5.3 Where surfaces are exposed to continuous sunlight, a slight deepening or 'browning' of the coating may occur. If this is aesthetically unacceptable, we would recommend overcoating of these areas with one further coat of **Colourcure NS** applied by roller at 8-9 sqm/litre. Alternatively, if colour is of prime importance, the topcoat specified in 4.3 above should be deleted and a full coat of **Colourcure NS** applied by roller or spray at 6-6.5 sqm/litre.

## 6.0 MAINTENANCE:

The recommended coating system has proven durability, watertight integrity and abrasion resistance, as well as conferring a measure of anti-slip performance. However, should mechanical damage occur during the life of the coating, so that patching is required, then a simple abrasive cleaning and recoating process may be carried out on affected areas with little down time. Oil and grease spillage may be removed at any time with normal high detergency industrial cleaners. Abrasive cleaners should not be used for routine cleaning.

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