



### Special Advantages:

- Rapid working and material hardening – roads can be re-opened to traffic quickly.
- Good mechanical abrasion resistance.
- Very good compound adhesion to asphalt.
- Due to the material consistency, cavities in porous asphalt remain open.
- Ideal pack size – also suitable for small repairs.
- Roads can quickly be re-opened for traffic.

## Innovative, two-component cold-worked repair compound. Especially suitable for repairing surface damage – such as scoring after tyre blowouts, for example – in porous and conventional asphalt wearing courses.

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

Incidents of mechanical damage occur over and over again, particularly in porous asphalt wearing courses.

Grooving frequently occurs when tyres are damaged on HGVs and the rims are dragged over the asphalt from full speed to a complete stop. Such grooves can be up to 3 cm wide and approx. 1-3 cm deep. Such damage to the surface can have an adverse

effect on traffic safety, while also acting as a starting point for further, more serious damage to the wearing course.

**TOK®-Rep** now gives you the option of quickly and safely remedying such damage in order to avoid any further deterioration in surface quality.

With porous asphalt wearing courses, care must be taken to leave a sufficiently porous

area of the wearing course under the scoring to allow water to drain off.

If the surface damage is serious enough to prevent repairs being carried out using this compound, we recommend milling off the damaged area and installing a new surface. The proper joint connections can then be created using our special joint tape, **TOK®-Band SK Drain**.

### Typical Material Properties (at +23 °C/+73.4 °F)

| Technical data                      | Unit    | Value                 |
|-------------------------------------|---------|-----------------------|
| Density (A+B, hardened)             | kg/l    | 1.45 (approx.)        |
| Colour                              | -       | Black                 |
| Mixing ratio (A:B, parts by weight) | -       | 4:1                   |
| Pot life                            | Minutes | 4-6 minutes (approx.) |

## Product Application

### Preparation of the damaged areas

The contact surfaces must be clean and dry. Loose aggregate components must be removed. The damaged areas (for purely aesthetic reasons) can be masked at the sides with masking tape.

### Working the compound

Components A and B are mixed together with a mixer (e.g. drill with mixing blade Collomix WK 70) for 1–2 minutes at a rotation speed of max. 500 rpm (ensure that as little air as possible is introduced into the mixture).

The A component should be first stirred separately.

The container pairs (A+B) must be added together as they were assembled and delivered in the box, so that the required mixing ratio is observed.

The mixed material is cast immediately afterwards.

The surface temperature of the asphalt must be at least +5 °C and at most max. +40 °C (+41 °F to +104 °F).

The dew point must be observed.

Any rising air bubbles must be removed (e.g. by painting over with a brush, or by briefly scorching with a gas burner) before the compound solidifies.

The installed compound can then be smoothed off and levelled with a trowel.

To achieve sufficient



surface grip, it is necessary to sprinkle the compound with an excess of grit after it has been poured. For this, we recommend a grit with a PSV value (Polished Stone Value) of 40 to 60, grain size approx. 0/5. It is vital to ensure that the grit is dry when applied.

If the grit is damp, the fresh

**TOK®-Rep** can foam up under certain circumstances.

Depending on the weather, the material must be kept dry for 10 to 20 minutes after it has been installed (at +23 °C/+73.4 °F).

The material should then be protected as far as possible from moisture until it hardens.



The masking tape applied to the sides of the repair area should be removed immediately after pouring and gritting. Approx. 60 minutes after application (at +23 °C/+73.4 °F), the compound is usually hardened to an extent where the road can be reopened to traffic.

After approx. 24 hours (at approx. +23 °C/+73.4 °F), the compound is tack-free and completely hardened. The pot life and hardening time are temperature dependent. They shorten at higher temperatures and lengthen at lower temperatures.

### Cleaning tools

Tools and working equipment can be cleaned using acetone.

Already-hardened material can be removed mechanically.

## Ordering Information and Packaging

**TOK®-Rep** is delivered as a set with components A and B in a box.

The content of the components A and B corresponds to the respective mixing ratio.

There are 48 sets (equal to 96 litres) packed on a pallet.

| Product name | Pack size                                    | Order number |
|--------------|--|--------------|
| TOK®-Rep     | 2.0 l (A+B components), 96 litres per pallet | 102 02 739   |

## Storage

**TOK®-Rep** must be stored sealed in its original containers.

In all cases, avoid exposing the compounds to temperatures over

+40 °C (+104 °F) and frost – both in storage and on the building site.

Under these conditions,

**TOK®-Rep** can be stored for at least 12 months from the date of manufacture.

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