STANDART INSULATION INDUSTRY AND TRADE INC.
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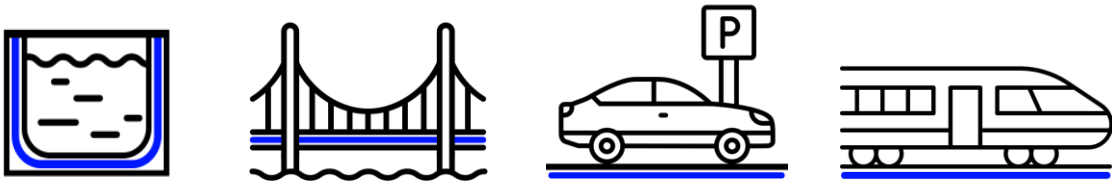
PRODUCT TECHNICAL DATA SHEET

SIM POWER VIA MEMBRANE (VIADUCT MEMBRANES) (-20°C)

This is an elastomeric bituminous waterproofing membrane produced from modified bitumen with Styrene Butadiene Styrene (SBS) additives, which is reinforced with a polyester carrier combined with fiberglass mesh or a double layer of polyester felt carrier to increase mechanical strength. Both sides of the membrane are coated with polyethylene film. It has the ability to bend at -20°C.

Areas of Usage

On almost every surface of all structures where water can penetrate;



WATER TANK | BRIDGE | CAR PARK | RAIL SYSTEM TRANSPORTATION

- In all structures where high tensile stresses are involved, such as viaducts, bridges, highways, parking lots, and rail systems used for transportation,
- Due to the use of Polymer Modified Bitumen (PMB) mixtures with SBS-type additives in the asphalt road pavings of highways, Sim Power Via, a bituminous membrane with SBS additive, is used in new asphalt road applications,
- In walls, foundations, and floors in direct contact with the ground,
- In external walls below the level where water may accumulate or pressure may act on the structure,
- In structures such as water reservoirs, pools, artificial ponds, concrete canals, etc.

It can be used as an economic solution in many waterproofing details as a sublayer.

Advantages

- SIM Power Via Membranes, with polyethylene film on both sides, are high-performance products designed as layer layer materials to provide waterproofing solutions on various surfaces such as wood, reinforced concrete, metal, etc.
- It adheres perfectly to the applied surface and provides excellent adherence.
- SIM Power Via Membranes, preferred in cold climate zones, do not melt or flow in hot weather conditions, and not cracking or breaking in cold weather conditions.
- It demonstrates more than enough elasticity required for application with its transverse tensile strength and longitudinal tensile strength against structural movements. It is perfectly resistant to structural movements and differences in expansion.
- It provides an economical and practical solution. It is very easy and quick to apply with a welding torch flame. It can be cut to the desired size and shape using special cutting blades.

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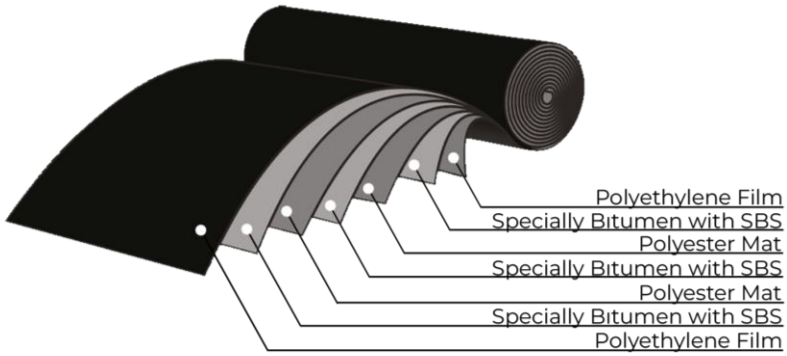

Storage

- Bituminous membranes should be stored vertically in enclosed spaces.
- Pallets should be stored without stacking on top of each other and should be stored in a single layer.
- They should not be exposed to direct sunlight and should be protected from sudden temperature changes.

FEATURES	UNIT	TEST METHOD	SPC 4000	SPP 4000
Reinforcement (Carrier)			Polyester + Fiberglass	Polyester + Polyester
Thickness	mm(±0,2)	EN 1849-1	4	4
Roll Width	m(±0,2)	EN 1848-1	1	1
Roll Length	m(±0,2)	EN 1848-1	10	10
Visible Defects		EN 1850-1	None	None
Joint Slip Resistance	N/5cm	EN 12317-1	≥550	≥600
Heat Resistance	C°	EN 1110	≥100	≥100
Cold Flexibility	C°	EN 1109	-20	-20
Tensile Strength (Length/Width)	N/5cm	EN 12311-1	1200/1100	1700/1500
Elongation at Break (Length/Width)	%	EN 12311-1	40/40	40/40
Tear Resistance (Length/Width)	N	EN 12310-1	≥300/≥250	≥300/≥300
Static Load Resistance	kg	EN 12730	≥20	≥20
Impact Resistance	mm	EN 12691	≥2000	≥2000
Dimensional Stability	%	EN 1107-1	Max 0,6	Max 0,6
Fire Reaction	Class	EN 13501-1	E	E
Top Coating			PE	PE
Back Coating			PE	PE

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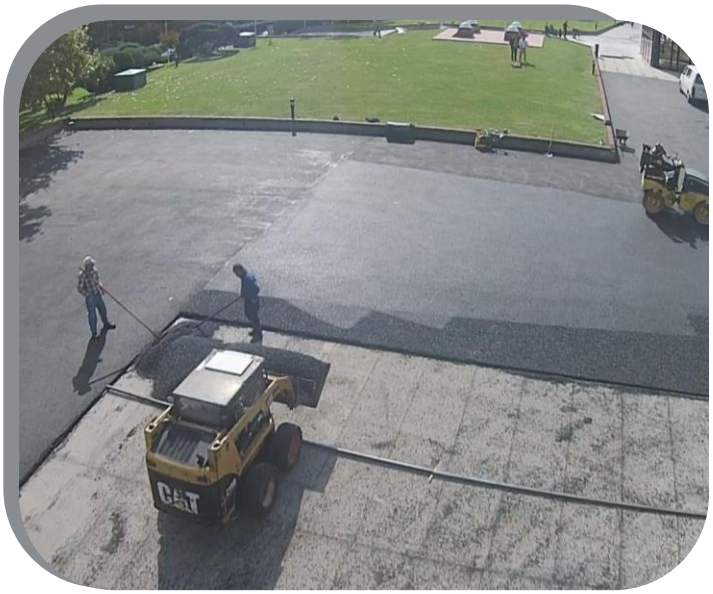
Application

- Bituminous waterproofing membranes should be applied after being kept covered at the application site for 24 hours. (Conditioning)
- Waterproofing applications with bituminous membranes should be carried out at temperatures between a minimum of +5°C and a maximum of +35°C and above, in dry weather conditions and on dry surfaces.
- The surfaces to which waterproofing will be applied should be smooth and even, and they must be cleaned of dirt or residues, such as oil and diesel, that could harm the waterproofing.
- Reinforced concrete surfaces should be primed with SIM Primer and, after drying, the waterproofing membranes should be applied according to the required bonding method.
- All membrane layers should be laid in the same direction. The transverse joints of the first layer membranes should be staggered. The joints of the second layer membranes should be centered over the longitudinal and transverse joints of the first layer.
- The transverse overlaps of the bituminous membrane should be 10 cm, and the longitudinal overlaps should be 15 cm, applied by heating with a welding torch flame.



Standards / Certifications

CE