

Planning documents

Parking deck waterproofing system (OS 10, OS 11a/b, OS 14)

## Triflex ProPark®





## Applications



**Triflex ProPark** is a full-surface fleece-reinforced waterproofing system which impresses with its high level of crack bridging and resistance to wear. This system, which is made from fast-curing polymethyl methacrylate resins (PMMA) and is able to withstand high mechanical loads, was developed especially for multi-storey car park traffic and provides long-lasting protection for the structure.

The parking deck waterproofing system Triflex ProPark has been awarded a General Building Supervisory Authority Test Certificate (abP) in accordance with OS 10 and is classified in accordance with OS 11a/b and OS 14.

### Safety for heavy-duty components

Waterproofing for top decks and parking decks must meet high quality standards if they are to be functional in the long term. In exposed areas in particular, thermal loads and the resulting structural movements must be reliably absorbed. Entrances and exits as well as straight and spiral ramps are also subject to high shear forces due to the high volume of traffic. The use of PMMA throughout ensures that the chemical bond between the layers holds across the entire surface without water infiltration. The system-integrated detail solutions, such as for junctions and joints, round off the system build-up to increase the mechanical resistance of your structure and prevent penetration by chemical substances. Triflex ensures the quality of workmanship on the site by holding periodical basic and advanced training courses with certified specialist companies. This offers you the benefit of having competent contact persons at all stages of the project. 45 years of experience in refurbishment and a wide array of references testify to the durability of Triflex waterproofing and coating solutions. Triflex ProPark was developed specially for car parks with high loads and stresses. The tested system solutions offer reliable protection against external influences. A wide range of colours supports individual creative design.



## Advantages at a glance

### Highly resilient with dynamic crack-bridging

The system is full-surface fleece-reinforced. This gives the material a level of flexibility that leaves it unaffected by any movement of the foundation.

### System-integrated detail solutions

The cured resin forms a seamless and joint-free surface. Even complex details, such as joints, can be easily and homogeneously waterproofed using specially developed detail solutions.

### Ideal for refurbishments

the system is suitable for almost all substrates. With its low mass per unit area, it can also be applied on top of asphalt surfaces without adversely affecting structural stability. This saves removal costs and time.

### Short closure periods

Triflex ProPark offers much faster curing times than systems made of EP or PUR resins. Complete refurbishment of sensitive areas such as entrances and exits is possible in a single day thanks to the optimised application time. This safeguards income and reduces closure times and disruptions to traffic. Parking spaces are soon ready for use again.

### Long-lasting protection

The Triflex ProPark system withstands high mechanical loads, which extends refurbishment intervals by years. Maintenance costs are reduced to a minimum. Variant 2 of the surfacing solution meets the requirements for road marking (Traffic Class P 7) in accordance with DIN EN 1436 (National ZTV-M 13) in the area of grip. The high mechanical loading capacity has been proven in external wear tests in accordance with DIN EN 13197, with 8 million and 12 million wheel passages.

### Colours

The surface is available in a range of colours. This facilitates recognition and orientation among car park users and improves traffic safety.

### Certified reliability

Triflex ProPark has a general building supervisory authority test certificate (abP) class OS 10 in accordance with VV TB, Part C, No. C 3.12 and a certificate of suitability for OS 11a/b and OS 14 in accordance with VV TB, Part A, No. A 1.2.3.2 in accordance with TR maintenance. The system build-up also meets the requirements in accordance with DIN 18532, Part 6 of the German Committee on Reinforced Concrete's (DAfStb) guideline "Protection and Repair of Concrete Structural Components". The system has a fire classification of B<sub>fl</sub>-s1 in accordance with DIN EN 13501-1.

# Triflex ProPark®



And this is how it's done ...



1. Preparation of substrate, e.g. by shot-blasting.



2. Prime junctions and surface.



3. First, all details are waterproofed using Triflex ProDetail and ...



4. ... construction and expansion joints are completed.



5. Triflex ProPark is applied generously to the surface.



6. Triflex Special Fleece is applied across the entire surface ensuring there are no air bubbles.



7. A second layer of Triflex ProPark is applied wet-on-wet.



8. Triflex Cryl Finish 209 is applied in the recesses.



9. Highly stressed vehicle routes and ...



10. ... ramps are additionally coated with Triflex Cryl M 264 or Triflex Cryl M 269.



11. Done!



## Compatible system components

All the Triflex products mentioned in this system are carefully coordinated on the basis of laboratory testing and years of experience. This standard of quality ensures optimum results during both application and use.





## System description

### Properties

- Full-surface reinforced waterproofing system based entirely on polymethyl methacrylate (PMMA)
- Withstands high mechanical loads
- Shear-resistant construction
- Seamless
- System-integrated detail solutions
- Full-surface adhesion and resistant to infiltration from below
- Elastic
- Enhanced dynamic crack-bridging, Class B 4.2 (-20 °C) (also OS 11a/b)
- Cold-applied
- Fast-curing
- Ready for vehicle traffic after approx. 3 hours
- Chemical-resistant, resistant to de-icing salt
- Weather-resistant (UV, IR etc.)
- Fire classification B<sub>fl</sub>-s1 in compliance with DIN EN 13501-1
- Non-slip
- Variety of colours available
- General building supervisory authority test certificate (abP) class OS 10 in accordance with VV TB, Part C, No. C 3.12 and a certificate of suitability for OS 11a/b and OS 14 in accordance with VV TB, Part A, No. A 1.2.3.2 in accordance with TR maintenance and in accordance with DIN 18532-6

### System variants and system build-up

	Variant 1 (OS 10, OS 11a/b, OS 14)	Variant 2 (OS 10, OS 11b, OS 14): (OS 11a)	Variant 3 (OS 10, OS 11a/b, OS 14)
	Surfaces with standard loads and stresses; e.g. parking lanes and parking spaces	Surfaces with high loads and stresses, e.g. entrances and exits, straight and spiral ramps and lanes	Surfaces with high loads and stresses and high grip requirements; e.g. steep ramps
Wearing layer			
Waterproofing			
Primer			
Substrate			
	System components, variant 1	System components, variant 2	System components, variant 3
Finish	Triflex Cryl Finish 209		Triflex Cryl Finish 202
Wearing layer <sup>(1)</sup>	Triflex DeckFloor dressed with quartz sand 0.7–1.2 mm	Triflex Cryl M 264	Triflex DeckFloor dressed with hard grain coarse
Waterproofing <sup>(2)</sup>	Triflex ProPark reinforced with Triflex Special Fleece		
Primer	Triflex Primer (see Substrate pre-treatment table)		

<sup>(1)</sup> Material consumption and application steps can vary depending on the OS class of the surface protection system.

<sup>(2)</sup> Designation as per DBV leaflet "Multi-storey and underground car parks" and TR repair = sealing layer (hw0) (OS 10); Elastic surface protective layer (hw0) (OS 11a/b)



## System description

### Substrate

The suitability of the specific substrate should always be tested on a case-by-case basis. The substrate must be clean, dry and free of cement bloom, dust, oil, grease and other adhesion-inhibiting substances. The substrate must be pre-treated in accordance with the specifications in the Repair Guideline (RL SIB). The consumptions specified below assume a surface roughness of  $R_t = 0.5 \text{ mm}$ .

**Moisture:** When carrying out coating work, the substrate moisture must not exceed 6 wt%.

Ensure that structural measures are taken to prevent moisture penetration of the coating from underneath.

**Dew point:** During application, the surface temperature must be at least 3 °C above the dew point temperature. Below this temperature, a separating film of moisture can form on the surface.

**Hardness:** Mineral substrates must be allowed to fully harden for at least 28 days.

**Adhesion:** The following minimum tensile adhesion strengths must be met on pretreated test areas:

Concrete: at least 1.5 N/mm<sup>2</sup> on average, and no single value below 1.0 N/mm<sup>2</sup>.

