

Products for roads & bridges



- **Steelflex**[®] Modular Expansion Joint Systems
- **Steelflex**[®] Strip Seal Expansion Joint Systems
- **Delastic**[®] Preformed Neoprene Compression Seals
- **Delpatch**[®] Elastomeric concrete
- **Delcrete**[®] Strip seal expansion joint system
- **Specialty Seals system** for bridge, parking and architectural application

profile

Choksey Chemicals Pvt. Ltd. (CCPL) was established in 1985 and now a leading manufacturer of construction chemicals in India. The core portfolio comprises of sealants, admixtures & water proofing chemicals to provide best solutions for construction industry.

Choksey has touched millions of lives by strengthening & beautifying houses, offices, roads, bridges, airports etc. Choksey headquartered in Mumbai, manufactures all the pre & post construction chemicals under single roof.

Achievements

Introduced indigenous Polysulphide Sealants (Techseal) in India. Techseal is still No.1 in the segment. This achievement was recognised by the Indian Government with an Award in 1995.

Introduced elastomeric waterproof coatings (Futura-5 & Wall Nut) in India. Futura-5 is a premium product in its category.

Several factors have contributed to this remarkable record of successes, but one stands above all others: our unwavering commitment to R&D.

Recognition

Acquired prestigious ISO 9001:2000 certificate from BVQI

Recognition from Department of Science & Technology & Ministry of Defence, Govt. of India.

Services to Government and Semi-Government organizations including critical defence requirements.

R&D and Infrastructure

The key to our success is our ability to generate innovative products and capabilities at the forefront of the industry. R&D is a backbone for all CCPL products. At CCPL we are shaping the future development of the existing products through a constant stream of innovations in a range.

CCPL has multi-locational manufacturing facility equipped with state-of-the-art technology. Modern lab consist PC operated colour matching system, Tensile Testing Machine & Malvern Master Size (Laser Diffraction particle size analyser). CCPL's lab is well-equipped to test sealant, concrete admixture, paint, water proofing products & other construction chemicals. Latest manufacturing facilities speed up process of inventory and dispatching.

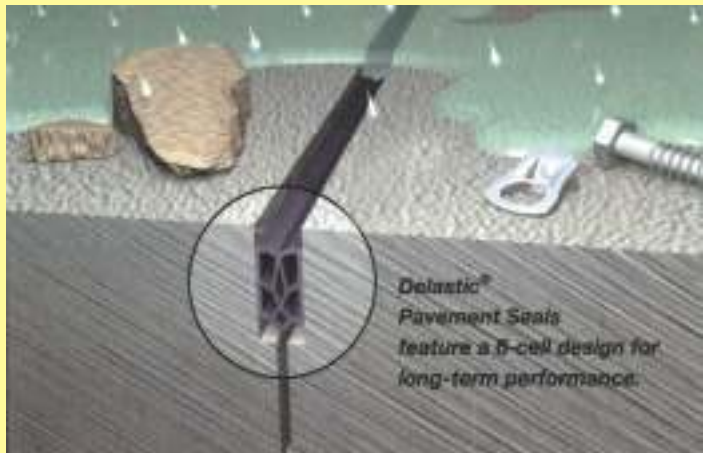
CCPL products are direct result of over a decade's customer experience. Choksey products have performed and stayed true for its quality even in the most stringent conditions. Choksey products are user-friendly and cost effective.

Choksey Structural Engineering (CSE) is a division of Choksey Chemicals Pvt. Ltd. serves products for roads & bridges directly imported from M/s. D.S.Brown. D.S.Brown is a worldwide leader in bridge expansion joints and neoprene based pavement seal for concrete pavement.



Modular expansion joint used in Hebbal flyover-Bangalore. Choksey Structural Engineering supplied & supervised application.

DELASTIC® Pavement Seals



Easy-to-install Delastic Pavement Seals are an excellent choice for high-traffic roads, runways, taxiways, Underpasses, parking garages etc.

Delastic® seals offer these advantages:

- Ability to seal joints in concrete even when moisture is present
- Resistance to jet fuel and other chemicals
- Speed of installation
- Product cleanliness
- Ease of inspection
- Dramatic reduction in concrete joint spalling
- **Cost Effective**

Why Delastic® seals?

