



# MAXSEAL®

## TRAFFIC

### TRAFFICABLE WATERPROOFING COATING FOR PARKING AND CONCRETE FLOORS



#### DESCRIPTION

**MAXSEAL® TRAFFIC** is a two-component mortar based on special cements and water-based synthetic resin. It is easily applied by brush, roller or spray equipment to provide a suitable trafficable coating for waterproofing on positive and negative pressure of concrete floors exposed to car or industrial traffic.

#### APPLICATIONS FIELDS

- Waterproofing underground parking, garages, horizontal decks, ramps and other surfaces exposed to wheel traffic.
- Waterproofing of slab-on-grade and concrete floors against raising damp and negative water pressure in warehouses, factories, residential buildings, etc.
- Waterproofing of basements, tunnels, galleries, etc subject to high water pressure and high wearing abrasion.
- Line marking coating with anti-slippery finish, zebra crossing, emergency lines, etc.

#### ADVANTAGES

- Waterproofing and traffic bearing layer in one single product.
- Very high waterproofing/ damp proofing performances. Withstands both positive and negative hydrostatic pressure.
- Excellent abrasion-resistant coating to wheel traffic: cars, forklifts, industrial vehicles, etc.
- Very good water vapour diffusion, thereby it does not form a water vapour barrier and prevents appearance of air bubbles on floors.
- Strong adhesion directly on concrete; no primers or bonding agents required.
- It is UV-resistant, outdoor colour-stability.
- High resistant exposed to chloride, de-icing salts, freeze-thaw cycles, atmospheric pollution, etc.
- Easy to use and no maintenance required.
- Final fine-textured layer of **MAXSEAL® TRAFFIC** can be worked in different decorative finishes: smooth, anti-slippery, roller, etc.
- Solvent-free, odour-free, non-flammable, non-toxic, environmentally friendly. Suitable for application in poor ventilated areas.

## APPLICATION INSTRUCTIONS

### Surface preparation

Substrate preparation is mandatory for the success in application. Concrete must be structurally sound and solid, without cement laitance, old coatings or paints.

For substrate preparation, preferably in case of smooth and/or poorly absorbent concrete, provide a mechanical texturing by abrasive disc, sand-blasting, scarification or other abrasive method to achieve at least an open textured surface, not being desirable aggressive mechanical or chemicals means. Finally, vacuum the dust and loose particles.

Wash substrate by water pressure in order to obtain a clean surface and free of efflorescence, loose particles, grease, oils, curing agents, form release agents, dust, organic growth or any other contaminants that may affect the adhesion.

Voids, holes and static cracks, once opened and routed minimum until 10 mm depth, must be patched with **MAXROAD®** (Technical Bulletin No. 27). If water leaks are present, **MAXPLUG®** (Technical Bulletin n° 04) should be used.

Expansion joints and active cracks subject to movements, once opened must be sealed with a suitable sealant of **MAXFLEX®** range or **MAXJOINT® ELASTIC EXPRESS**.

Once surface has been repaired, the entire surface to be coated should be thoroughly saturated with clean water. Allow excess water to drain away before applying **MAXSEAL® TRAFFIC**. Do not leave free-standing or pooled water on the surface.

### Mixing

**MAXSEAL® TRAFFIC** is supplied in two pre-weighed components. Pour 3/4 parts of the liquid resin, Component A, into a clean container and add the powder gradually, Component B, while mixing with a low speed mixing drill (400-600 rpm). Mix for about 2 to 3 minutes until a homogeneous mixture free of lumps is achieved. Pour all the remaining liquid resin and mix until eliminate all lumps. Do not add water and keep liquid/powder ratio as per the packaging supplied.

Depending on existing temperature, pot-life expected will be about 30 minutes. In order to keep the workability of the fresh mixture, remix it briefly again from time to time but never add more resin or water.

### Application

For the best coverage and thickness control **MAXSEAL® TRAFFIC** is applied with a hard fibre brush **MAXBRUSH®** or hard fibre broom **MAXBROOM®**. Also, for large areas can be applied mechanically by spray machine. Apply two

coats with a consumption from 1,0 to 1,5 kg/m<sup>2</sup> per coat (1 mm. thickness approx. per coat), for a total consumption 2,0 - 3,0 kg/m<sup>2</sup>. Once spread the coating, do not overwork surface with the brush or broom.

Waiting time between coats is from minimum 3 - 6 hours up to a maximum 24 - 48 hours depending on temperature and ventilation conditions. Second coat can be finished with different tools depending on the texture required, obtaining an anti-slippery finish either by brush, broom or roller. If a smoother surface is desired, this second coat can be pressed slightly with a metal trowel immediately while it is still fresh.

### Application conditions

Do not apply below 5 °C or if lower temperatures are expected within the following 24 hours after application. Do not apply on frozen surfaces or if rain is expected 24 hours after application.

Provide a moisture curing protecting against quick drying in case of strong wind and/or direct sunlight with hot temperatures (> 30 °C), by fog-spraying water after application.