### Substrate pre-treatment

Substrate	Pre-treatment	Primer
Aluminium <sup>(A)</sup>	Abrade with Triflex Cleaner	Triflex Metal Primer <sup>(B)</sup>
Asphalt	Grinding, milling or dust-free shot-blasting in criss-cross pattern	Triflex Cryl Primer 222
Composite thermal insulation systems <sup>(A)</sup>	Remove any loose material	Triflex Pox Primer 116+
Concrete	Grinding, milling or dust-free shot-blasting in criss-cross pattern	Triflex Cryl Primer 287
Copper <sup>(A)</sup>	Abrade with Triflex Cleaner	Triflex Metal Primer <sup>(B)</sup>
Epoxy resin coating	Roughen surface and test adhesive strength and compatibility	No primer
Glass <sup>(A)</sup>	Abrade with Triflex Glass Cleaner, adhesive strength test	Triflex Glass Primer
Lightweight concrete <sup>(A)</sup>	Remove any loose material	Triflex Cryl Primer 287
Mortar, resin-modified	Grinding, milling or dust-free shot-blasting executed transversely; adhesive strength and compatibility test	Triflex Pox Primer 116+
Paint	Grinding or milling to remove completely	See substrate
Plaster/masonry <sup>(A)</sup>	Remove any loose material	Triflex Cryl Primer 287
PU coating	Roughen surface and test adhesive strength and compatibility	No primer
PVC mouldings, rigid <sup>(A)</sup>	Abrade with Triflex Cleaner, roughen surface	No primer
Screeds	Grinding, milling or dust-free shot-blasting in criss-cross pattern	Triflex Cryl Primer 287
Stainless steel <sup>(A)</sup>	Abrade with Triflex Cleaner	Triflex Metal Primer <sup>(B)</sup>
Steel, galvanised <sup>(A)</sup>	Abrade with Triflex Cleaner	Triflex Metal Primer <sup>(B)</sup>
Tiles	Mechanically remove glaze	Triflex Cryl Primer 287
Wood <sup>(A)</sup>	Remove any paint	Triflex Cryl Primer 287
Zinc <sup>(A)</sup>	Abrade with Triflex Cleaner	Triflex Metal Primer <sup>(B)</sup>

<sup>(A)</sup> Only areas not subject to high mechanical stress, e.g., details and joints.

<sup>(B)</sup> Alternative to priming: abrade with Triflex Cleaner and roughen surface. Information on other substrates is available on request (technik@triflex.de).

#### Important:

Adhesion must always be tested on the specific substrate!

### Priming

#### Triflex Cryl Primer 222

Apply evenly and cross-coat using a Triflex universal roller.

Consumption: at least 0.40 kg/m<sup>2</sup>.

Can be recoated after approx. 45 mins.

#### Triflex Cryl Primer 287

Pour on thickly and spread evenly using a Triflex cellular rubber spreader. Then spread crosswise using a Triflex universal roller.

Consumption: at least 0.35 kg/m<sup>2</sup>.

Can be recoated after approx. 45 mins.

#### Triflex Glass Primer

Wipe on GP evenly with a cleaning cloth.

Consumption: approx. 0.05 l/m<sup>2</sup>.

Can be recoated after approx. 15 mins. to max. 3 hrs.

#### Triflex Metal Primer

Apply a film with a short-pile roller (e.g. MP roller) or alternatively, apply a film with a spray can.

Consumption: approx. 0.15 l/m<sup>2</sup>.

Can be recoated after approx. 60 mins.

#### Triflex Pox Primer 116+

Pour on thickly and spread evenly using a Triflex cellular rubber spreader. Then spread crosswise using a Triflex universal roller. Do not allow puddles to form. Dress the fresh primer – not to excess.

Consumption of Triflex Pox Primer 116+: at least 0.30 kg/m<sup>2</sup>.

Consumption of quartz sand 0.3–0.8 mm: at least 0.70 kg/m<sup>2</sup>.

Can be recoated after approx. 12 hrs. to 24 hrs. max.

For highly absorbent substrates and substrate moisture levels of 4 to 6 wt%, an additional layer of primer has to be applied to the surface. Only the second layer is dressed with quartz sand.

Consumption of Triflex Pox Primer 116+: at least 0.30 kg/m<sup>2</sup>.



## System description

### Repairing

#### In the case of roughness depths $R_t$ 0.5 to 1 mm:

Scratch coat for repairing mineral or bituminous substrates with the addition of up to 10.00 kg quartz sand 0.2–0.6 mm<sup>(3)</sup> per 33.00 kg of Triflex DeckFloor.  
Consumption: at least 2.00 kg/m<sup>2</sup> per mm layer thickness.  
Can be recoated after approx. 1 hr.

#### In the case of roughness depths $R_t$ 1 to 10 mm:

Levelling coat for repairing mineral or bituminous substrates with the addition of up to 20.00 kg of quartz sand 0.7–1.2 mm<sup>(3)</sup> per 33.00 kg of Triflex DeckFloor.  
Consumption: at least 2.00 kg/m<sup>2</sup> per mm layer thickness.  
Can be recoated after approx. 1 hr.

#### In the case of roughness $R_t$ >10 mm:

##### Triflex Cryl RS 240

Mortar for repairing mineral substrates.  
Consumption: at least 2.20 kg/m<sup>2</sup> per mm layer thickness.  
Can be recoated after approx. 45 mins.

##### Triflex Cryl RS 242

Mortar for repairing bituminous substrates.  
Consumption: at least 2.20 kg/m<sup>2</sup> per mm layer thickness.  
Can be recoated after approx. 1 hr.

### Detail waterproofing

All junctions, transitions and other detail solutions must be completed before the surface waterproofing is applied.  
Points 1 to 3 below are implemented wet-on-wet.

#### 1. Triflex ProDetail

Apply evenly with a radiator roller.  
Consumption: at least 2.00 kg/m<sup>2</sup>.

#### 2. Triflex Special Fleece / Triflex Special Fleece PF

Embed cut-outs with no air bubbles.  
Overlap the fleece strips by at least 5 cm.

#### 3. Triflex ProDetail

Apply until the Triflex Special Fleece is fully saturated.  
Consumption: at least 1.00 kg/m<sup>2</sup>.

Total consumption of Triflex ProDetail: at least 3.00 kg/m<sup>2</sup>.

Can be recoated after approx. 45 mins.

#### 4. Triflex Cryl Finish 209

Cross-coat evenly using a Triflex finish roller.  
Consumption: at least 0.50 kg/m<sup>2</sup>.

Can be recoated after approx. 1 hr.

For dimensions, see Triflex ProPark system drawings.

#### Important notes:

1. Horizontal details can also be waterproofed with Triflex ProPark.
2. Special Fleece mouldings can be used instead of Special Fleece cut-outs for inner and outer corners and for pipe penetrations.

### Joint waterproofing

All joints must be waterproofed before surface waterproofing. To prevent abutting edges, joints should always be embedded in the substrate (see system drawings).

#### Construction joint:

##### 1. Triflex Cryl RS 240

Level joint flush with surface (if necessary).

Points 2 to 4 below are implemented wet-on-wet.

##### 2. Triflex ProDetail

Apply a width of 16 cm with a radiator roller.

Consumption: at least 0.30 kg/m.

##### 3. Triflex Special Fleece/Triflex Special Fleece PF

Embed a 15 cm wide strip, making sure there are no air bubbles.

Overlap the ends of the fleece by at least 5 cm.

##### 4. Triflex ProDetail

Apply until the Triflex Special Fleece is fully saturated.

Consumption: at least 0.30 kg/m.

Total volume of Triflex ProDetail: at least 0.60 kg/m.

Can be recoated after approx. 45 mins.

##### 5. Triflex Cryl Finish 209

Apply a width of approx. 10 cm with a Triflex finish roller above the construction joint.

Consumption: at least 0.50 kg/m<sup>2</sup>.

Can be recoated after approx. 1 hr.

For dimensions, see Triflex ProPark system drawings.

#### Important:

The construction joints are taped off for the subsequent surface coating with 2.5 cm wide adhesive tape so that the area of the joint is omitted.

<sup>(3)</sup> The quartz sand grading curve must be adjusted on site, if necessary.



## System description

### Expansion joint:

Joints subject to normal mechanical stress.

#### 1. Triflex Cryl Paste

Apply a width of approx. 4 cm to both sides of the joint to bond the Triflex Support Strip.

#### 2. Triflex Support Strip

Lay in the joint as a loop.

Can be recoated after approx. 1 hr.

Points 3 to 7 below are implemented wet-on-wet.

#### 3. Triflex ProDetail

Apply to both sides of the joint and on the support strip using a radiator roller.

Consumption: at least 0.70 kg/m.

#### 4. Triflex Special Fleece/Triflex Special Fleece PF

Embed a 35 cm wide strip as the first loop, making sure there are no air bubbles.

Overlap the ends of the fleece by at least 5 cm.

#### 5. Triflex ProDetail

Apply to fully saturate the Triflex Special Fleece and as a preliminary layer for the next fleece loop.

Consumption: at least 0.70 kg/m.

#### 6. Triflex Special Fleece/Triflex Special Fleece PF

Lay a 35 cm wide strip as the second loop, making sure there are no air bubbles.