Delastic® Pavement Seals for concrete pavement have one main purpose - to prevent water and debris from entering the joint. If that happens, the pavement can crack, chip, buckle and prematurely deteriorate.

Delastic® Pavement Seals are extruded from compounds of neoprene (polychloroprene) which meet or exceed current ASTM standard specifications. They are compressed and remain in contact with the joint walls while allowing the concrete pavement to expand and contract during temperature changes.

There are other joint seal products available, but each has its disadvantages. Cold Pour type sealant can fail because of poor adhesion to the concrete walls. Hot pour asphalt systems do not age well and require the pavement joints to be resealed often, significantly increasing the overall cost.

Only Delastic® Pavement Seals have proven to remain durable and effective through the years.

Meeting Specifications

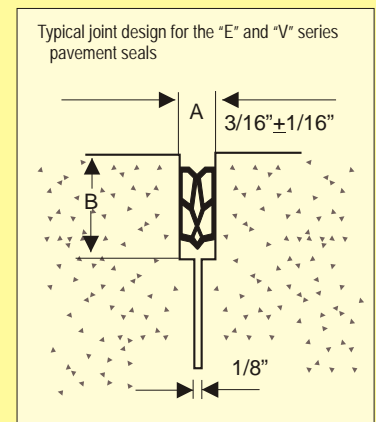
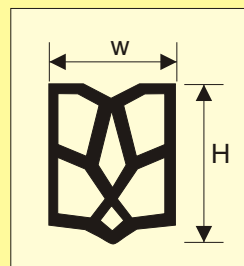
Delastic® seals meet ASTM standard specifications. They are also recognized by the IRC, MoRTH, MSRDC, FHWA, U.S. Army Corps of Engineers, the U.S. Air Force, consulting engineers and other agencies as an effective, long-lasting concrete pavement joint seal solution.

DELASTIC® Advantages

Delastic® seals are the primary sealing system for concrete pavement slabs in highways, airport aprons and runways.

Delastic® Seal Catalog No.	SEAL CHARACTERISTICS			JOINT DESIGN CRITERIA		
	Nominal Width(W)	Nominal Height(H)	Max. Movement ¹	Narrowest Opening ² (A)	Widest Opening ³ (A)	Minimum Depth(B)
E-437	0.437 (11.11)	0.937 (23.81)	0.184 (4.67)	0.187 (4.75)	0.371 (9.42)	1.250 (31.75)
V-562	0.562 (14.29)	0.625 (15.88)	0.178 (4.52)	0.250 (6.35)	0.478 (12.14)	1.125 (28.58)
E-686	0.687 (17.46)	0.687 (17.46)	0.259 (6.58)	0.325 (8.26)	0.584 (14.83)	1.250 (31.75)
E-816	0.812 (20.64)	0.812 (20.64)	0.348 (8.84)	0.350 (8.89)	0.698 (17.73)	1.500 (38.10)
E-1006	1 (25.40)	1 (25.40)	0.450 (11.43)	0.400 (10.16)	0.850 (21.59)	1.750 (44.45)
E-1256	1.250 (31.75)	1 (25.4)	0.612 (15.54)	0.450 (11.43)	1.062 (26.97)	2 (50.80)
V-1625	1.625 (41.28)	1.125 (28.58)	0.781 (19.84)	0.600 (15.24)	1.381 (35.08)	2.375 (60.33)
E-2000	2 (50.80)	1.500 (38.10)	0.950 (24.13)	0.750 (19.05)	1.700 (43.18)	2.625 (66.68)
E-2500	2.500 (63.50)	2.500 (63.50)	1.100 (27.94)	0.775 (19.69)	2.125 (53.98)	4 (101.60)
E-3000	3 (76.20)	2.500 (63.50)	1.260 (32.00)	1.200 (30.48)	2.550 (64.77)	4.250 (107.95)

First number shown in bold represents inches, metric dimensions (mm) are shown in parentheses.



DELASTIC® Installation

In all instances, the joint walls must be reasonably clean and free of spalls with a properly designed width. To facilitate seal installation, D.S. Brown offers its DelastalITM 105 installation machines.

