



Advanced
in Sealing.



TOKOMAT[®]- process

For fast and reliable
joint finishing



dekotec.com



The TOKOMAT®-process

Efficiency at connecting joints

Trucks and heavy-goods vehicles place significant demands on local roads and motorways. These roads require a lot of maintenance; any damaged lanes must be replaced. The process can leave the edges of the milled lanes rough. The process of **cutting and pouring** over these rough edges does not seal them adequately.

The cost-effective **TOKOMAT®-process** is the ideal solution for all joint edges – both smooth-cut and irregular, and over long distances. With the **TOKOMAT®-process**, the **TOK®-Riegel** is applied to the edge with the utmost precision in just three steps – with exactly the right profile and at exactly the right height. Once the new cover layer has been applied, the road can be reopened to traffic immediately.

The process has been proven in practical use: For 25 years, the **TOKOMAT®-process** has been used to finish joints at an exceptional rate of 15 metres per minute, guaranteeing reliable repair results in countless European countries.



Precise and easy application along the edge



15 m/min: very fast application



Complies with ZTV Fug-StB 15



Proven quality

25 years of proven success – across Europe

A selection of customer projects:

Germany

- A1 Hamburg-Billstedt, 6.100 m, 2018
- A7 Hannover, 16.000 m, 2018
- A94 Munich, 40.000 m, 2019

Austria

- A4 Schwechat junction, 17.100 m, 2018
- A10 Bischofshofen, 7.900 m, 2018
- A25 Wels/Linz junction, 14.000 m, 2019

Switzerland

- A1 Zurich north ring road, 64.300 m, 2019
- A3 Wollishofen – Reichenburg, 142.800 m, 2015
- A13 Rheineck – St. Margrethen, 61.900 m, 2018

Belgium

- N9 Maldegem, 10.000 m, 2019
- E34 Postel, 15.000 m, 2019
- Ford Lommel, 10.000 m, 2019

Netherlands

- Amsterdam Schiphol Airport, 7.000 m, 2019
- Den Haag Tunnel, 4.000 m, 2019
- N358 Friesland, 5.000 m, 2019

France

- Nizza Airport, 11.100 m, 2014
- Lyon Tunnel, 5.700 m, 2015
- A40 Bellegarde sur Valserine, 4.700 m, 2015

Spain

- Madrid-Barajas Airport, 500 m, 2018
- A44 Granada-Jaén, 400 m, 2015
- SG20 Ring Segovia, 4.000 m, 2019



Three application steps

Fast & reliable joint edge finishing

Prerequisite: The old cover layer must have been removed. There must be a joint, cut or milled edge.



1 Clean the joint edge and dry if necessary



2 Apply the primer



3 Use the TOKOMAT® to extrude the joint compound directly onto the edge

One process

In just **one process**, you apply the joint material **exactly** where it is needed, at the right height and along the joint edge.

Finished and open to traffic immediately

As soon as the asphalt layer has cooled, the joint can be driven over by traffic - without needing to close the road for extended periods, as is the case with a cutting and pouring process.

No further dirt

There is no need for any further cutting, as would be the case when using a hot-poured compound. **No additional dirt** is created.

Proven high quality

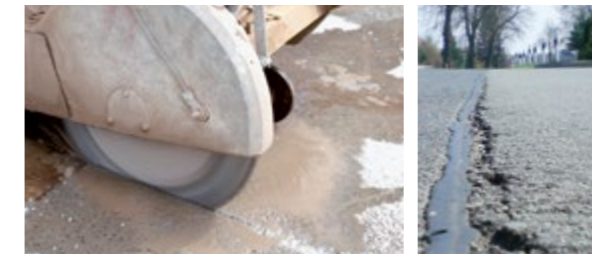
The quality of the **TOKOMAT®-process** has been proven for 25 years at construction sites across Europe.