Overlap the ends of the fleece by at least 5 cm.

#### 7. Triflex ProDetail

Apply until the Triflex Special Fleece is fully saturated.

Consumption: at least 0.70 kg/m.

Total volume of Triflex ProDetail: at least 2.10 kg/m.

Can be recoated after approx. 1 hr.

After application of the surface waterproofing and the driving surface.

#### 8. PE round sealing band

Place in the joint.

#### 9. Triflex FlexFiller

Fill the joint so it is flush with the surface.

Consumption: approx. 1.40 kg/m<sup>2</sup> per mm layer thickness.

Ready for pedestrian and vehicle traffic after approx. 3 hrs.

For dimensions, see Triflex ProPark system drawings.

### Important:

1. The construction joint or expansion joint is taped off with adhesive tape for the subsequent layers so that the joint remains permanently taped off. All further layers are only taken to the edge of the joint. Prior to curing the layer, the adhesive tape must be removed and new tape applied for each further layer.
2. The expansion joints are all maintenance joints. For visual reasons, it may be necessary to replace joint ingress protection (Triflex FlexFiller) after structural movement.

For joints subject to high mechanical stress, see

**Triflex ProJoint+** – expansion joint waterproofing system.

## Surface waterproofing

Application is wet-on-wet.

#### 1. Triflex ProPark

Apply evenly with Triflex squeegee (toothed rubber 6 mm).

Consumption: at least 2.00 kg/m<sup>2</sup>.

#### 2. Triflex Special Fleece/Triflex Special Fleece PF

Embed with no air bubbles. Overlap the strips of fleece by at least 5 cm.

#### 3. Triflex ProPark

Apply evenly with a Triflex universal roller to fully saturate the Triflex Special Fleece.

Consumption: at least 1.00 kg/m<sup>2</sup>.

Total consumption of Triflex ProPark: at least 3.00 kg/m<sup>2</sup>.

Can be recoated after approx. 1 hr.

For dimensions, see Triflex ProPark system drawings.

### Important:

The surface waterproofing is omitted in the area of the expansion joint.



## System description

### Wearing layer, variant 1

#### Wearing layer (OS 10, OS 11a/b):

##### 1. Triflex DeckFloor

Apply evenly with a Triflex squeegee (toothed rubber 9 mm) in the direction of the fleece and cross-coat with a Triflex trowel (straight).  
Consumption: at least 4.00 kg/m<sup>2</sup>.

##### 2. Quartz sand grain size 0.7–1.2 mm

Dress the fresh wearing layer in excess.  
Once the wearing layer is cured, remove any surplus.  
Consumption: at least 7.00 kg/m<sup>2</sup>.

Can be recoated after approx. 2 hrs.

##### 3. Triflex Cryl Finish 209

Apply evenly and cross-coat using a Triflex finish roller.  
Consumption: at least 0.70 kg/m<sup>2</sup>.

Ready for vehicle traffic after approx. 2 hrs.

#### Wearing layer (OS 14):

##### 1. Triflex DeckFloor

Apply evenly with a Triflex squeegee (toothed rubber 11 mm) in the direction of the fleece and cross-coat with a Triflex trowel (straight).  
Consumption: at least 5.00 kg/m<sup>2</sup>.

##### 2. Quartz sand grain size 0.7–1.2 mm

Dress the wet wearing layer generously.  
Once the wearing layer is cured, remove any surplus.  
Consumption: at least 7.00 kg/m<sup>2</sup>.

Can be recoated after approx. 2 hrs.

##### 3. Triflex Cryl Finish 209

Apply evenly and cross-coat using a Triflex finish roller.  
Consumption: at least 0.70 kg/m<sup>2</sup>.

Ready for vehicle traffic after approx. 2 hrs.

#### Important:

1. The wearing layer is omitted in the area of the construction and expansion joints.
2. The sealing of all vertical junctions, transitions and details must be carried out prior to the surface finishing with thixotropic Triflex Cryl Finish 209. The product is thickened by the in-situ addition of 1 wt% Triflex Liquid Thixo.
3. In order to adhere to the consumption quantity with the Triflex squeegee, you must pay attention to the wear on the toothed rubber.

### Wearing layer, variant 2

#### Preparatory work:

To enable reliable drainage of the surface water, the coating is divided into panels. Vehicle traffic areas are divided into identically sized rectangular panels. The length of the rectangle should be max. twice the width of the traffic path. Ramps can be optionally divided into diagonal strips with a max. width of 50 cm. The dividing lines are omitted by taping over with adhesive tape (max. width: 2.5 cm).

#### Important:

- The adhesive tape for subdividing the surface must be removed while the wearing layer is still wet.
- Transitions between the surfaces of different system variations must be completed as shown in the Triflex ProPark 1309 system drawing.

#### Finishing the omissions in subdivided surfaces:

An approx. 10 cm wide strip of Triflex Cryl Finish 209 must be applied to the subsequent surface gap. The chosen colour of Triflex Cryl Finish 209 should be as dark as possible for cleaning reasons.

#### Triflex Cryl Finish 209

Apply a width of approx. 10 cm to the waterproofing at the surface omission with a Triflex finish roller.

Consumption: at least 0.50 kg/m<sup>2</sup>.

Can be recoated after approx. 1 hr.

#### Important:

1. We recommend applying Triflex Cryl Finish 209 over the entire surface in smaller areas such as ramps and spiral ramps.
2. When Triflex Cryl M 264 or Triflex Cryl M 269 is applied, scoring occurs due to the guide grain. To achieve an optically consistent surface, the waterproofing resin should be selected in the same shade as Triflex Cryl M 264 or Triflex Cryl M 269. In the area of special colours, the finishing must be applied over the entire surface in the same colour shade.





## System description

### Wearing layer (OS 10, OS 11b):

#### Triflex Cryl M 264

Apply with a stainless steel trowel and spread over the grain tips or apply from a standing position with a Triflex trowel (offset) and, if necessary, remove surplus to improve the appearance with a Triflex cellular rubber spreader whilst still fresh.

Consumption: at least 4.00 kg/m<sup>2</sup>.

Can be walked on after approx. 1 hr.

Ready for vehicle traffic after approx. 3 hrs.

### Wearing layer (OS 11a):

#### Triflex Cryl M 269

Apply with a stainless steel trowel and spread over the grain tips or apply from a standing position with a Triflex trowel (offset) and, if necessary, remove surplus to improve the appearance with a Triflex cellular rubber spreader whilst still fresh.

Consumption: at least 6.00 kg/m<sup>2</sup>.

Can be walked on after approx. 1 hr.

Ready for vehicle traffic after approx. 3 hrs.

### Wearing layer (OS 14):

#### Triflex Cryl M 264

Apply with a stainless steel trowel in 2 working steps, and spread over the grain tips or apply from a standing position with a Triflex trowel (offset) and, if necessary, remove surplus in the second working step to improve the appearance with a Triflex cellular rubber spreader whilst still fresh.

Consumption: at least 2 x 4.00 kg/m<sup>2</sup>.

Can be walked on after approx. 1 hr.

Ready for vehicle traffic after approx. 3 hrs.

### Wearing layer, variant 3

### Wearing layer (OS 10, OS 11a/b, OS 14):

#### 1. Triflex DeckFloor

Apply evenly with a Triflex squeegee (toothed rubber 9 mm) in the direction of the fleece and cross-coat with a Triflex trowel (straight).

Consumption: at least 4.00 kg/m<sup>2</sup>.

#### 2. Hard grain coarse

Dress the wet wearing layer in excess.

Once the wearing layer is cured, remove any surplus.

Consumption: at least 7.00 kg/m<sup>2</sup>.

Can be recoated after approx. 2 hrs.

#### 3. Triflex Cryl Finish 202

Apply evenly and cross-coat using a Triflex finish roller.

Consumption: at least 0.80 kg/m<sup>2</sup>.

Ready for vehicle traffic after approx. 2 hrs.

#### Important:

1. The wearing layer is omitted in the area of the construction and expansion joints.
2. The sealing of all vertical junctions, transitions and details must be carried out prior to the surface finishing with thixotropic Triflex Cryl Finish 209. The product is thickened by the in-situ addition of 1 wt% Triflex Liquid Thixo.
3. In order to adhere to the consumption quantity with the Triflex squeegee, you must pay attention to the wear on the toothed rubber.



## System description

### Collision protection

To protect against mechanical damage, the waterproofing should be protected in risk areas (e.g. kerbs, thresholds and joints) by stainless steel cover plates.

