

# Roadseal SL

**Very low modulus, self-smoothing, one component silicone joint sealant**

## USES

Sealing sawn joints in:

- Asphalt roads & pavements
- Slot sealing of cable installations in asphalt and concrete pavements
- Abutment joints between concrete and asphalt pavements

## ADVANTAGES

- Ready to use
- Easy contractor application
- No mixing required
- Fast rate of cure
- Excellent adhesion to clean dry concrete and sawn asphalt
- Excellent weathering - UV and ozone resistant
- Dispensed from a bulk container by hand or air powered pump
- Large joint movement accommodation

## DESCRIPTION

Roadseal SL is a very low modulus, self-smoothing, one-part, gun applied, silicone joint sealant designed to effectively seal joints in concrete and asphalt roads, runways, carparks and pavements. The extra low modulus characteristics of Roadseal SL allow it to accommodate large cyclic joint movements of plus 100% and minus 50% in both concrete and asphalt pavements, while not generating high tensile stresses in weak asphalt substrates. Roadseal SL is designed to be applied to joints between concrete pavements in order to prevent running water from undermining the pavement. Roadseal SL also serves to prevent stones from being deposited in the joints which would otherwise lock the joints and restrict the free thermal movement of adjacent pavement segments. Roadseal SL may be applied to the joints using a suitable sealant gun, and self-smooths after application thereby eliminating the need for tooling. This property makes

Roadseal SL ideal as a slot sealant to encapsulate electrical signal and sensor cables which may be laid in sawn pavement joints.

## DESIGN CRITERIA

Roadseal SL is designed for use in sawn joints in both concrete and asphalt pavements. All moving joints must be designed so that the maximum movement capability of the sealant is not exceeded. In joints between concrete or asphalt pavements the minimum depth of the sealant bead must not be less than 7 mm. In all joints either a polyethylene bond breaker tape or backing rod must be used to ensure that the correct width to depth profile is achieved and to prevent the sealant from adhering to the base of the joint. The sealant should be applied so that the sealant surface is recessed about 3 mm below the pavement surface.

## PROPERTIES

Data quoted are typical for these products, but do not constitute a specification.

<b>Form:</b>	"Self-smoothing liquid"
<b>Colour:</b>	Charcoal Grey
<b>Physical or chemical Change:</b>	Chemical cure, moisture activated
<b>Hardness (Shore A):</b>	10 +/- 2
<b>Application temperature:</b>	Minimum 5°C
<b>Service temperature:</b>	Minus 50°C - 150°C
<b>Tooling time @ 23°C :</b>	20 minutes
<b>Tack free time @ 23°C:</b>	45 - 60 minutes
<b>Movement accommodation factor:</b>	plus 100% - minus 50%
<b>Elongation ASTM D412 :</b>	900%
<b>Chemical resistance to occasional spillage:</b>	Resistant to dilute acids and alkalis. Not resistant to organic solvents

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**Emer-Seal**

<b>PARCHEM</b>	CONCRETE REPAIR	FLOORING	<b>JOINTING SYSTEMS</b>	WATERPROOFING
<b>TECHNICAL DATA SHEET</b>	<b>SEPTEMBER 07</b>			
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## APPLICATION INSTRUCTIONS

### JOINT PREPARATION

All concrete or asphalt joints to which Roadseal SL is to be applied must be a minimum of 7 days old. All joint surfaces must be clean, dry and free from any concrete slurry, oil, dirt or loose material, form release or curing compounds. All joints in asphalt pavements must have clean, dry saw cut joint faces.

Saw cut joints in concrete must be thoroughly cleaned of all concrete slurry by a high pressure water wash, followed by drying with high pressure compressed air. After air blasting the surface water away, the joints must be allowed to dry normally for an additional 16 hours. Where atmospheric conditions are not conducive to good drying e.g. low temperatures, high humidity or rain; Primer 10 or primer 13 should be used.

Where previously sealed joints are to be re-sealed, mechanically remove all of the existing sealant prior to saw cutting the joint. Care should be taken not to melt any residual asphaltic sealant and spread it onto the joint faces with the hot saw blade.

Before application of the Roadseal SL remove any wind blown debris from the joints with a blast of dry, oil free, compressed air.

An approved closed cell polyethylene backer rod or bond breaker tape must be installed into the joint before sealant application. When placing the backer rod allow for a 3 mm set down of the sealant from the pavement surface.

### PRIMING

Priming is not normally required provided the joint faces are clean and free from any trace of laitance and surface contamination.