Lubricants

Delastilube™ and Delastilube™-HS are used during installation to lubricate the seal when it is inserted in the joint opening. The minimum installation temperature on job sites should be 40°F (4°C) to assure proper performance of the lubricant.

Material Specification

For "E" and "V" series Delastic® seals, ASTM standard specification D 2628-97 applies. Delastilube™ lubricant meets ASTM D 2835 requirements while Delastilube™-HS meets ASTM D 4070.

Packaging

Delastic® seals are shipped on reels, spools or in boxes marked in ordered lengths according to customer requirements. Delastilube™ lubricant is supplied in one, five or 55 gallon containers.

ASTM D 2628 DELASTIC® PAVEMENT SEALS PHYSICAL REQUIREMENTS		
Properties	Requirements	ASTM Test Method
Tensile strength, min, psi (MPa)	2000 (13.8)	D 412
Elongation at break, min, %	250	D 412
Hardness, Type A durometer, points	55:15	D 2240 (modified)A
Oven aging, 70 h at 212°F (100°C)		D 573
Tensile strength, loss, max, %	20 max	
Elongation, loss, max, %	20 max	
Hardness, Type A durometer, points change	0 to + 10	
Oil swell, ASTM Oil No.3, 70 h at 212°F (100°C)		D 471
Weight change, max, %	45 max	
Ozone resistance		D 1149 (modified)B
20% strain, 300 pphm in air, 70 h at 104°F (40°C)	no cracks	
Low-temperature stiffening, 7 days at WF (-10°C)		D 2240
Hardness, Type A durometer, points change	0 to+ 15	
Low-temperature recovery, cn h at WF (-1Q°C)		
50% deflection, min, %	88	9.20
Low-temperature recovery, C22 h at -20°F (-29°C),		
50% deflection, min, %	83	9.20
High-temperature recovery, c70 h at 212°F (1 00°C)		
50% deflection, min, %	85	9.20
Compression-deflection, at 80% of nominal width, min, lbf/in. (N/m)	3.5 (613)	9.30

Multiple Usage

- Concrete Roads
- Runways / Taxiways
- Overpasses / Underpasses
- Parking Areas / Garages



▲ Delastic® Pavement seal application with auto-installer

Delastic® Pavement seal application at Mumbai Pune Express Highway ▶



DELASTIC® Preformed Neoprene Compression Seals

Delastic is a versatile, cost effective joint sealing solution. To withstand the demanding requirements of bridge/highway installations, all Delastic® Preformed Compression Seals are extruded from neoprene (polychloroprene) compounds which satisfy the IRC, MORTH specification for Preformed Polychloroprene Elastomeric Joint Seals for Bridges.

In addition to highway and bridge applications, Delastic® Neoprene Compression Seals have also been used in spillways, dams, parking structures, stadium ramps and pedestrian overpasses. Information on additional seal designs is available.

Installation

In all installation applications, the joint width must be properly set for the specified Delastic® seal. Also, the vertical faces of the joint must be clean and free of spalled concrete.

Manual and automatic tools are available to facilitate

installation. D.S. Brown Delastilube® or Delastilube® Lubricant/adhesive is used primarily to lubricate the seal for installation purposes.

Design Data

The table below can be used to select the appropriate Delastic® Neoprene Compression Seal for your project. In addition to accommodating perpendicular movements (summarized in the table), Delastic® seals are also capable of accepting approximately 15-20% lateral shear, vertical shear and rotational movements.

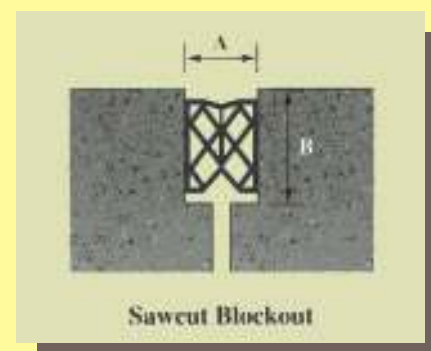
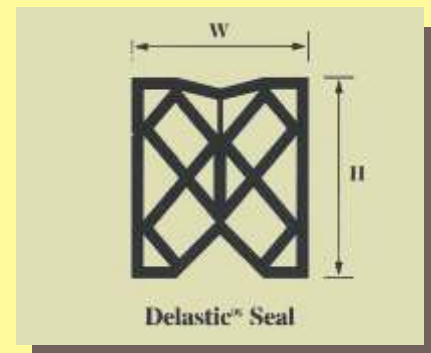
This expansion joint system conforms to the specification of IRC and approved by MORTH vide circular no. RW/NH/34059/2/2001/S&R(B) Dt. 03.02.2003

