TARMAC
A CRH COMPANY

pozament®

TECHNICAL INFORMATION

FLOWING REPAIR CONCRETE (EASI FLOW)

Product Data Sheet: Concrete Repair and Installation

DESCRIPTION

(D.o.T: Highways Agency Spec: BD27/86 Compliant)

Flowing Repair Concrete is a blend of low alkali Portland cements, microsilica and other cementitious binders combined with high purity limestone aggregates and a system of compatible admixtures.

USES

Flowing Repair Concrete is designed for the structural repair of concrete structures, including highway and marine constructions. Repairs include bridge columns and beams, parapets, soffits, abutments, retaining walls and bridge decks.

KEY PROPERTIES

- **Flowing Repair Concrete** has been independently tested by UKAS Lab for compliance to D.o.T. Highways Agency Spec BD27/86. Vol.3, Sect 3, Chapter 4 Clause 4.6.
- Contains no chlorides.
- Equivalent sodium oxide content is less than 3kg/m3.
- Single component – easy to use.
- Self-compacting – does not require vibration.
- Pourable – easy to place in shuttering.
- High strength – can be used for structural repairs.
- Low permeability – prevents ingress of chlorides, acid gases and water.
- Class R4 Structural Repair Concrete to BS EN 1504.
- Non-bleed
- Non-shrink

YIELD

Based on the optimum water: powder ratio 0.12

Litres product/25kg bag	25kg bags/m^3 product
13.0	77

These figures are approximate and take no account for site wastage.

TYPICAL PERFORMANCE

Compressive strength at 18-22˚C N/mm^2		
1 day	7 days	28 days
25.0	50.0	60.0
Flexural strength N/mm^2		
1 day	7 days	28 days
4.0	7.5	9.0

WSR	0.12
Pot Life	>45 minutes (varies with temperature)
Shrinkage	Less than 0.001%
Na_2O equivalent	<2kg/m^3
Air content (BS 1881 Pt 106)	2% (10 minutes mixing)
Flow (time taken to flow 750mm using DTP flow through at 20°C)	9 seconds on mixing 15 seconds after 30 minutes
Maximum Thickness	200mm
Minimum Thickness	12mm

For more details contact:
03444 630 046 pozament@tarmacbp.co.uk

PACKAGING AND STORAGE

Flowing Repair Concrete is available in nominal 25kg sacks, palletised and shrink wrapped. Flowing Repair Concrete may also be available in Intermediate Bulk Containers or in Bulk Powder Tankers. Palletised Flowing Repair Concrete should be stored in cool dry areas clear of the ground, sheeted or under cover and stacked not more than two pallets high.

The product should be used on a first in – first out basis.

Shelf life is minimum 3 months but could be in excess of 6 months subject to temperature and humidity.

QUALITY CONTROL

All Pozament products are factory blended, tested and packaged to quality control procedures in accordance with BS EN ISO 9001.

CLEAN UP AND SPILAGES

Dry powders should be swept up and disposed of in accordance with the Local Authority.

MIXING INSTRUCTIONS

Flowing Repair Concrete should be mixed using water which complies with BS EN 1008 (as for concrete).

Flowing Repair Concrete should be mixed in a suitable container using either an electric (1kW) or pneumatic power tool. Larger amounts can be mixed in a forced action paddle mixer. Small quantities can be mixed by hand, care being taken to accurately measure the water.

25kg of the concrete powder should be added carefully to 3.0 litres of water, progressively mixing until a pourable concrete is achieved.

Once mixed, the material must not be re-worked.

APPLICATION

Ensure all receiving substrates are clean and dust free. Concrete substrates should be thoroughly soaked for several hours prior to the concrete being applied to reduce suction. Immediately prior to placing all excess water should be removed.

Permeable concretes should be primed with Tarmac Acrylic Primer as per the instructions on the technical data sheet.

When pouring Flowing Repair Concrete the void to be filled should be shuttered to a water tight standard. Continuous concrete flow is essential and the sequencing of mixes should be organised to ensure this. Pouring should always be from one side only to prevent air entrapment. Wooden shutters should be varnished and treated with a mould release agent to assist stripping after curing. Any other shuttering system should be treated to prevent adhesion of the material to the shutter.

Any concrete exposed to wind or drying conditions should be suitably protected, preferably by coating with a wax-free Curing Agent.

Any concrete that is likely to be subject to low temperature during its early strength development should be protected by covering with hessian or other insulative material. For concreting in cold weather reference should be made to BS 8110 Pt. 1 Section 6.

HEALTH & SAFETY

Health and safety advice, which must be followed, can be found on the Material Safety Data Sheet. Users are advised to wear face mask, goggles, gloves and overalls when handling, mixing and applying cementitious products.

Contains Portland Cement Contains Chromium (VI), which may produce an allergic reaction. Clothing contaminated by wet cement should be removed immediately and washed before reuse. R38 - Irritating to skin. R41 - Risk to serious damage to eyes. S26 - In case of contact with eyes, rinse immediately with water and seek medical advice. S37/39 - Wear suitable gloves and eye/face protection. S2 - Keep out of reach of children.

INFORMATION, PRICES & ORDERING

For technical information, pricing and to place orders contact our Sales Office on the following:

Telephone: 03444 630 046

Email: pozament@tarmacbp.co.uk

Visit our website: Pozament.co.uk

Tarmac Building Products Ltd.
Swains Park Industrial Estate, Park Road, Overseal,
Swadlincote, Derbyshire, DE12 6JT

CE

0086

Tarmac Building Products Limited, Salisbury House, 2A
Tettenhall Road,
Wolverhampton, WV1 4SA, UK
13
0086-CPR-594068

DoP No. 042

EN 1504-3
Concrete repair product for structural repair CC concrete
(based on hydraulic cement)

Compressive strength:	class R4
Chloride ion content:	≤ 0,05%
Adhesive bond:	≥ 2.0 MPa
Carbonation resistance:	Passes
Thermal compatibility part 4:	≥ 2.0 MPa
Elastic modulus:	23.6 GPa
Capillary absorption:	≤ 0,5 $kg \cdot m^{-2} \cdot h^{-0,5}$
Dangerous substances:	comply with 5.4
Reaction to fire:	Euroclass A1