



General Instructions (GI):

GW-15-INSTR

Revised: 02/2021

VEHICULAR TRAFFIC DECK - APPLICATION INSTRUCTIONS

1. PRE-APPLICATION INSPECTION

When inspecting a project, the type of surface, the amount of fixtures and flashing requirements need to be noted and material requirements planned for:

- A. Walk through the parking structure and make note of the type of concrete construction. Twin T construction with a topping slab will often have cracks at regular intervals in the topping slab. (See; Gaco Western General Instructions “GW-15-INSTR Vehicular Traffic Deck Instructions for GW-15-UBU”, Fig.1) These cracks are from movement and will require special attention when treating joints and cracks. Note if movement indicates neoprene sheet will be necessary for joint treatment.

Span-deck panel construction uses extruded concrete panels and is usually post tensioned. Span-deck construction can have joints at regular spaced intervals both in linear and transverse directions. Most projects will have span-deck exposed as the traffic surface; however some projects can also have a topping slab. (See: Gaco Western General Instructions “GW-15-INSTR Vehicular Traffic Deck Instructions for GW-15-UBU”, Fig. 2)

Poured-in-place concrete is the most frequently used type of concrete construction for parking garages. Control joints can be at regular intervals from 20' to 100' (6 m to 30.5 m), or more.

NOTE: The type of joint treatment and the amount of treatment necessary on the project inspected.

- B. Walk the perimeter of the deck and make notes on the flashing terminations and the materials required to install flashing. Note light and sign standards and the plate mounts. Some plates can be removed and waterproofing installed under the plate. (See: Gaco Western General Instructions “GW-15-INSTR Vehicular Traffic Deck Instructions for GW-15-UBU”, Fig. 3) The plates can then be reinstalled over the deck coating. Where the plates cannot be removed, plan to install a caulk cove and then over coat the caulk and flange areas with the deck coating. (See: “GW-15-INSTR Vehicular Traffic Deck Instructions for GW-15-UBU”, Fig. 4)
- C. Check curb stops and determine if they can be removed prior to installing the deck coating under the curb stops. If the curb stops cannot be removed, plan to install a caulk cove and overcoat it with the deck coating. (See: Gaco Western General Instructions “GW-15-INSTR Vehicular Traffic Deck Instructions for GW-15-UBU”, Fig. 5, 6, & 7).
- D. Locate drains and determine if covers or grates can be removed. Note any areas where concrete has spalled and needs repair. (See: Gaco Western General Instructions “GW-15-INSTR Vehicular Traffic Deck Instructions for GW-15-UBU”, Fig. 8 & 9)
- E. Walk the field of the deck making notes on the quality of the concrete. Surface texture should be noted since rough surfaces such as a course broomed profile will require additional primer and coating to fill in the surface. Note spalled concrete, scaled concrete, cracks, joints, metal junctures and changes of plane such as crickets. Notes should contain info on what will be required for surface preparation and flashing.
- F. Check ramps for joints or cracks at the change of plane and determine what type of crack treatment is required.
- G. Check expansion joints. If they are intact and not leaking, determine that there is enough metal flange area to terminate the deck coating. If the expansion joints are defective, they can be replaced with new units reset into the concrete. As an alternative, a neoprene sheet expansion joint

cover can be installed. (See: Gaco Western General Instructions “GW-15-INSTR Vehicular Traffic Deck Instructions for GW-15-UBU”, Fig 10, 11 & 11A)

- H. Note areas of traffic paint on the deck. This paint will need to be removed before primers and coating can be applied

2. SURFACE PREPARATION

The surface must be firm, solid concrete for the installation of a GW-15-UBU membrane. Asphalt paving cannot be successfully over coated due to the poor compaction of the paving on parking structures

