

Dencry Bridge Rail (3-4 mm)

Waterproofing membrane under rail ballast

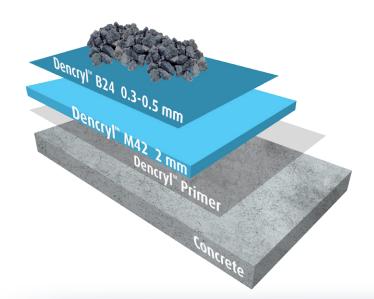
Dencryl™ Bridge Rail provides seamless waterproofing and extreme impact and indentation resistance under rail ballast. When required by specification, a proprietary ballast mat can be placed. Dencryl™ Bridge Rail can be used with new construction, restoration or replacement rail bridge and grade separation applications. The Dencryl™ Bridge Rail membrane may also be used without protection board.

Benefits

- Extreme impact resistance to rail ballast.
- Bond of membrane in excess of concrete tensile or cohesive strengths.
- Will resist rain and snow within 45 60 minutes of installation.
- Flexibility sufficient to bridge cracks in excess of 3.5 mm in well below freezing conditions.
- Very easily repaired if damaged.
- Rapid setting and curing enables rapid handover.



For more colors please see separate color chart.







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SYSTEM BUILD-UP

Layer	Material	Application Rate	Thickness
Primer on substrate ¹	Dencryl [™] P11 or P12	0.3-0.5 kg/m²	0.3-0.5 mm
Broadcast aggregate	Quartz 0.3-0.7 mm	0.3 kg/m²	
Membrane ²	Dencryl™ M42	Min. 2.8 kg/m²	Min. 2.0 mm
Tack Coat	Dencryl™ B24	0.3-0.5 kg/m²	0.3-0.5 mm
Broadcast aggregate	Quartz 0.3-0.8 mm	Min. 1.0 kg/m²	

¹ Porous or uneven substrates may require multiple primer coats.

TECHNICAL DATA

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Fully cured at 20°C Applied thickness Water Permeability

Hardness

Compressive strength Reaction to fire Bond strength

Temperature resistance

Thermal expansion coefficient

Abrasion resistance Thermal conductivity

Slip resistance

Value

2 hours 3 - 4 mm

Nil – Karsten test (impermeable)

SHORE D 80 85 MPa D_{fl} - S_1 >1.5 MPa

Up to 80°C at 4 mm

<40 ppm

50 mg/1000 cycles (Taber Abrader)

< 0.8 W/m·K R9 - R13

DenCoat™

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² Membrane application rate/thickness: min. 2.8 kg/m² for single layer.