#### 1. Triflex Cleaner

Degrease plates and roughen the underside.<sup>(4)</sup>

#### 2. Triflex Cryl Paste

Cover the entire underside of the plate with Triflex Cryl Paste.

#### 3. Cover plate

Stick into place and remove surplus paste with a trowel, secure mechanically if necessary.

Consumption of Triflex Cryl Paste: at least 0.50 kg/m<sup>2</sup>.

Can be subject to loads after approx. 45 mins.

### Marking

For traffic markings with cold plastic, coloured finishing or high-solid paint, see **Triflex DMS** – parking deck marking system.

### Work interruptions

If work is interrupted for more than 12 hrs., or if soiled by rain etc., the intersection must be activated with Triflex Cleaner. Airing time at least 20 mins. Transitions to subsequent waterproofing must overlap (including Triflex Special Fleece) by a minimum of 10 cm. This also applies to connections and detail solutions with Triflex ProDetail. The finishing must be applied within 24 hrs. If this application is delayed for any reason, the surface to be finished must be pre-treated with Triflex Cleaner.

### Product information

For information on applications, conditions for use and instructions for mixing, see product information (request if necessary):

**Triflex Cleaner**

**Triflex Cryl Finish 202**

**Triflex Cryl Finish 209**

**Triflex Cryl M 264**

**Triflex Cryl M 269**

**Triflex Cryl Paste**

**Triflex Cryl Primer 222**

**Triflex Cryl Primer 287**

**Triflex Cryl RS 240**

**Triflex Cryl RS 242**

**Triflex DeckFloor**

**Triflex FlexFiller**

**Triflex Glass Cleaner**

**Triflex Glass Primer**

**Triflex Liquid Thixo**

**Triflex Metal Primer**

**Triflex Pox Primer 116+**

**Triflex ProDetail**

**Triflex ProPark**

**Triflex Special Fleece**

**Triflex Special Fleece PF**

**Triflex Support Strip**

### Quality standard

All Triflex products are manufactured in accordance with the standards defined in ISO 9001. To ensure quality of workmanship, Triflex products are only installed by fully trained and qualified specialist contractors.

<sup>(4)</sup> Alternative to roughening: remove loose rust and rust scale, prime with Triflex Metal Primer.



## System description

### Gradient / Evenness

Before applying the pattern or decoration, and during application, always ensure the correct gradient and evenness of the substrate. Any corrections required must be taken into account during this work.

### Pinholes

Air pockets in concrete or screed go on to cause "pinholes". The mechanical substrate pre-treatment causes the air pockets to open on the surface. The subsequent coating closes the access to the air spaces. The warming of the air inside the pockets as a result of the reaction and ambient temperature causes the volume to expand and the pressure to increase. The air then rises up through the coating to the surface. This is a purely physical process and is not triggered by the coating material itself. In order to prevent the formation of pinholes in the coating, it is recommended that processing be performed when temperatures are falling.

### Dimensional tolerances

When carrying out the work, always ensure compliance with the permissible tolerances for building construction (DIN 18202, Table 3, line 4).

### Safety tips / Accident prevention

Read the safety data sheets before using the products.

### Required consumptions / Waiting times

The specified consumptions apply only to smooth, flat substrates with a maximum roughness of  $R_t = 0.5$  mm. Special allowance must be made for unevenness, roughness and porosity.  
Specified flash times and waiting times apply to a substrate and ambient temperature of  $+20^\circ\text{C}$ .

### Information about tools

The Triflex tools mentioned in the system description are a guideline for correct application of the individual functional layers with the respective volumes of product. The use of Triflex tools is not mandatory as long as correct application of the Triflex products is assured.

### Remarks on use

Driving lane coatings are subject to constant loads and stresses in accordance with the level of use. The effects of UV light and weather as well as organic dyes (e.g. foliage) and various chemicals (e.g. disinfectants, acids, etc.) may cause discolouration, yellowing and chalking effects in finishings. Abrasion can scratch the surface. This does not affect the mechanical properties of the cured coating.

### General notes

The system descriptions, system drawings and product information sheets form the basis for using Triflex products, and it is essential to follow these when planning and carrying out your building project. Any deviation from the technical information provided by Triflex GmbH & Co. KG that is current at the time the work is carried out may invalidate the warranty. Any project-related deviations require written approval from Triflex.

All the information is based on general regulations, directives and other technical rules. The general regulations applicable in the particular country of use must be respected.

Since the parameters can vary from case to case, the contractor is required to test the suitability, e.g. of the substrate.

Non-Triflex products must not be used in combination with Triflex systems. Triflex reserves the right to make modifications in the interest of technical enhancement or optimisation of Triflex products.

### Tender texts

Please visit the Download section of the Triflex website at [www.triflex.com](http://www.triflex.com) to obtain the current standard specifications, which are available in a range of different file formats. Alternatively, visit the website [www.ausschreiben.de](http://www.ausschreiben.de) or [www.heinze.de](http://www.heinze.de).

### CAD drawings

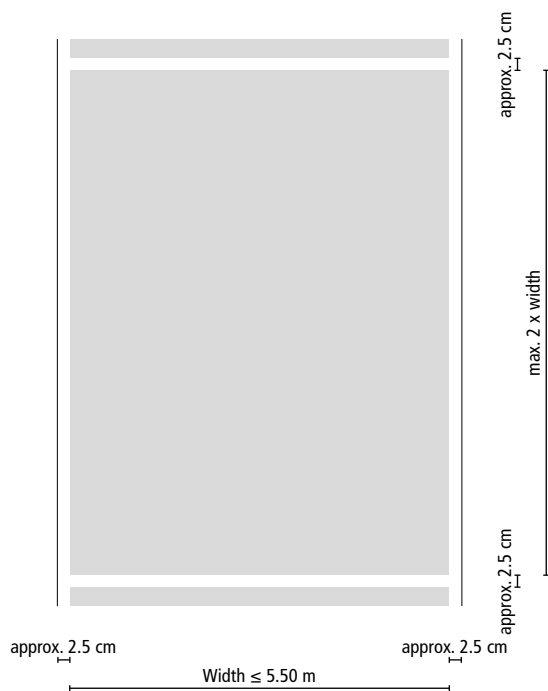
All CAD system drawings can be downloaded free of charge from the Download section of the Triflex website [www.triflex.com](http://www.triflex.com).

Contact us at [technik@triflex.de](mailto:technik@triflex.de) to request further true-to-scale CAD drawings.



