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EXPERIENCES WITH HOT-LIQUID ADHESIVE "OKTA-HAFTMASSE"

Expériences faites avec l'adhésif "OKTA", liquide à chaud

Erfahrungen mit der heißflüssigen "OKTA-Haftmasse"

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Further to the detailed report of Mr. Thul I would like report shortly from the view of practice.

It has already been reported by Mr. Thul, that since 17 years good experiences have been made with a hot liquid agent for corrosion protection and binder. This material is applied by flame-spraying and is well known under the market-name OKTA-HAFTMASSE. On the OKTA-HAFTMASSE we prefer to apply a special pavement consisting of one or two mastic layers which is stabilized with crushed stone. Instead of this special pavement there can also be applied one mastic layer of 8 mm, a Gußasphalt-protective layer of 25 mm and a surface course of Asphalt concrete or Gußasphalt.

In the construction of bituminous surfacing the cleaning of the steel plate (for ex. by sandblasting) and application of the corrosion protective primer take a substantial time and effort. Under unfavourable weather conditions it is sometimes necessary to work on short sections at a time and to provide an additional protection by tent or anything else. There it seems very important to simplify this construction procedure. Therefore such binders are to be preferred, that became insensitive to weather immediately after application. This is the case with hot liquid binder, which cool down and became abrasion resistant within a few minutes after application.

In same cases in Germany they used cold liquid materials. The application of such makes necessary the protection

against weather until evaporation of solvent is almost complete. The same is true for resinous materials, which need a longer time - up to 24 hours in some cases - till full curing.

The mentioned flame spraying procedure offers from the practical point of view the following advantages:

- 1.) Any moisture is evaporated immediately before material gets in contact with the steel.
- 2.) Material is heated by the flame at the nozzle during the whole time of spraying.
- 3.) After application this heat leads to a uniform thickness of binder.

First time on the American continent in summer 1968 works of this type of pavement were carried out on the Saint John Harbour Bridge, New Brunswick. Under quite unfavourable climatic conditions prevailing there, this type of pavement construction procedure has not presented any problems. According to long experiences in Germany the Saint John Harbour Bridge Authority decided to have a stone stabilized mastic layer of 30 mm with zig-zag-bars on the deck plate. There was applied a layer of Asphalt Concrete as a surface course. A bituminous construction of such a stone stabilized mastic layer is under service on the Rhine-Bridge, Düsseldorf-Neuss since 1951 without any failure. In 1966 there was laid a thin additional asphalt concrete of 15 mm thickness - especially for better roadability.

In addition to this I should mention that most recent constructions of a total thickness of 10 to 25 mm have been used, existing of OKTA-HAFTMASSE and stone stabilized mastic.

These light constructions have been under traffic without problems on temporary mobile bridges, on which a low weight of pavement is very important. In these cases the stone stabilized mastic is both: protecting and surface layer.

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