On concrete and masonry surfaces, Primer 10 is recommended to achieve the best possible adhesion. A primer must be used if the sealant is to be submerged for intermittent periods, such as joints in a flood crossing or in warehouse floors where chemical spillage may occur.

Sawn joints in asphalt do not require priming provided that a large percentage of the joint faces are made up of sawn aggregate.

Primer 13 must be used on both asphalt or concrete in applications where Roadseal SL is to be subjected to long term water immersion or on asphalt which has not been cut with a saw.

If in doubt, consult your local Parchem sales office for advice on priming.

### APPLICATION

Roadseal SL is applied from 600 ml sausages or bulk containers into the joints using a suitable sealant gun. On larger projects, an air assisted gun and pump may be used allowing faster application. Within 10 minutes after application, the sealant should be tooled in order to improve contact with the joint faces, and to lower the sealant surface to a level about 3 mm below the pavement surface.

### EQUIPMENT

Complete high volume application units include an air powered pump, follower plate, hose, gun, and applicator nozzle. The extrusion pumps are available with various output capacities. The hoses and connections must not allow moisture penetration. Teflon lined hoses are recommended because of their low moisture permeability. It should be noted that the rate of sealant delivery is affected by air pressure, hose length, hose diameter and nozzle diameter.

### CLEAN UP

Equipment may be cleaned of uncured sealant by wiping, or soaking and wiping with Solvent 10. Any sealant allowed to cure becomes very difficult to remove and can only be removed using Solvent 10 in combination with steel wool.

### LIMITATIONS

Joints in asphalt pavements must be sealed with Roadseal SL. The standard Roadseal product is designed for use in concrete pavements, has a higher tensile modulus and is not suitable for joints in asphalt. Other sealants from the Parchem range may also be suitable for use in asphalt roads.

Roadseal SL may only be used without a primer in sawn joints which are clean and dry and where a large percentage of the sawn joint faces are made up of sawn aggregate. Where asphalt is not sawn or the aggregate content is low, Primer 13 must be used.

Where asphalt is to be applied over a concrete pavement containing joints sealed with Roadseal SL, a siliconised paper bond breaker tape must be applied over the cured sealant to prevent direct contact with the asphalt and to prevent the asphalt from bonding to the sealant surface. In the case of joints wider than 10 mm a steel plate may be laid over the sealed joints to support the asphalt topping and to allow compaction of the asphalt. Where large joint movements may be experienced, joints in the concrete base slab may need to be carried up through the asphalt topping.

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## ESTIMATING

### PACKAGING

**Roadseal SL:** 600 ml sausage  
20 litre drum  
200 litre drum

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**Primer 10:** 250 ml tin

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**Primer 13:** 250 ml pack (two-part epoxy)

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**Solvent 10:** 4 and 20 litre drums

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### COVERAGE

Each 20 litre drum will seal approximately 415 metres of joint with a 6 mm wide by 8 mm deep sealant bead.

### STORAGE

Storage life of 12 months in original containers when kept in cool, dry conditions.

## ADDITIONAL INFORMATION

Parchem provides a wide range of complementary products which include:

- concrete repair – cementitious and epoxy
- grouts and anchors – cementitious and epoxy
- waterproofing membranes – liquid applied, cementitious and bituminous sheet membranes
- waterstops – pvc and swellable
- joint sealants – building, civil and chemical resistant
- industrial flooring systems – cementitious and epoxy
- architectural coatings
- filler boards – swellable cork, bituminous and backing rod
- ancillary products

For further information on any of the above, please consult with your local Parchem sales office.

## IMPORTANT NOTICE

A Material Safety Data Sheet (MSDS) and Technical Data Sheet (TDS) are available from the Parchem website or upon request from the nearest Parchem sales office. Read the MSDS and TDS carefully prior to use as application or performance data may change from time to time. In emergency, contact any Poisons Information Centre (phone 13 11 26 within Australia) or a doctor for advice.

## PRODUCT DISCLAIMER

This Technical Data Sheet (TDS) summarises our best knowledge of the product, including how to use and apply the product based on the information available at the time. You should read this TDS carefully and consider the information in the context of how the product will be used, including in conjunction with any other product and the type of surfaces to, and the manner in which, the product will be applied. Our responsibility for products sold is subject to our standard terms and conditions of sale. Parchem does not accept any liability either directly or indirectly for any losses suffered in connection with the use or application of the product whether or not in accordance with any advice, specification, recommendation or information given by it.