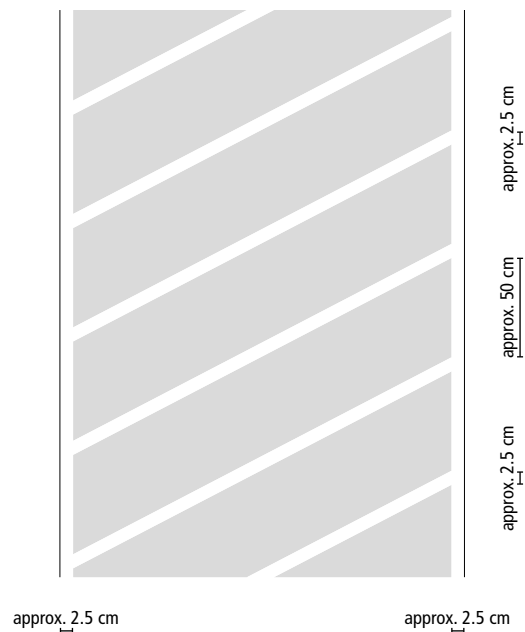
## System drawings

Surface subdivision



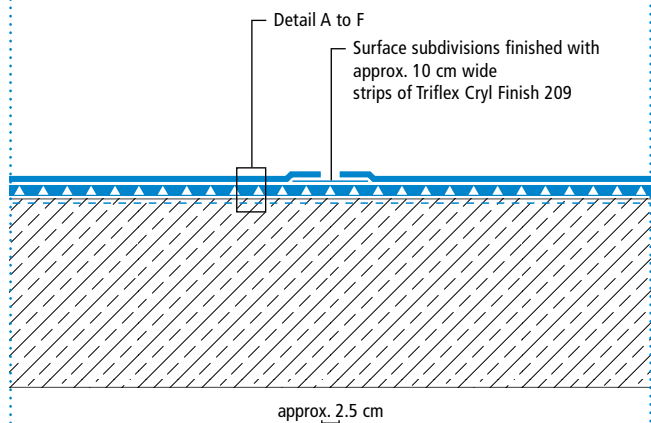
Drawing no.: ProPark-1301

Ramp surface subdivision



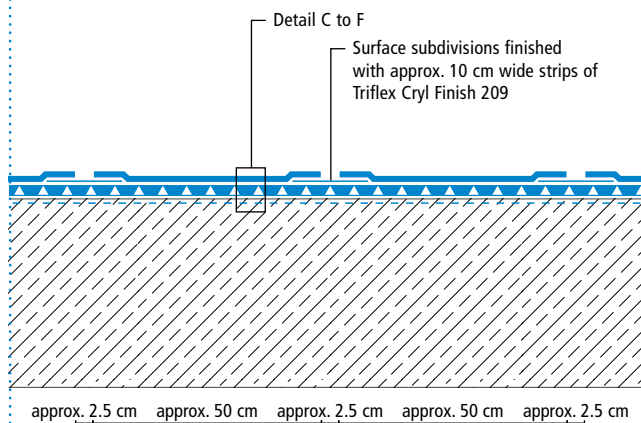
Drawing no.: ProPark-1303

Surface



Drawing no.: ProPark-1302

Ramp



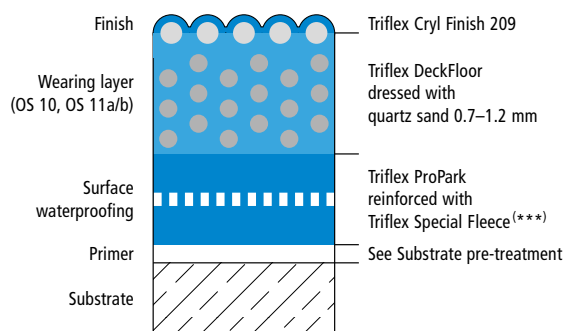
Drawing no.: ProPark-1304

Height differences where the fleece overlaps are exaggerated.

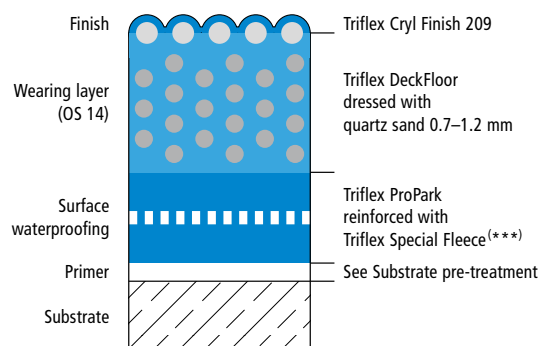


## System drawings

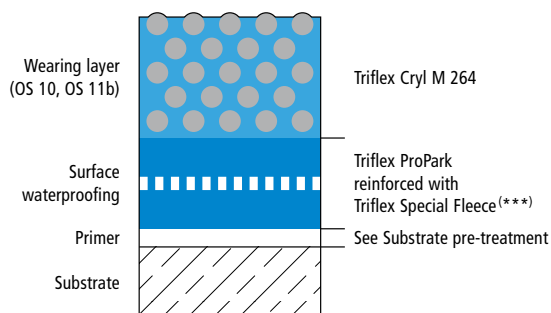
System build-up, variant 1 – Detail A



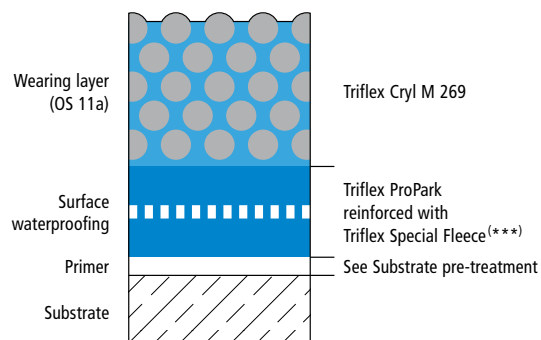
System build-up, variant 1 – Detail B



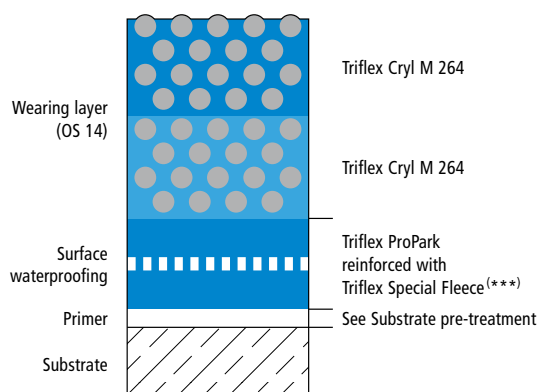
System build-up, variant 2 – Detail C



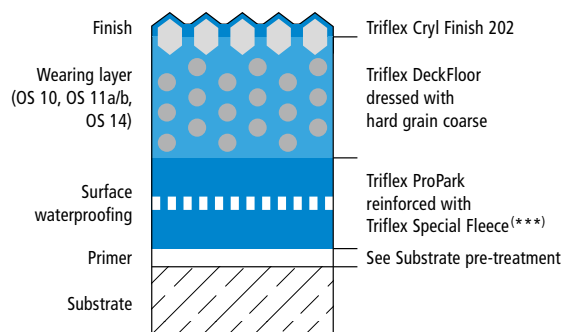
System build-up, variant 2 – Detail D



System build-up, variant 2 – Detail E



System build-up, variant 3 – Detail F

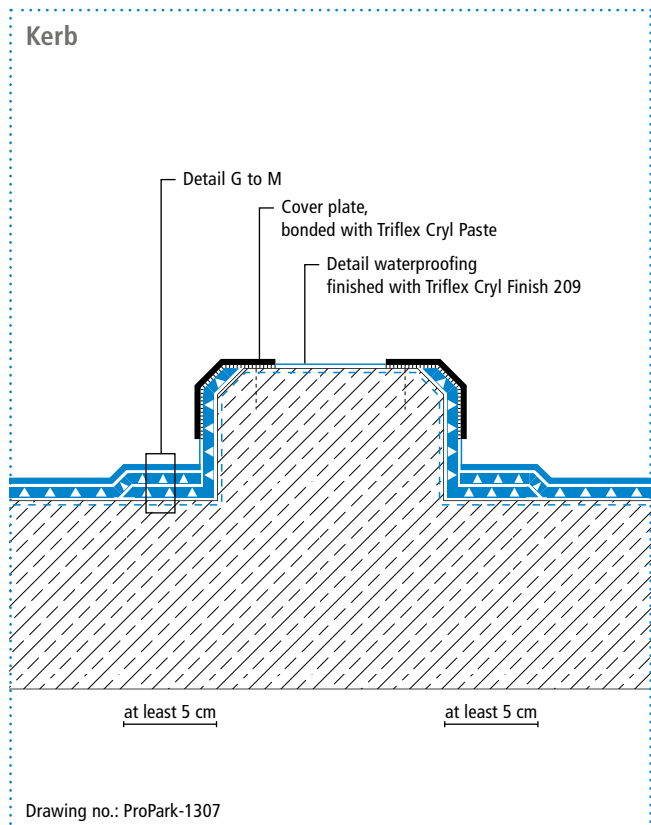
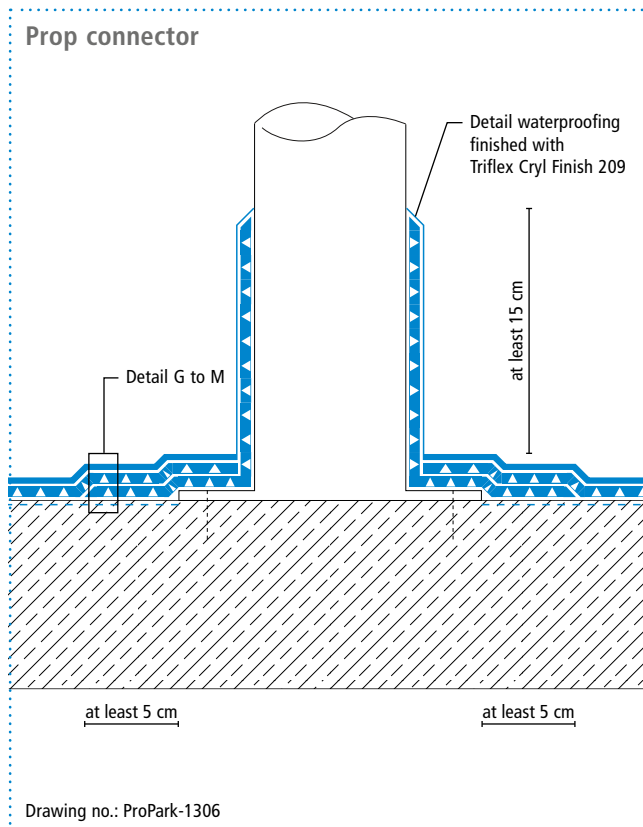
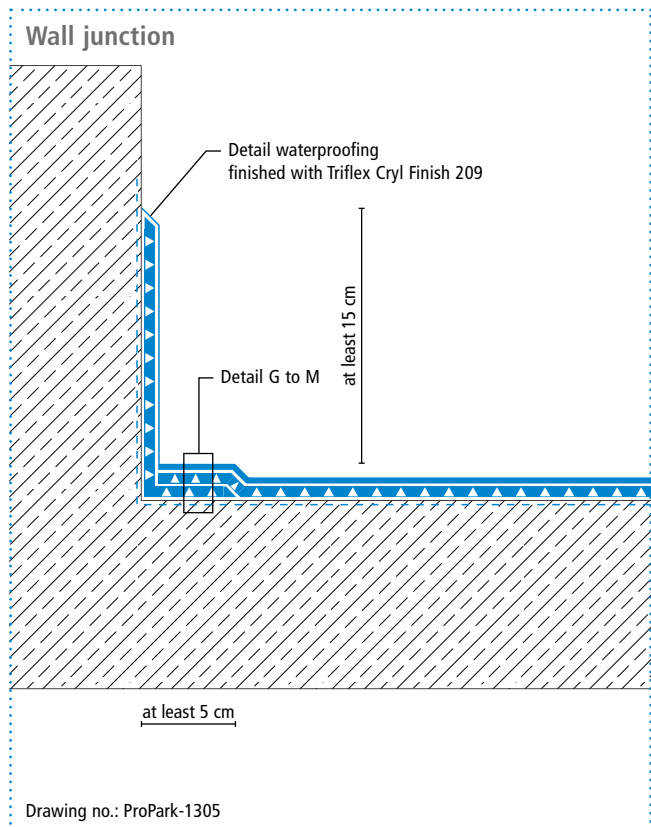