Delastic seal	Delastic SEAL CHARACTERISTIC			JOINT DESIGN CRITERIA		
	Nominal width (W)	Nominal Height (H)	Max. Movement	Narrowest Opening (A)	widest Opening(A)	Minimum Depth (B)
CV-1250	32 (1.25)	32 (1.25)	13 (0.50)	14 (0.56)	27 (1.06)	41 (1.63)
CV-1625	41 (1.63)	48 (1.88)	15 (0.60)	19 (0.73)	35 (1.38)	57 (2.25)
CV.1752	44 (1.75)	44 (1.75)	18 (0.70)	20 (0.79)	38 (1.49)	61 (2.40)
CV-2000	51 (2.00)	51 (2.00)	19 (0.75)	24 (0.95)	43 (1.70)	70 (2.75)
CV-2250	57 (2.25)	59 (2.33)	23 (0.90)	26 (1.01)	49 (1.91)	76 (3.00)
CV-2502	64 (2.50)	64 (2.50)	25 (1.00)	29 (1.13)	54 (2.13)	81 (3.20)
CV-3000	76 (3.00)	83 (3.25)	31 (1.20)	34 (1.34)	65 (2.55)	108 (4.2,5)
CV.3500	89 (3.50)	89 (3.50)	36 (1.40)	40 (1.58)	76 (2.98)	113 (4.45)
CV-4000	102 (4.00)	102 (4.00)	42 (1.65)	44 (1.75)	86 (3.40)	143 (5.63)
CV-4500	114 (4.50)	114 I (4.50)	46 (1.80)	52 (2.03)	97 (3.83)	156 (6.13)
CA.5001	127 (5.00)	127 (5.00)	60 (2.35)	48 (1.90)	108 (4.25)	159 (6.25)
CA-6000	152 (6.00)	152 (6.00)	74 (2.90)	56 (2.20)	129 (5.10)	197 (7.75)

Bold numbers represent metric (mm); inches shown in parentheses.

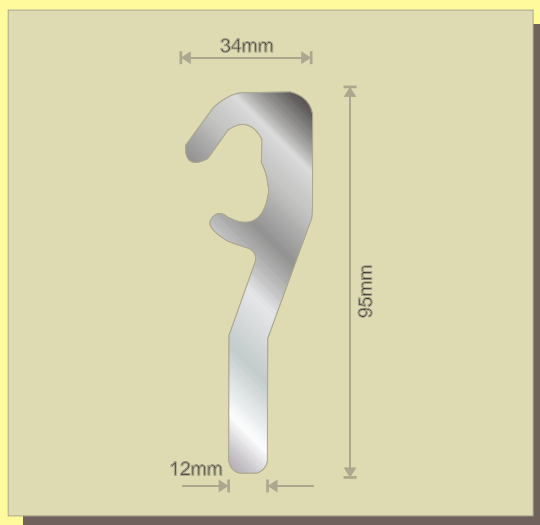
Joint opening dimensions (A) are based on minimum and maximum pressures allowed in ASTM D3542.

Minimum depth dimensions (B) include a 6mm (0.25 inch) recess below the roadway surface.



STEELFLEX® Strip Seal Expansion Joint Systems

For decades, cast-in-place Steelflex® Strip Seal Expansion Joint Systems have provided superior watertight performance and longevity over bolt-down, segmental and pourable expansion joint systems. Because of this proven performance, Steelflex® Strip Seal Expansion Joint Systems have become the most preferred choice of owners and specifying engineers around the world for accommodating up to 127mm (five inches) of total structural movement. [80mm movement as per MORTH specification]



System Components

Cast-in-place Steelflex® Strip Seal Expansion Joint Systems consist of two proprietary components: steel rail profiles and a matching neoprene sealing element.

