




Special Advantages:

-  Can be applied without a primer.
-  For cold-worked applications.
-  High level of wet stability.

Cold-worked bituminous compound for seams in asphalt road surfaces.

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[®]-Plast is a solvent-based, synthetic fibre-reinforced compound based on a polymer-improved road construction bitumen.

Suitable fillers result in a viscous consistency, to ensure excellent "wet stability" at the flange immediately following application.

The **TOK[®]-Plast** compound complies with regulations governing the joining of bituminous surface joint seams to one other (see also ZTV Asphalt-StB).

Product Usage

Seams form in asphalt road surfaces when installing asphalt mixtures with similar properties in lanes (longitudinal seams), and as a result of longer work breaks (lateral seams).

The appropriately prepared seam surface is coated with **TOK[®]-Plast** in the required

application quantity according to ZTV Asphalt-StB.

For longitudinal seams, this process is most commonly carried out mechanically using the **PLASTOMAT[®]**.

For lateral seams, and similar types of smaller-scale applications – which may also

involve other asphalt layers – application is carried out using a brush.

Due to its good adhesive qualities, **TOK[®]-Plast** ensures a highly durable seam quality.

Typical Material Properties

| | |
|---------------------------------------|---------------------------------|
| Binder | Polymer-modified bitumen |
| Density | 1.0 g/cm ³ (approx.) |
| Solvent | Special gasoline |
| Flash point | -18 °C (-0.4 °F) DIN 51755 |
| Hazard class | A 1 |
| Mass fraction of soluble binder | 40–60% |
| Mass fraction of fillers | < 20% |
| Softening point of the solid | > +120 °C (+248 °F) |
| Wet stability at: +3 °C (+37.4 °F) | Stable |
| +50 °C (+122 °F) | Stable |

Product Application

TOK®-Plast is processed cold.

- Mechanically using the **PLASTOMAT®** Standard or **PLASTOMAT®** Mini.
- Manually using a brush or spatula.
- The seam surface is prepared by chamfering or an edge roller – and then properly compacted! – is then coated with **TOK®-Plast**.
- An undercoat of primer is not required.
- The seam surface must be dry and clean.
- Due to its high wet stability, the material does not flow away from the wall.

- The installation of the asphalt mixture is usually not time dependent after the application of **TOK®-Plast**, but it should take place on the same day when possible.
- The installed material has been applied must not be subjected to vehicle traffic.

Caution:

After application, the compound must air-dry, because it contains solvents. Air drying time is approx. 20–30 minutes (depends on weather). During this air-drying time, the fresh compound must not come into contact with a naked flame or other source of ignition.

When installing the asphalt, and for the application of the seam adhesive, observe the regulations of the latest ZTV Asphalt-StB!



Ordering Information and Packaging

| Pack size | Order number | | |
|-------------------------------------|--------------|-----------------------------------|------------|
| Metal container with clamp-ring lid | 30 kg | 14 containers per pallet (420 kg) | 102 02 511 |
| Metal bucket with clamp-ring lid | 10 kg | 45 buckets per pallet (450 kg) | 101 02 510 |

Storage

In its tightly sealed original containers, **TOK®-Plast** can be stored indefinitely, as long as the solvent cannot escape.

Details relating to material storage and handling can be found on the latest safety data sheet.

DENSO GmbH

Felderstrasse 24 | 51371 Leverkusen | Germany
Phone: +49 214 2602-0 | info@denso-group.com
www.denso-group.com

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