(\*\*\*) Triflex Special Fleece or Triflex Special Fleece PF





## System drawings

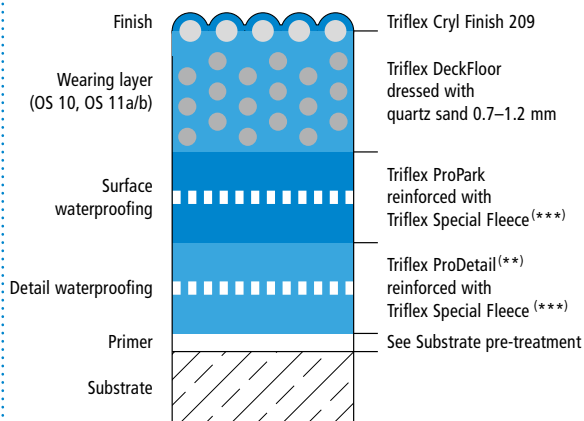


Height differences where the fleece overlaps are exaggerated.

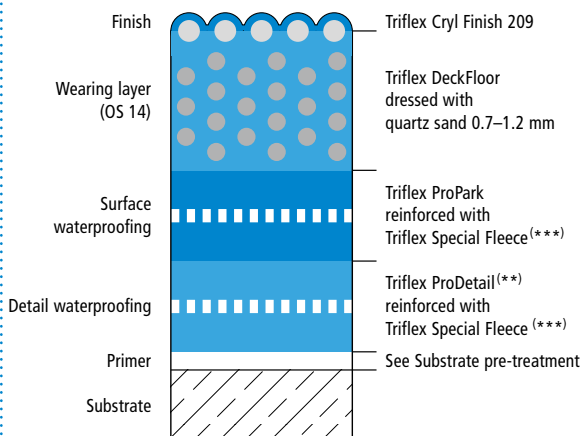


## System drawings

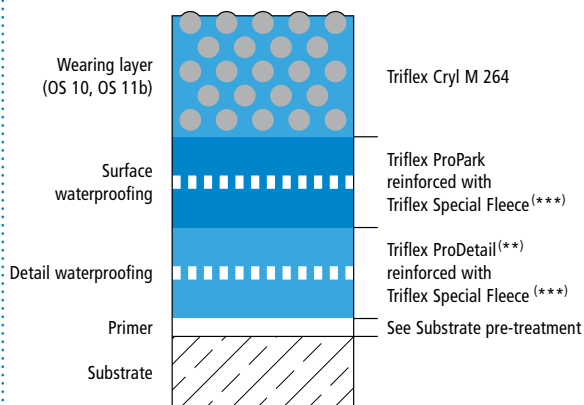
System build-up, variant 1 – Detail G



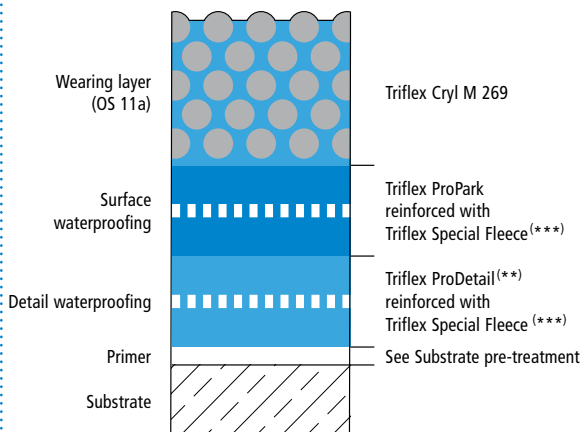
System build-up, variant 1 – Detail H



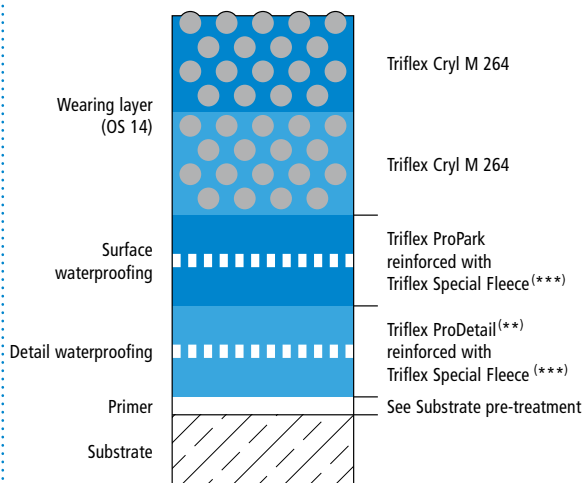
System build-up, variant 2 – Detail J



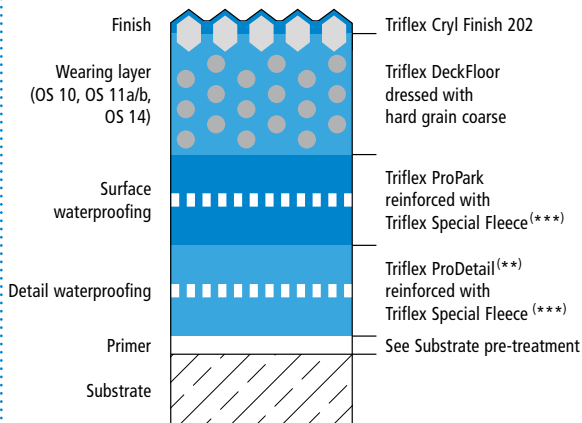
System build-up, variant 2 – Detail K



System build-up, variant 2 – Detail L



System build-up, variant 3 – Detail M

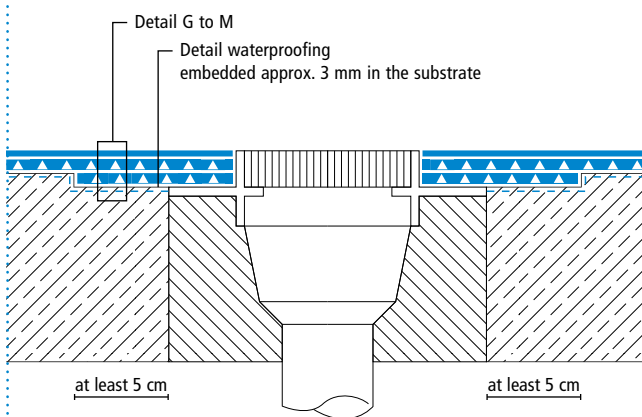


(\*\*) Horizontal details (e.g. construction joints) can be waterproofed with Triflex ProDetail or Triflex ProPark.  
 (\*\*\*) Triflex Special Fleece or Triflex Special Fleece PF



