TECHNICAL DATA SHEET

CERTIFIED ISO 9001 ISO 14001 ISO 45001

iZOBUD® EKSPERT W PRODUKCJI MEMBRAN BITUMICZNYCH

IZOBIT MOST

Torch-on membrane
Waterproofing in sheets, torch-on, bituminous, polymer-bitumen based, for use under bridge surfaces

Special torch-on membrane, modified with SBS elastomer, with an extremely durable and dimensionally stable polyester reinforcement.
Meets the strict requirements for products for heavy-duty damp proofing on engineering structures: road and railway.
Provides durable and watertight waterproofing under extreme weather conditions and high dynamic impact of vehicle traffic.

TECHNICAL DATA

Reinforcement: non-woven polyester 250 g/m² reinforced with glass fibre
Bitumen: SBS-modified
Surface top: mineral slate
Surface bottom: thermofusible film
Technical specification of the product:
National Technical Assessment
No. IBDiM-KOT-2018/0236 edition 3

INTENDED USE

- For use in traffic construction, for waterproofing of concrete, reinforced and prestressed concrete bridge decks engineering structures
- On road an railway engineering structures – without any restrictions
- On metro construction sructures – limitted to stations, tunnels, bridges, viaducts and underground overpasses

TECHNICAL CHARACTERISTICS

CHARACTERISTIC	VALUE	METHOD OF TESTING
appearance	no visible defects	PN-B-04615:1990
sheet length	500 cm ± 5,0, 800 cm ± 8,0, 5000 cm ± 15,0	PN-B-04615:1990
sheet width	100 cm ± 2,0	PN-B-04615:1990
sheet thickness	≥ 5,0 mm	IBDiM Nr PB-TM-1/1:2005 [1)]
thickness of the insulation layer under the reinforcement	≥ 3,0 mm	IBDiM Nr PB/TM-1/2:2005
flexibility, tested on Ø 30mm roller	≤ -20 °C	PN-EN 1109:2013-07
permeability	≥ 0,8 MPa	IBDiM Nr PB/TM-1/3:2005
water absorption	≤ 0,5 % *(m/m)*	PN-B-04615:1990
tensile strength longitudinal/transverse	≥ 1000 N/≥ 800 N	PN-EN 12311-1:2001
elongation at break longitudinal/transverse	≥ 40 %/≥ 45 %	PN-EN 12311-1:2001
tear resistance longitudinal/transverse	≥ 250 N/ ≥ 150 N	IBDiM Nr PB/TM-1/4:2013
breaking strength of sheet joints	≥ 500 N	IBDiM Nr PB/TM-1/9:2013
adhesion to the substrate tested using the "pull-off" method	≥ 0,5 MPa	IBDiM Nr PB/TM-1/5:2013
shear strength	≥ 0,2 MPa	PN-EN 13653:2017
resistance to elevated temperature, 2h	≥ 100 °C	PN-B-04615:1990
infrared spectrum (FTIR analysis)	identification test; drawing Z2	PN-EN 1767:2008
softening point (R&B method), elastomer-bitumen (SBS)*	≥ 90°C	PN-EN 1427:2015
breaking point (Fraass method)*	≥-20°C	PN-EN 12593:2015

1) *Alternative method according to PN-EN 1849-1:2002*
**determination of polymer-modified bitumen mass extracted from Izobit Most torch-on roofing membrane*

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DOCUMENTS

- **National Technical Assessment No. IBDiM-KOT-2018/0236, edition 3, Road and Bridge Research Institute**
- **Certificates of factory production control: 013-UWB-015, PCBC AC 013**
- **Declaration of performance: Nr 1/I/2023**

INTEGRATED MANAGEMENT SYSTEM

QUALITY iZOBUD ISO 9001
ENVIRONMENT iZOBUD ISO 14001
HEALTH & SAFETY iZOBUD ISO 45001

SURFACES

- concrete

APPLICATION

- torch-on (using a gas-torch) or machine for automatic roofing membrane installation

GUARANTEE

- 10 years

TRANSPORT AND STORAGE

- Transport and store in upright position in one layer, preventing the rolls to be able to move on the pallet, under cover
- Store in conditions that protect against moisture and excessive sunlight and keep away at least 120 cm from heaters and other heat resources.
- Transport according to regulations of safety transportation additionally membranes should be secured with strips to prevent any shifting or damage

HEALTH AND SAFETY

- The product does not contain any asbestos, coal tar components or any other substances that could affect human health if stored, transported and used in the correct way.
- The product should be used in accordance with the requirements of environmental protection regulations regarding substances particularly harmful to the aquatic environment (Journal of Laws 2019, item 1311, as amended.

INSTALLATION RECOMMENDATIONS

1. Insulation work should be carried out in good weather conditions (without precipitation and strong winds) and at an ambient temperature above 5°C.
2. The substrate must be adequately strong, clean, even, with the appropriate moisture content, primed with the designated primer (having a current IBDiM KOT) – bituminous IZOCHEM RGB EXPRESS or resin-based priming agents, in the quantity and manner specified in the manufacturer's technical instructions. Priming should be performed using paint rollers or roofing brushes.
3. Before installation, the product should be stored at a temperature of at least +18 °C for at least 24 hours. Before installation the product should be rolled out on site where it will be applied and after placing, rolled up on both sides to the centre.
4. The insulation with Izobit Most should be applied by adhering one layer of roofing membrane to the substrate of cement concrete, primed with a suitable primer. The membrane sheets should be glued after the primer has completely dried (or cured). During the gluing process, the surface of the membrane sheet should be heated with a gas torch or a set of gas torches from the automatic roofing machine until the polymer-bitumen on the underside of the sheet melts and is pressed onto the substrate. The individual sheets should be joined with an overlap:
   - transverse (parallel to the length of the membrane sheet) width of 8 cm
   - longitudinal (parallel to the width of the membrane sheet) width of 15 cm.
5. The longitudinal joints of adjacent sheets should be shifted relative to each other by at least 50 cm. The surface on roadways of bridge structures can be applied and mechanically compacted directly on the insulation made from Izobit Most torch-on membrane. The use of any additional protective layers of insulation under the bridge decking intended for vehicular traffic is unnecessary.
6. Directly on the Izobit Most torch-on membrane insulation, concrete pavement and the following types of asphalt surfaces can be laid:
   - stone mastic asphalt surface (SMA);
   - mechanically laid mastic asphalt surface (MA);
   - asphalt concrete surface (AC) with continuous grading from 0 mm to 20 mm, including high-modulus asphalt concrete (ACWMS).
7. On railway bridge structures, pedestrian walkways on road bridges, and earth-covered structures such as culverts, retaining walls, and back walls of bridge abutments,, protective layers should be applied over the insulation. The method of applying the protective layer on the insulation is specified in the execution documentation.
8. The construction of the bridge pavement or the protective layer over the waterproofing should begin as soon as organizational conditions allow. Any technological movement of personnel and vehicles on the insulation, not directly related to the installation of the protective layer or surface, is prohibited until these layers are completed. Storing materials and tools, as well as parking construction vehicles, on the completed insulation is not permitted.
9. All work should be carried out in accordance with the currently applicable legal regulations in the field of construction.

The information provided in this data sheet, in particular recommendations concerning installation, are based on our experience and best knowledge. In addition to the information provided in this data sheet, the rules of the trade, relevant national and European standards, technical approvals, health and safety regulations etc. must be followed. This data sheet replaces all previous versions applicable to this product.

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