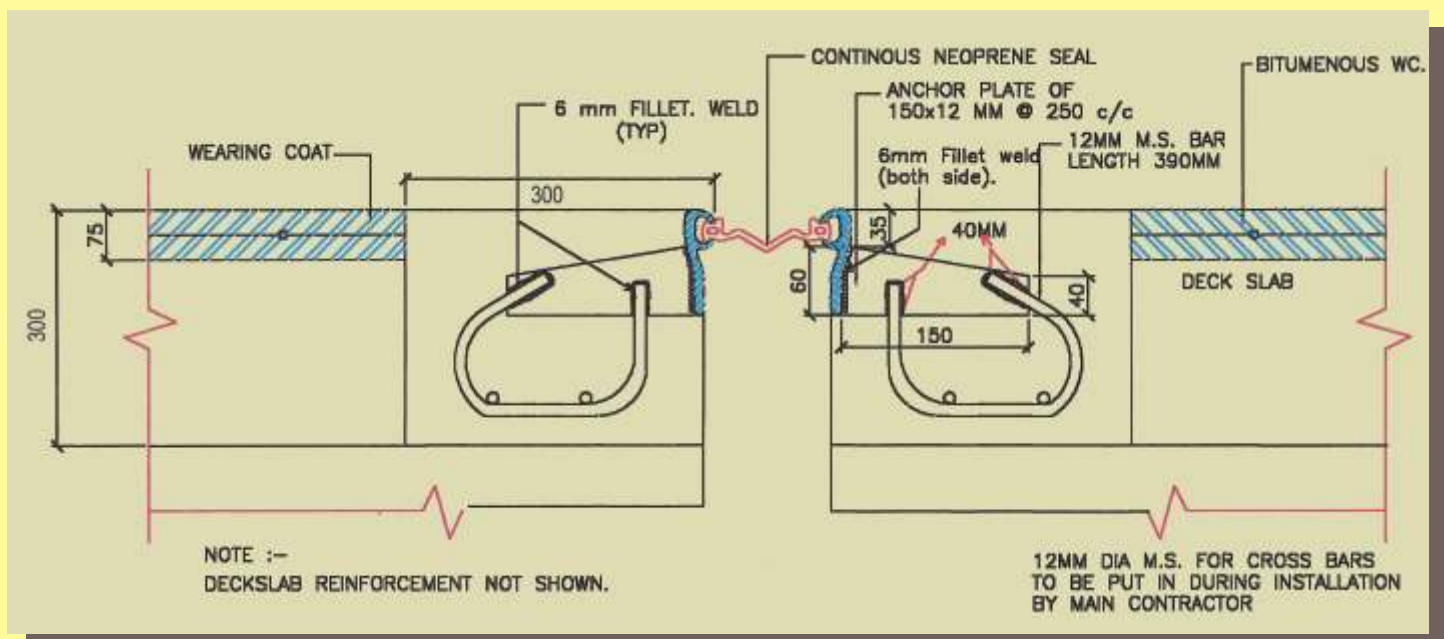
Steel Rail Profiles

Steelflex® rail profiles are one-piece construction, manufactured using innovative hot rolled/non-machined. All proprietary steel rails are available in ASTM A36 or ASTM A588/A572 steel grades.




Recent design improvements have eliminated all horizontal "legs" on the proprietary steel rail profiles to facilitate proper concrete placement during installation. Independent field and laboratory testing has demonstrated that improperly consolidated concrete around the steel rail, anchorage, and/or reinforcement could lead to performance issues. Anchorage of the proprietary steel rail profile into the dec_ concrete is the primary load carrying mechanism and, therefore, is it critical to ensure long-term performance. Research has confirmed that properly sized and spaced shot-Oil studs provide an economical, field-proven anchorage system.

Steelflex® SSCM2 rail profile has become widely accepted worldwide as an economical standard in the industry. Other proprietary steel profiles are also available to satisfy your specific project needs.