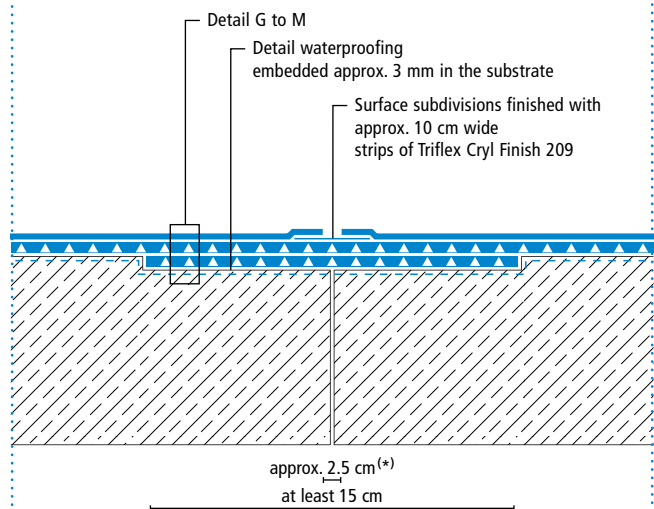
## System drawings

### Gully / Gutter



Drawing no.: ProPark-1308

### Construction joint



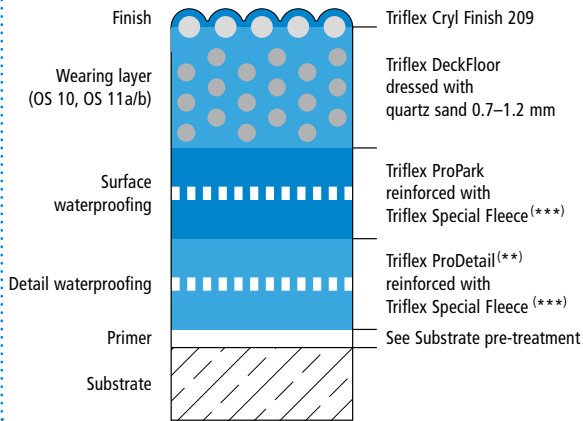
(\*) Omission of wearing layer (see system description)

Drawing no.: ProPark-1309

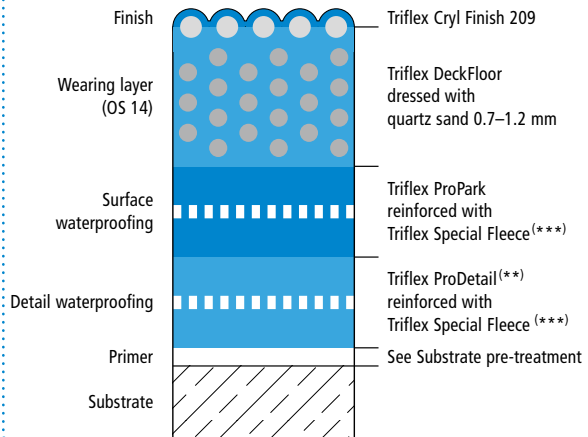


## System drawings

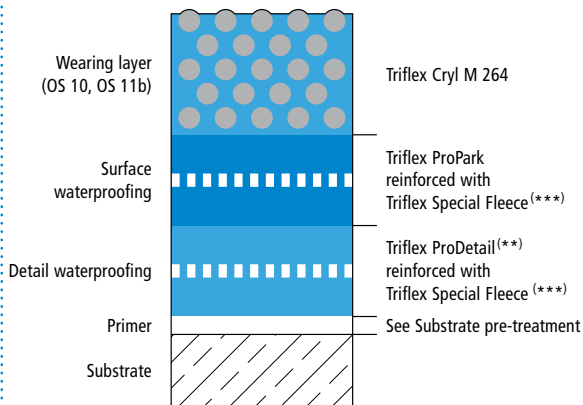
System build-up, variant 1 – Detail G



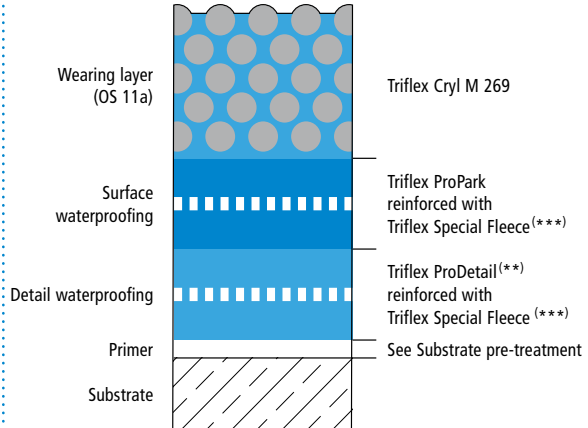
System build-up, variant 1 – Detail H



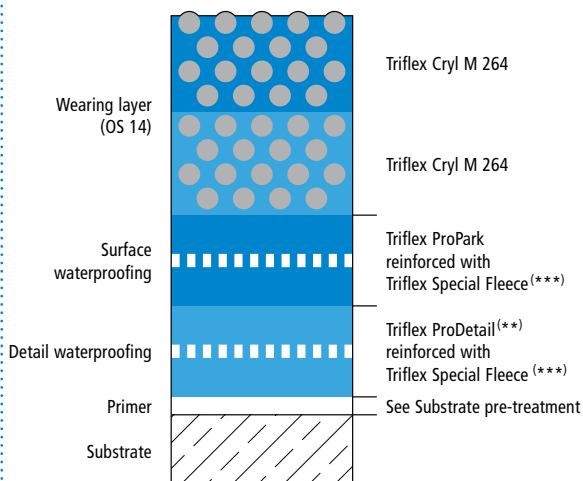
System build-up, variant 2 – Detail J



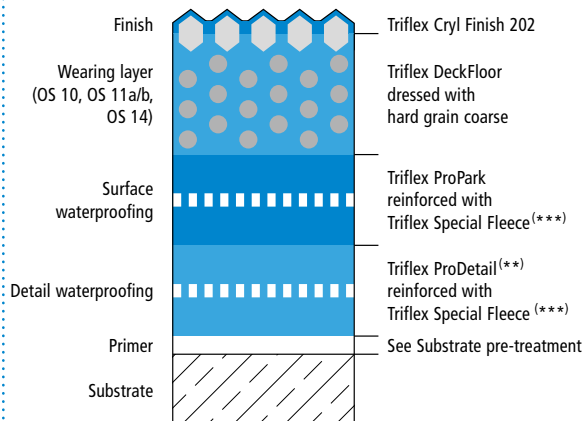
System build-up, variant 2 – Detail K



System build-up, variant 2 – Detail L



System build-up, variant 3 – Detail M

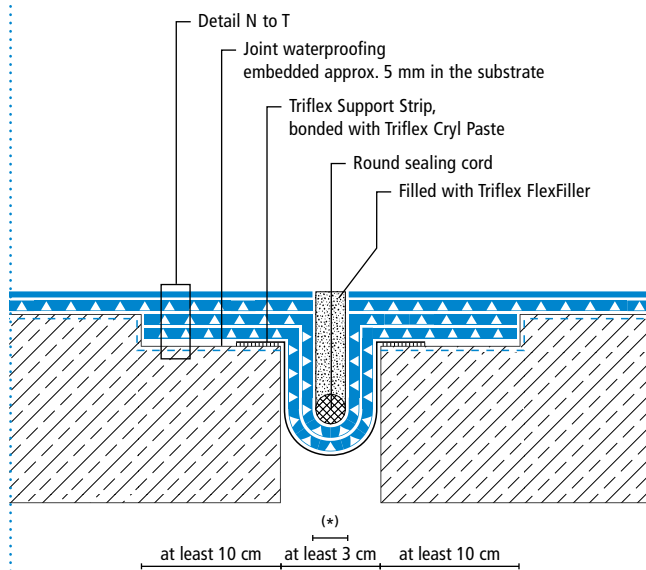


(\*\*) Horizontal details (e.g. construction joints) can be waterproofed with Triflex ProDetail or Triflex ProPark.  
 (\*\*\*) Triflex Special Fleece or Triflex Special Fleece PF



