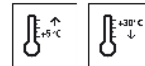


# Technical Data Sheet

## StoCrete FM

Fairing coat, polymer-modified, cementitious,  
layer thickness 2-5 mm



### Characteristics

#### Area of application

- as a scratch coat and levelling coat for protecting and repairing concrete structures

#### Properties

- polymer-modified, cementitious fairing coat (PCC)
- very good adhesive strength on a concrete or concrete repair product substrate
- good application properties

#### Information/notes

- product is in accordance with EN 1504-3
- not for surfaces subject to foot or vehicle traffic

### Technical data

Criterion	Standard / test specification	Value/ Unit	Notes
Bulk density of fresh mortar	EN 1015-6	2.1 kg/dm <sup>3</sup>	
Maximum particle size		0.8 mm	
Bond strength (28 days)	EN 1542	> 0.8 MPa	
Compressive strength (28 days)	EN 12190	30 MPa	
Flexural strength (28 days)	TP BE-PCC	7 MPa	
Static modulus of elasticity (28 days)	EN 13412	12 GPa	

The characteristic values stated are average values or approximate values. Due to the natural raw materials in our products, the stated values can vary slightly in the same delivery batch; this does not affect the suitability of the product for its intended use.

### Substrate

#### Requirements

Requirements on the substrate:  
The concrete substrate must be load-bearing and free from native and foreign substances that have a separating action, as well as from corrosion-promoting components (e.g. chlorides).  
Remove weak layers and laitance.

Damp in accordance with the definition in the DAfStb (German) Repair Guideline 2001-10.

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Average bond strength 1.3 N/mm<sup>2</sup>  
Bond strength lowest single value 0.8 N/mm<sup>2</sup>

#### Preparations

Prepare the substrate using a suitable mechanical process, such as abrasive blasting or high-pressure water jets (> 800 bar) in such a way that a solid and permanent bond will be produced between the fairing coat to be applied and the concrete, PCC, or SPCC substrates.  
Open pores and blow-holes sufficiently.

Seal any gaps or cavities in the area of the concrete substrate close to the surface, in line with the rules of concrete repair..

#### Note:

Rework any treated surfaces using a suitable process (abrasive blasting) if the substrate preparation process has led to joint faults in the area of the remaining existing concrete close to the surface. These can result from chiselling, knocking, milling, or flame cleaning.

#### Application

##### Application temperature

Lowest application temperature: +5 °C  
Highest application temperature: +30 °C

##### Time for application

At +5°C: approx. 35 minutes  
At +23°C: approx. 25 minutes  
At +30°C: approx. 15 minutes

##### Mixing ratio

25 kg of material in accordance with the description / 4.0 l of water = 1.0 : 0.16 parts by weight

##### Material preparation

Decant water first and add the pre-blended dry mortar. Mix for approx. 2 minutes. Allow to mature for approx. 3 minutes. Remix for approx. 30 seconds.

If using single mixing paddles, these must have two stirring rings that act using the principle of countercurrent flow. The speed should be up to approx. 500 rpm.

##### Consumption

Type of application	Approx. consumption	
per mm layer thickness	1.8	kg/m <sup>2</sup>

Material consumption depends on the application, substrate, and consistency, among other factors. The stated consumption values are only to be used as a guide. If required, determine precise consumption values on the basis of the specific project.

##### Coating build-up

- 1) Substrate preparation
- 2) Scratch coat or pre-slurrying with StoCrete FM
- 3) Fairing coat of StoCrete FM

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Layer thickness: 2 - 5 mm

### Application

#### 1) Substrate preparation

Before applying StoCrete FM, seal any gaps or cavities in the area of the concrete substrate close to the surface in line with the rules of concrete repair.

Sufficiently pre-wet the concrete substrate before applying the product (about 24 hours before the first application cycle).

At the time of application, however, the concrete substrate must be dry to the point that it just appears slightly damp.

#### 2) Scratch coat:

To close blow-holes and pores, use a plastering trowel to thinly scrape StoCrete FM over the slightly damp concrete.

#### 3) Fairing coat

Apply the PCC fairing coat StoCrete FM on to the fresh scratch coat either manually or by machine. To ensure a good adhesive bond, always work wet on wet.

Smoothing the surface is the final processing stage. Using a sponge, rub out spatula strokes while fresh without applying any additional water.

Layer thickness 2 - 5 mm; consumption: approx. 2.1 kg/m<sup>2</sup> and mm layer thickness (mixed material)

#### Manual application:

If applying manually, use a bucket trowel, spatula, and plastering trowel.

#### Application by machine:

All commercially-available wet spraying devices, such as PFT-N2V and WM Variojet, are suitable for machine application.

#### 4) Curing

##### subsequent treatment procedure:

- a) cover with sheets or mats
- b) spray with water
- c) chemical subsequent treatment

Under normal conditions, the time for subsequent treatment to be observed is at least 3 days. Observe the relevant standard DIN 1045-3:2012-03, the B8 data sheet "Nachbehandlung und Schutz des jungen Betons" (4.2014) published by the Verein Deutscher Zementwerke e.V., and ZTV-ING (2014/12) (available in German only).

#### Note:

Curing with chemicals may only be carried out if subsequent work is compatible

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with this.

A uniform colour shade of the fairing coat surface is not possible due to the application method.

The film must not touch the surface of the fairing coat.

A key part of curing is adequately wetting the concrete substrate prior to applying the fairing coat, so that the substrate is water-saturated and the fresh fairing coat does not extract mixing water. The substrate must be "damp", as described in the section on substrate preparation in the DAfStb (German) Repair Guideline.

<b>Drying, curing, ready for next coat</b>	At +20 °C and 65 % relative humidity, over-coatable with: coating OS 4 / 5: after 2 days
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<b>Cleaning the tools</b>	Clean with water immediately after use; hardened material can only be removed mechanically.
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<b>Notes, recommendations, special information, miscellaneous</b>	The Declaration(s) of Conformity can be obtained from the StoCretec Technisches InfoCenter General application instructions can be found at <a href="http://www.stocretec.de">www.stocretec.de</a> (Products) and in the latest issue of the "Technical Data Sheets" manual, in the appendix.
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#### Delivery

Article number	Name	Container
00734-002	StoCrete FM	25 kg bag

#### Storage

<b>Storage conditions</b>	Store in dry conditions.
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<b>Storage life</b>	In the original container until ... (see packaging). This product has a low chromate content. We guarantee this property until maximum storage life expires. Please observe the guaranteed storage life data on the batch no. shown on the container. Explanation of batch number: e.g. 6050017152 In this example, storage life until the end of week 05 in 2016 is guaranteed (digit 1 = last digit of the year, digits 2 + 3 = calendar week). For further explanation, see the price list.
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#### Identification

<b>Product group</b>	Fairing coat
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## StoCrete FM

**GISCODE**

ZP01

**Safety**

This product is subject to compulsory labelling in accordance with the current EU directive.

You will receive an EU Safety Data Sheet with your first order.

Please observe the information regarding the handling of the product, its storage, and disposal.

**Special notes**

The information in this Technical Data Sheet serves to ensure the product's intended use, or its suitability for use, and is based on our findings and experience. Users are nevertheless responsible for establishing the product's suitability and use.

Applications not specifically mentioned in this Technical Data Sheet are permissible only after prior consultation. Where no approval is given, such applications are at the user's own risk. This applies in particular when the product is used in combination with other products.

When a new Technical Data Sheet is published, all previous Technical Data Sheets are no longer valid. The latest version is available on the Internet.

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