- A. Old face deck membrane coatings must be removed before a new deck membrane can be installed. A scarifier type machine is used to strip the coating from the deck. Several companies supply machines for this purpose. Body grinders are used for details at walls, drains and in other tight areas. In many metropolitan areas, contractors specializing in coating removal can be sub-contracted for deck preparation. After the coating is scarified, a light shot blast is used to provide the clean, firm concrete surface.
- B. If the deck does not have an old coating membrane, oil soaked areas and traffic markings must be removed. Again, shot blasting is the best preparation method. Shot blasting also removes scaling concrete, laitance, and contaminants.
- C. Remove curb chocks (tire stops) if possible. Some chocks are set on pins and can be removed. Some are bonded with an adhesive and cannot be removed. Remove light and sign standards or pedestals if the base flanges are bolted to the deck and can be unbolted. Removal of these items allow for the waterproofing deck membrane to be continuous and installed under the flange.
- D. Surfaces and joints need to be smooth and solid before any coating application. BULL-NOSED (rounded edge) joints can be filled with a cement grout that has a polymer binder such as Gacocrete™. (See: Gaco Western General Instructions “GW-15-INSTR Vehicular Traffic Deck Instructions for GW-15-UBU”, Fig. 12, 13 & 14). Repair spalled concrete at such areas as drain edges, curbs and expansion joints, again with a cement grout that has a polymer binder.
- E. Large depressions or spalled area can be filled with a cement-polymer mixture. The filler material must be approved by the manufacturer for compressive strength suitable for auto traffic.
- F. Power wire brush or grind rusted metal surfaces to remove loose rust.
- G. Repair existing expansion joints if required. If repairs require a new joint cover of Gaco Western NF621 neoprene sheet, complete the primer system before installing the neoprene sheet. Expansion joints with NF621 neoprene sheet in traffic lanes need a metal cover. (See: Gaco Western General Instructions “GW-15-INSTR Vehicular Traffic Deck Instructions for GW-15-UBU”, Fig. 10)
 - Where expansion joints are in parking only areas, the metal covers can be deleted. (See: Gaco Western General Instructions “GW-15-INSTR Vehicular Traffic Deck Instructions for GW-15-UBU”, Fig. 11)

3. PRIMER – SEALER

The primer sealer is the final step in deck preparation and the first step of the GW-15-UBU coating system. This step is designed to first penetrate and reinforce the concrete surface and secondly to fill small pores and voids in the concrete surface.

- A. Seal entire deck surface and all vertical or sloping surfaces of curbs, cants, parapets, etc., to receive coatings with one coat GacoFlex™ E5691 Primer Sealer at a rate of one gal / 200 ft² (3.78 L / 18.6 m²). Allow to dry until nearly tack free where water has evaporated leaving a clear film before proceeding to next coat. Recoat window is approximately 2 hours (depending on temperature and

humidity) to 28 days. No additional primer is necessary when sealing with GacoFlex E5691 Primer Sealer.

Alternative Concrete Sealer: For areas vulnerable to a high vapor drive seal with GacoFlex E5990 100% Solids Two-Component Epoxy Sealer. Use a squeegee to uniformly apply product over coverage area at a rate of one gal / 150 ft² for CSP 3 190 ft² for CSP 2. Any excess product should be back rolled over entire area to ensure even application. Do not apply product if substrate is below 50 °F (10 °C) or above 110 °F (43 °C).

- B. Only if alternative GacoFlex E-5990 Sealer is used, apply one coat of GacoFlex E5320 Primer by roller at the rate of one gallon per 200 ft² (3.78 L / 23.2 m²). Allow 3 to 24 hours drying time. For maximum solvent resistance, see drying time directed in Gaco Western General Instructions “GW-2-2 Primer Systems for Various Substrates”. Drying times vary depending on weather conditions such as temperature, humidity, and air movement.
- C. Metal surfaces should be primed with GacoFlex E5320 Primer.

4. JOINT, CRACK, AND EXPANSION JOINT TREATMENT

The joints, seams and cracks are treated to provide a membrane that can function and remain waterproof when structural movement occurs at the joint. Three methods joint treatment can be used depending on the amount of movement anticipated.

- A. *SEALANT:* Single component polyurethane sealant can be applied to joints and seams where little movement is expected. Typical areas are the juncture between metal plates, drains, grates and curbs of concrete.

Some decks can have sealant in sawed out or “V grooved” joints. The Sealant must be well adhered and loose sealant replaced. Over the sealant joint, a GacoFlex 66B Tape system is installed. (See: Gaco Western General Instructions “GW-15-INSTR Vehicular Traffic Deck Instructions for GW-15-UBU”, Fig. 14). The metal surfaces must be free of loose rust and primed. The sealant is then applied and smoothed or coved and allowed to cure a minimum of 4 hours before applying coating over the sealant. Pipe penetrations that are cast in the concrete are sealed after the pipe has been primed. (See: Gaco Western General Instructions “GW-15-INSTR Vehicular Traffic Deck Instructions for GW-15-UBU”, Fig. 15)