### Curing

Allow a curing time of 12 - 24 hours for opening to pedestrian traffic, and 24 - 48 hours for wheel traffic (at 20°C and 50% R.H.) depending on temperature and ventilation/ humidity conditions. Applications at lower temperatures or sites with poor ventilation will require longer curing time.

### Cleaning

All tools and equipment must be cleaned immediately with clean water after use. Cured product only can be cleaned by mechanical means.

## CONSUMPTION

**MAXSEAL® TRAFFIC** is applied in two coats of 1,0 – 1,5 kg/m<sup>2</sup> approximately per coat, achieving a total consumption of 2,0 – 3,0 kg/m<sup>2</sup>.

These figures may vary depending on porosity and substrate conditions, a preliminary test on-site will determine consumption exactly.

## IMPORTANT INDICATIONS

- Do not add cements, additives or aggregates to **MAXSEAL® TRAFFIC**.
- Respect minimum and maximum consumption recommended per layer.
- Apply only on concrete substrates. Do not apply on old coatings, bituminous, asphalt substrates, etc.

- **MAXSEAL® TRAFFIC** can be stained by effect of the rubber wheels and skid marks. To reduce this effect for aesthetic finish, use preferably grey colour version.
- For other applications not specified on this Technical Bulletin or further information, consult our Technical Department.

## PACKAGING

**MAXSEAL® TRAFFIC** is supplied in pre-weighed set of 35 kg (liquid component A in 10 kg plastic can + powder component B in sack 25 kg sack). It is available in grey and white colour. Others colours under request.

## STORAGE

Twelve months in its original unopened packaging. It must be stored in a dry and covered

place, protected from humidity, direct sunlight and freezing, with temperatures above 5 °C.

## SAFETY AND HEALTH

**MAXSEAL® TRAFFIC** is not toxic product but it is an abrasive compound so protective rubber gloves, goggles and powder mask must be used during application. In case of eye contact, rinse thoroughly with clean water, but do not rub. In case of skin contact, wash affected areas with soap and water. If irritation continues, seek medical attention.

For further information, Safety Data Sheet of **MAXSEAL® TRAFFIC** is available by request.

Disposal of the product and its empty packaging must be made by the final user and according to official regulations.

## TECHNICAL DATA

Product characteristics	
General appearance and colour for component A	Milky white liquid
General appearance and colour for component B	Grey or white powder
Density for component A, (g/cm <sup>3</sup> )	1,03 ± 0,10
Density for component B, (g/cm <sup>3</sup> )	1,10 ± 0,10
Density for fresh mortar, (g/cm <sup>3</sup> )	1,56 ± 0,10
Application and curing conditions	
Minimum application temperature for substrate and ambient, (°C)	> 5
Pot life at 20 °C & 50 % R.H., (min)	30 – 40
Minimum / Maximum waiting time between coats at 20 °C & 50 % R.H., (h)	3 – 6 / 24 - 48
Setting time at 20 °C & 50 % R.H., (h)	6 - 10
Curing time at 20 °C & 50 % R.H., (h)	
- Pedestrian traffic	12 - 24
- Car, wheel traffic	24 - 48
Cured product characteristics	
Positive water pressure resistance, EN 12390-8 (bar)	9
Negative water pressure resistance, EN 12390-8 (bar)	3
Water absorption by capillarity, EN 1062-3. w (kg/m <sup>2</sup> ·h <sup>0,5</sup> )	0,01
Permeability to water vapor, EN ISO 7783-1/-2. Classification	Class I: Permeable to water vapour
S <sub>D</sub> (m)	2,45
Adhesion on concrete at 28 days, EN 1542 (MPa)	>3,0
Taber Abrasion Resistance, EN ISO 5470-1 & ASTM D-4060	500 cycles      1000 cycles
Weight loss (mg)	1.420                      2.973
Consumption*	
Consumption per coat/total application, (kg/m <sup>2</sup> )	1,0 - 1,5 / 2,0 - 3,0

\* These figures are for guidance only and may vary depending on porosity, texture, substrate conditions and application method. Perform a preliminary test on-site to ascertain the total consumption exactly .

## GUARANTEE

The information contained in this leaflet is based on our experience and technical knowledge, obtained through laboratory testing and from bibliographic material. **DRIZORO®**, **S.A.U.** reserves the right to introduce changes without prior notice. Any use of this data beyond the purposes expressly specified in the leaflet will not be the Company's responsibility unless authorised by us. We shall not accept responsibility exceeding the value of the purchased product. The data shown on consumptions, measurement and yields are for guidance only and based on our experience. These data are subject to variation due to the specific atmospheric and jobsite conditions so reasonable variations from the data may be experienced. In order to know the real data, a test on the jobsite must be done, and it will be carried out under the client responsibility. We shall not accept responsibility exceeding the value of the purchased product. For any other doubt, consult our Technical Department. This version of bulletin replaces the previous one.



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