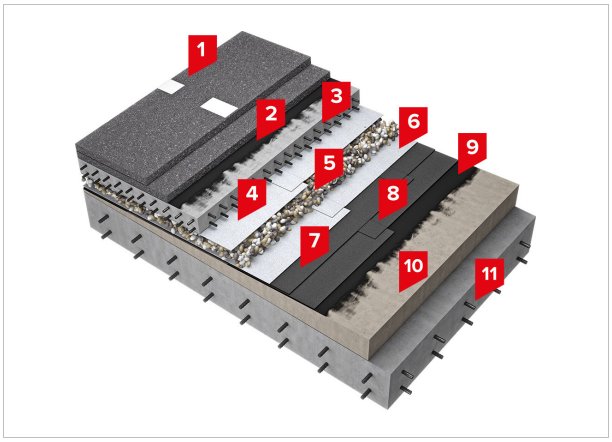
TECHNONICOL India Private Limited
+91 22 2872 8691, +91 11 4372 1455
info@technonicol.in
www.technonicol.in

TN ROOF BRM CONCRETE AUTO LITE

Solution for a vehicle-accessible flat roof with polymer-bitumen membrane



Area of application

Residential and administration buildings, multifunctional complexes, hotels, sports and healthcare facilities, business centers, shopping centers.

Advantages

- Resistance to vehicle loads
- Reliable waterproofing
- Variable thickness
- Accessible technology

System composition and material consumption rates

No.	Material	Unit	Thickness, mm*	Consumption rate**
1	Two layers of asphalt concrete	–	–	acc. to calculation
2	Road bitumen emulsion	–	–	acc. to calculation
3	Reinforced concrete plate	–	min 100 mm	acc. to calculation
4	Needle-punched geotextile	m²	2.3	1.1
5	Leveling layer of granite gravel	–	acc. to project	acc. to calculation
6	Needle-punched geotextile	m²	2.3	1.1
7	ULTRAPLAST B (APP)***	m²	3.0, 4.0	1.15
8	ULTRAPLAST B (APP)****	m²	3.0, 4.0	1.15
9	BITUMEN PRIME COATING	l	–	0.25-0.35
10	Sloping layer of sand-cement screed	–	–	acc. to calculation
11	Reinforced concrete base	–	–	acc. to calculation

*The available thicknesses of the selected thermal insulation materials are to be checked with the manufacturer.
**The consumption rates are taken conditionally – according to the manufacturer's recommendations.

Alternative materials:
***ULTRAPLAST A (APP), ULTRAFLEX BRIDGE (SBS), ULTRAFLEX A (SBS).
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Technical description

The inverted roofing solution accessible to vehicle traffic is installed over a reinforced concrete load-bearing structure. The system withstands a great load and reliably protects the premises below from leakages during the whole operation period.

The waterproofing system comprises two layers of APP-modified bitumen membrane ULTRAPLAST B for durable waterproofing even in extreme operating conditions. The waterproofing membrane in this system also serves as a vapor barrier. It is installed over the primed sloping layer of sand-cement screed.

The gravel layer of variable thickness is intended for leveling of the system. It is necessary to install separation and protection layers of geotextile with a minimum density of 300 g/m^2 before and after the leveling layer.

To evenly distribute the pressure of vehicles on the roofing system, the reinforced concrete slab is mounted, which is followed by the laying of asphalt concrete.