- B. *TAPE:* GacoFlex 66B polyester tape is used to span random concrete cracks, cold joints and control joints. Bull-nosed joints are filled with a cementitious grout or polyurethane sealant to provide support for GacoFlex 66B Tape. (See: Gaco Western General Instructions “GW-15-INSTR Vehicular Traffic Deck Instructions for GW-15-UBU”, Fig. 12). The GacoFlex 66B Tape is used on random cracks and cold joints that are expected to have moderate structural movement. (See: Gaco Western General Instructions “GW-15-INSTR Vehicular Traffic Deck Instructions for GW-15-UBU”, Fig. 13). On concrete that is rough after the primer-sealer application, grinding smooth will assist in laying the GacoFlex 66B Tape flat and in contact with the concrete. On moderately rough or undulating concrete surfaces, GacoFlex 66S Tape can be used which is easier to fit to the concrete surface. The joints between metal set in the concrete such as drains, grates, or expansion joints are taped with GacoFlex 66B Tape. Tape is also used to form a corner flashing between the deck and walls or curbs.
- C. *NEOPRENE SHEET:* NF-621 Neoprene Sheet Flashing is used where structural movement at joints is expected to be 1/16" (1.6 mm) or greater. GacoFlex N1207 Neoprene Adhesive Flashing is stirred to suspend any “whitish” residue at the bottom of the container. The GacoFlex N1207 Adhesive is applied by brush or roller to both the primed concrete and the GacoFlex NF621 Neoprene Sheet Flashing at the rate of 10 mils wet film thickness or 140 ft² per gallon.
- D. Allow the solvent to dry until the adhesive has a tacky surface. The neoprene sheet flashing can be rolled up provided the plastic liner is in place to separate the adhesive from the neoprene. This allows for easier placement of the neoprene. The neoprene sheet is then set centered over the joint and pressed firmly in place. The neoprene sheet is then rolled down with 2" steel roller. Neoprene sections are overlapped 3" (76 mm) and are rolled with the 2" (51 mm) roller followed by “stitching”

with a ¼" (6.4 mm) X 2" (51 mm) stitcher. On joints where movement is expected to be ⅛" (3.2 mm) or more, a ¾" (19 mm) masking tape is placed over the crack either before or after the adhesive is applied. This masking acts as a bond breaker and spreads the joint movement over the ¾" (19 mm) width. Neoprene sheet can be used to repair some styles of expansion joints or to construct expansion joints on new work. (See: Gaco Western General Instructions "GW-15-INSTR Vehicular Traffic Deck Instructions for GW-15-UBU", Fig. 10 & 11). Joint openings that are ½" (13 mm) or greater in width need to have a backer rod fitted into the opening and the joint then filled with single component polyurethane caulk. (See: Gaco Western General Instructions "GW-15-INSTR Vehicular Traffic Deck Instructions for GW-15-UBU", Fig.11).

5. BASE COAT

The base coat of Specification GW-15-UBU is GacoFlex UB6407 two-component Polyurethane coating. The GacoFlex UB6407 Polyurethane is gray in color when the two components are mixed as directed in equal portions by volume. Mixing is by a power mixer and must be thorough. The polyol component (poly) is white in color and the isocyanate component (iso) is black in color. Pre-mix the poly and iso so that the color is uniform. The iso tends to have some of the black pigment settle. Mix the two components together until the color is uniform. Time how long it takes to get the color uniform, and then continue mixing for at least an equal amount of time. Do not mix more GacoFlex UB6407 Polyurethane than can be applied in 30 minutes. Application is by ¾" (19 mm) nap rollers at a rate of 1¼ gallons per 100 ft². Backroll for uniformity of coverage. Allow to dry overnight.

6. TEXTURE COAT

- A. Mix GacoFlex UB6407 Polyurethane as directed above and apply to ramps and turn areas at a rate of 1 gallon per 100 ft². Into the wet coating broadcast (sprinkle) GacoShell granule, size 8/12, at an approximate rate of 5 lb per 100 ft².

The granule distribution appearance should look as if about 50% of the surface is covered. Do not cover the area to saturation with granule.

- B. Apply GacoFlex UB6407 Polyurethane at 1 gal / 100 ft² across the deck including the textured ramp and turn areas. Into the wet coating broadcast GacoShell granule, size 12/20, at an approximate rate of 4 lb per 100 ft². Do not broadcast the granule into the previously textured ramp and turn areas.
- C. "Feather" or blend the granule distribution at the edges where the 8/12 and 12/20 join. (See: Gaco Western General Instructions "GW-15-INSTR Vehicular Traffic Deck Instructions for GW-15-UBU", Fig. 16)

NOTE: An additional top coat may be required in order to fully encapsulate granule when GacoShell coverage rate exceeds recommendations.

7. TOP COAT

- A. Top coat of GacoFlex U6402 Polyurethane is Pewter Gray which is weather durable and a slightly darker grey than GacoFlex UB6407 Polyurethane. Stir and mix GacoFlex U6402 Polyurethane per **5**, instructions above. Apply the topcoat at a rate of 1¼ gallons per 100 ft². Allow the coating to cure for 48 hours before subjecting to auto traffic.
- B. For colors other than Pewter Gray, apply GacoFlex U-66 series coating in the desired color at a rate of 1¼ gallons per 100 ft². Allow to cure for 48 hours before subjecting to auto traffic.