This expansion joint system confirms to the specification of IRC and approved by MORTH vide circular no. RW/NH/34059/2/2001/S&R(B) Dt. 03.02.2003



STEELFLEX® Strip Seal Expansion Joint Systems

Sealing Element Cross-Section	Sealing Element	Movement Range		Joint Opening	Corresponding Steelflex Rail
		MR _L	MR _T		
 A2R-XTRA*	A2R-400	100 (4.0)	± 50 (2.0)	15-115 (0.5) (7.5)	SSCM2A
	A2R-XTRA*	175 (7.0)	±50 (2.0)	15-190 (0.5) (7.5)	
 A2R-O	A2R-O	100 (4.0)	±15 (0.5)	25-125 (1.0) (5.0)	
 L2	L2-400	100 (4.0)	±50 (2.0)	0-100 (0) (4.0)	MODULAR JOINTS
	L2-500	125 (5.0)	±50 (2.0)	0-125 (0) (5.0)	
 L2-O	L2-O	100 (4.0)	+15 (0.5)	25-125 (1.0) (5.0)	

Bold number represent metric (mm); inches in parentheses.
 * Larger movement seals can be specially extruded upon request



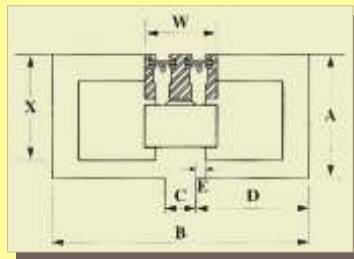
Expansion Joint Application at Cable Stayed Bridge, Goa

STEELFLEX® Modular Expansion Joint System

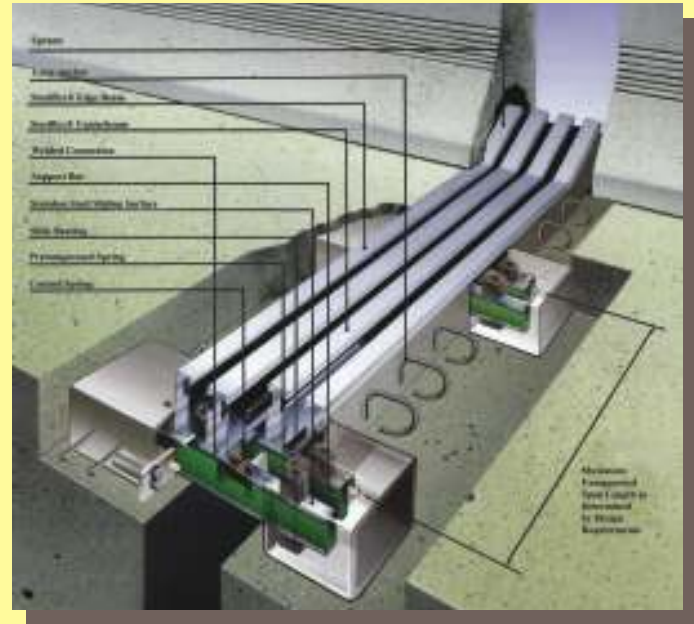
Steelflex® Modular Expansion Joint Systems have gained overwhelming worldwide acceptance for accommodating large movements and effectively sealing the joint openings on bridge structures, for new as well as rehabilitation projects. By incorporating the results of recent research activities, each joint system is designed to ensure fatigue resistance, watertightness and long-term maintenance-free performance.

Joint Selection & Design Data









The table below provides expansion joint assembly and blockout dimensions for a wide range of Steelflex® Modular Expansion Joint sizes, having movement per cell of 80mm, to serve as a preliminary guide.



Exact blockout dimensions required for the structure shall be provided in the engineering drawings for the specific joint location.