## System drawings

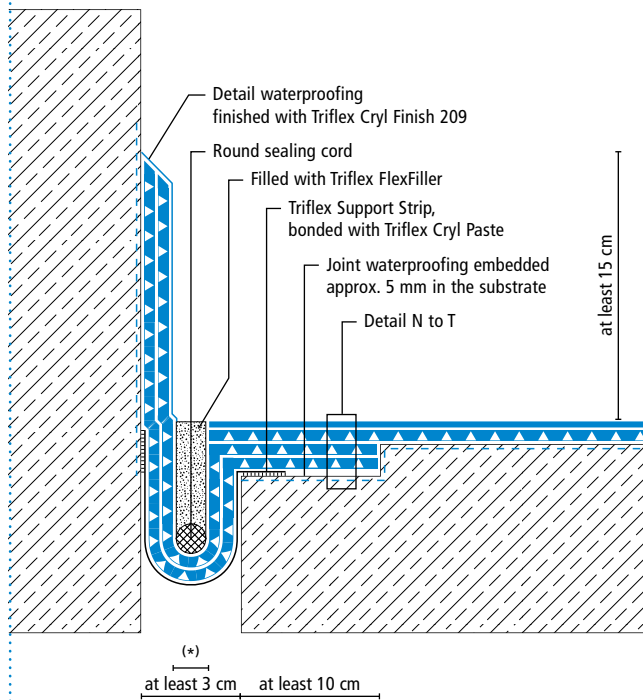
Expansion joint – surface



(\*) Omission of surface waterproofing and wearing layer (see system description)

Drawing no.: ProPark-1310

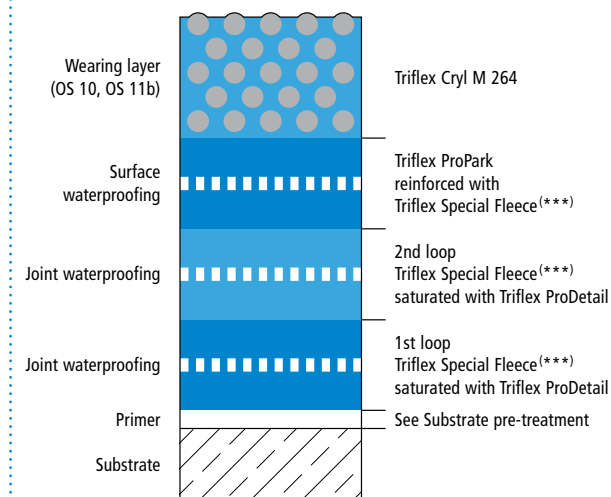
Expansion joint – wall junction



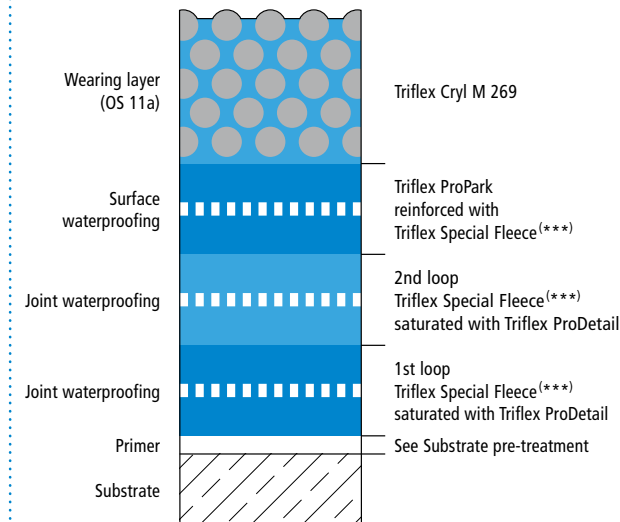
(\*) Omission of surface waterproofing and wearing layer (see system description)

Drawing no.: ProPark-1311

System build-up, variant 2 – Detail Q



System build-up, variant 2 – Detail R



(\*\*\*) Triflex Special Fleece or Triflex Special Fleece PF

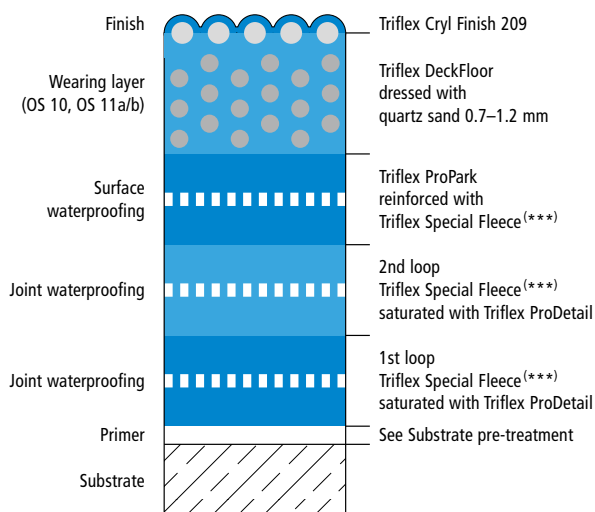
Height differences where the fleece overlaps are exaggerated.



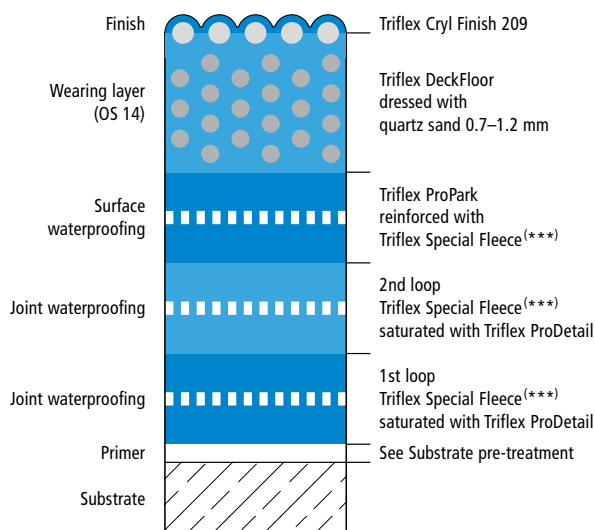


## System drawings

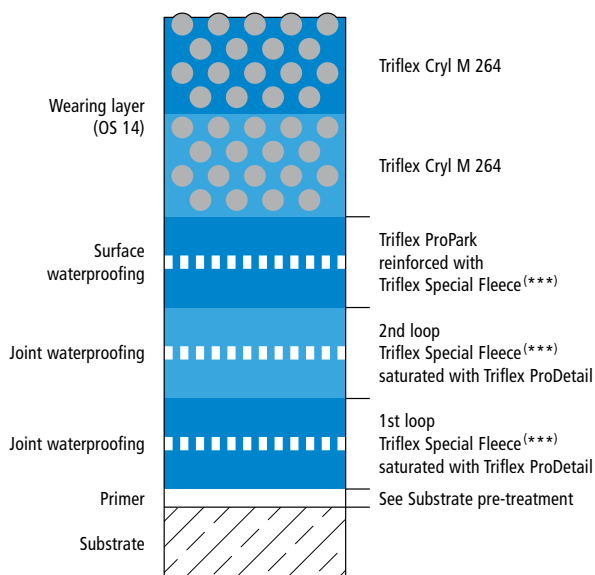
System build-up, variant 1 – Detail N



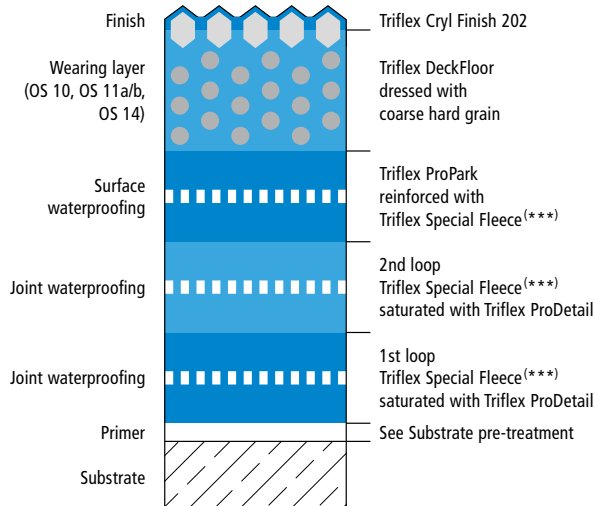
System build-up, variant 1 – Detail P



System build-up, variant 2 – Detail S



System build-up, variant 3 – Detail T



(\*\*\*) Triflex Special Fleece or Triflex Special Fleece PF

## Triflex ProPark surfaces

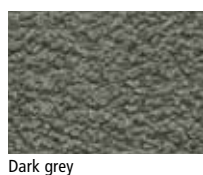
### Variant 1 – dress with quartz sand and finish with Triflex Cryl Finish 209



### Variant 2 – wearing layer with Triflex Cryl M 264 / Triflex Cryl M 269\*



### Variant 3 – dress with coarse hard grain and finish with Triflex Cryl Finish 202



#### Please note:

Minor variations between the colour shown here and the actual colour are due to printing technology and the materials used.