Comparison

A high-quality joint – safe and efficient



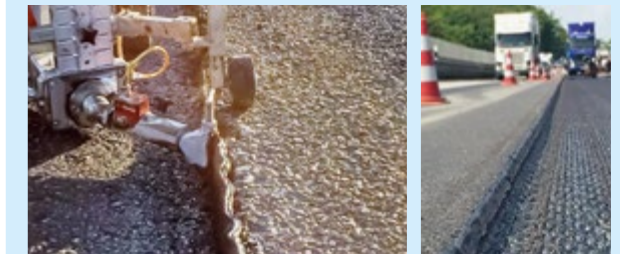
Cutting & pouring

Advantages

- + Flexible in terms of timing – not dependent on asphalt work.
- + Cheap materials (low-cost providers)

Disadvantages

- Often requires a second period of closure to traffic.
- Need to remove cutting waste.
- Exact path of joint often not completely clear; impossible to cut precisely.
- Risk of road surface being damaged soon after work as a result of improper cutting and pouring.



TOKOMAT®-process

Advantages

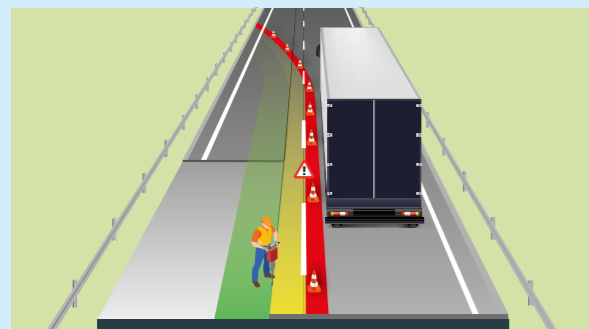
- + Twice as fast.
- + One-step application.
- + Precise adjustment along joint edge.
- + Better process for A5.2 health and safety regulations.
- + Lane can be reopened immediately – without closing to traffic again.
- + No additional dirt.
- + Proven process.

Disadvantages

- Joint tape should be applied shortly before mix.

Maximum protection for workers and for joints

How do the A5.2 health and safety regulations affect joint loading?



The new A5.2 health and safety regulations for road construction sites came into force in December 2018. To protect workers, the **safety distance between them and the traffic** has been increased.

If the joint is being moved closer to the lane during road resurfacing, the constant flow of cars, heavy-goods vehicles and high temperatures will place significant stress on the joint material. In accordance with ZTV-Fug StB, during road resurfacing, a joint must be created and filled with approved joint material.

If a hot-poured compound is used, the new asphalt is applied first. Once the asphalt has cooled, a joint is

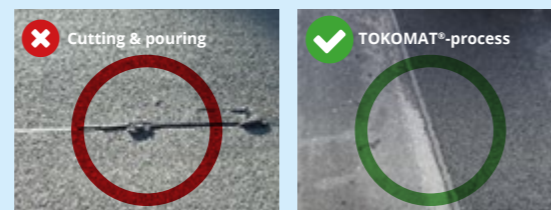
cut between the new and the old asphalt cover layers.

Hot-poured joint compounds can stick to car tyres and – in the worst-case scenario – may be **pulled out of the joint** by the vehicle. If this happens, the repairs are time-consuming and costly, and will create huge traffic delays.

If a joint is finished using the TOKOMAT®-process, this does not happen. The joint tape bonds permanently to the asphalt cover layer as soon as the new, hot asphalt is added.

As a result, the TOK®-Bitumen joint tape cannot be pulled out of the joint by car tyres.

The joints hold reliably in spite of the stresses of the roads – for the long term.



TOKOMAT®-process



Cutting & pouring





Proven success

- ✓ Twice as fast as cutting and pouring
- ✓ 15 metres per minute
- ✓ Proven in over 25 years of successful market use
- ✓ Used in numerous countries across Europe

Contact us or our service partner.
We'll be happy to help.

dekotec.com



DEKOTEC GmbH

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

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