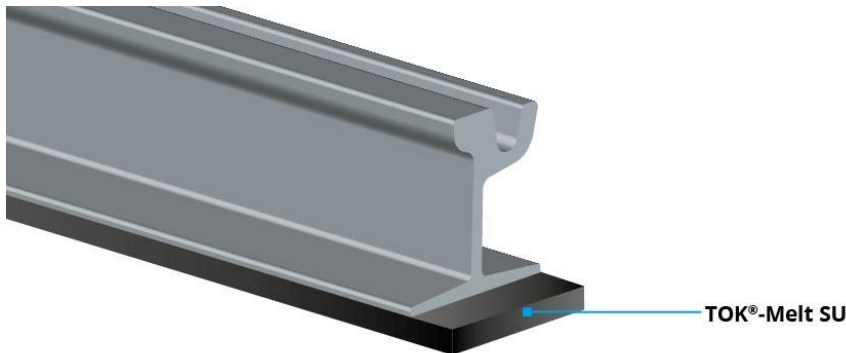


TOK[®]-Melt SU



Product Information



Special Advantages:

- ✓ Meets the requirements of VDV notice 6201, "Bedding for rails".
- ✓ Vibration-damping.
- ✓ High softening point.

TOK[®]-Melt SU is a hard elastic, hot-poured compound based on bitumen.

For a century now, DENSO Group Germany represents experience, quality and reliability for corrosion prevention and sealing technology. The success of the internationally leading corporation is based on the development of the "DENSO-Tape", which was already patented in 1927 as the first product worldwide for the passive corrosion prevention of pipelines. Since then, the DENSO Group Germany establishes and guarantees the highest quality standards with technically trend-setting products. Research, development and production take place exclusively in Germany. Our employees continuously implement safe and individual solutions in a personal cooperation with the customer.

Product Description

TOK[®]-Melt SU is a bituminous embedding compound with high stability and surface compression strength.

Based on its hard elasticity, TOK[®]-Melt SU has vibration damping properties, providing a uniform bearing

surface for tram tracks – which also helps to minimize noise production.

Typical Product Characteristics

Type	Hot-poured compound
Base	Bitumen
Viscosity	Solid (temperature-dependent thermoplastic)
Density	1.5 g/cm ³ (approx.)
Pouring temperature	+200 to +230 °C (+392 to +446 °F) (approx.) Do not overheat compound!
Colour	Black

Product Application

Heating the compound

TOK®-Melt SU must only be heated in melting kettles equipped with a mixer and thermometer.

Ensure the product is heated slowly to the working temperature. With simple bitumen heaters without a mixer, there is danger of overheating the compound. This will result in a deterioration or even destruction of the polymers and fillers added to stabilize and enhance the products.

The heating of the embedding compound should take place only in kettles that have been cleaned beforehand – i.e. cleaned of burned-on residues. The various sealing compound types must not be mixed together by accident.

Preparatory work on the rail to embedding:

- Establish a fixed track mounting, i.e. underlay the rail with hardwood wedges or steel plates to prevent accidental rail movement downwards.
- Anchor the rail to the substructure with anchor rods (track anchors) to prevent accidental rail movement upwards.
- For pieces of track about 4 or more spans in length (60–70 m), rail gaps should be left to permit steel expansion of the track at daytime temperatures of over +20° C (+68 °F). This reduces the possibility of track movement/longitudinal positional change on the installed embedding compound due to thermal expansion.
- The embedding space near the rail footing should be confined using a barrier of masonry mortar or concrete (for example). The use of a mortar or concrete barrier

enables precipitation water to be blown out as necessary; sand barriers (e.g.) have proven unsuitable here.

The barrier edge should be approx. 15 mm higher than the rail footing to be embedded.

- Following installation of each embedding compound layer, the space is to be blown clean using compressed air, taking care to ensure the removal of loose detritus and any water present.

Rail application/embedding:

Rail embedding should be carried out in dry weather wherever possible.

The embedding compound must not be installed during rain or with standing water under the rail.

The building structure should have a surface temperature of at least + 5° C (+41 °F).

The rail footing is embedded to a thickness of 3.5 to 6 cm using hot pouring. Application involves installing two layers.

Benefits of the two-layer embedding procedure are as follows:

- Steam bubbles – caused solely during the first pour due to the moisture contained in concrete – can escape.
- Different shrinkage settling resulting from different embedding heights – especially due to changes in track height on re-used concrete bedding – is avoided.
- Direct heat transfer into the rail and the setting time of the compound are each reduced/shortened by approx. 50%.

The material installed in the first pour serves to fix the hardwood underlay in place: these are then protected against any permanent yet unnoticed positional changes due to tram operation between the end of the day and the start of the night shift. It also ensures a shortened cooling-off time for the individual layers. This, in turn, ensures a more rapid return to service for the track for urban railway traffic.

The embedding compound must have the prescribed temperature for installation. If the working temperature is much lower than required, flow properties suffer and the compound does not completely fill the rail footing to be embedded. There is thus a danger of cavity formation.

The embedding compound should preferably be installed from one side – if tracks are banked, from the side with the lower rail footing position.

The first pour should result in a thickness of approx. 60% of the total height to be installed.

After the first layer has cooled (warm to the touch), the "final pour" can then be carried out.

The "final pour" should fill material to the upper edge of the rail footing. If shrink settling occurs, another pour will become necessary.

Once embedded, the rails should be covered as soon as possible using the appropriate top material (track covering).

Ordering Information and Packaging

Container type	Order number	Contents	Pallet
Cardboard container	100 77 803	35 kg	24 boxes/pallet

Storage/Container Disposal

Store the container upright in a dry place that is not exposed to direct sunlight. Under these conditions,

TOK®-Melt SU can be stored practically indefinitely.
The disposal of empty (no drips, scraped out, no powder) white or metal sheet

containers is via **KBS**; emptied plastic and paper/card containers are disposed of via **Interseroh**.

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