This expansion joint system conforms to the specification of IRC and approved by MORTH vide circular no. RW/NH/34059/2/2001/S&R(B) Dt. 03.02.2003

Joint Device Symbol	Model number	Total movement	Cells	"A" Blockout Depth	"B" Blockout width	"C" (Max)	"D" (Min)	"W" Mid-opening	"X"
	D-160	160 (6.30)	2	350 (13.78)	750 (29.53)	110 (4.33)	320 (12.60)	208 (8.17)	300 (11.81)
	D-240	240 (9.45)	3	370 (14.57)	1050 (41.34)	210 (8.27)	420 (16.54)	311 (12.24)	320 (12.60)
	D-320	320 (12.60)	4	390 (15.35)	1350 (53.15)	315 (12.40)	518 (20.37)	415 (16.32)	340 (13.39)
	D-400	400 (15.75)	5	405 (15.94)	1650 (64.96)	415 (16.34)	618 (24.31)	518 (20.39)	355 (13.98)
	D-560	480 (18.90)	6	420 (16.54)	1950 (76.77)	520 (20.47)	715 (28.15)	622 (24.47)	370 (14.57)
	D-640	560 (22.05)	7	430 (16.93)	2250 (88.58)	625 (24.61)	813 (31.99)	725 (28.54)	380 (14.96)
	D-640	640 (25.20)	8	440 (17.32)	2550 (100.39)	730 (28.74)	910 (35.83)	829 (32.62)	390 (15.35)
	D-720	720 (28.35)	9	455 (17.91)	2850 (112.20)	830 (32.68)	1010 (39.76)	932 (36.69)	405 (15.94)

DELCRETE™ Strip Seal Expansion Joint System

Delcrete® Elastomeric Concrete® Steelflex® Strip Seal Expansion Joint System has been utilized as an alternative to more labor intensive, cast-in-place expansion joint rehabilitation solutions. This expansion joint system also offers superior long-term performance when compared to various pourable joint solutions.

Components to this system include: low profile SSA2 or SSE2 Steelflex® rails and Delcrete® Elastomeric Concrete.

Delcrete® Elastomeric Concrete is a pour-in-place, free-flowing, two-part polyurethane-based elastomeric concrete. Delcrete® has been compounded to bond to a variety of surfaces including steel and concrete. Following are the design features of the industry's premier elastomeric concrete:

- Polyurethane chemistry
- Non-brittle over extreme temperature ranges
- Resistant to nearly all chemicals
- One hour cure time
- Permanent, long-term repair solution

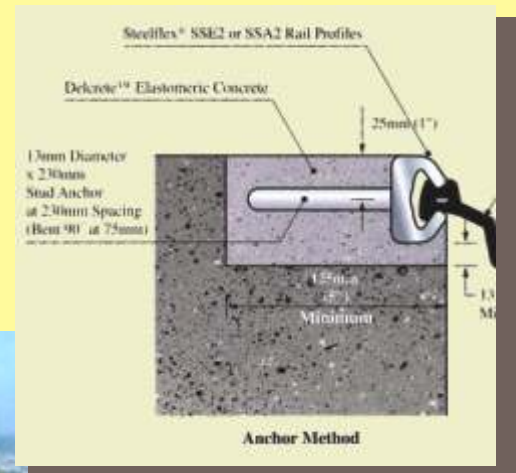
Although initially developed for the bridge rehabilitation market, the outstanding performance record of Delcrete® has encouraged bridge owners to specify Delcrete® Strip Seal Expansion Joint Systems for new bridge construction projects as well.

Installation

Proper installation of Delcrete® is essential to ensure long-term performance. Therefore, Choksey Structural Engineering's technical representative or a representative of its licensed applicator shall be present on the job site during all phases of the installation.

Basic installation considerations include:

- Minimum ambient and concrete substrate temperature: 45°F (TC)
- Blackout area must be completely clean before installation



Pavement Seal Application
Madhuban Chowk Flyover

DELPATCH[®] Elastomeric Concrete

Delcrete™ Elastomeric Concrete was introduced 1-10 in Louisiana as a bridge expansion joint assembly structural anchoring and nosing material. Since then, Delpatch™ Elastomeric Concrete was formulated as a derivative of the highly successful Delcrete™ product, specifically for use in high performance pavements.

Many Uses

Industrial

In addition to its use on bridges and highways, Delpatch™ Elastomeric Concrete has wide applications in industrial and commercial facilities due to its flexibility, outstanding anti-spalling property, high load-bearing capability and resistance to chemicals. It is also easy to install and cures rapidly in normal temperatures.

1. Delpatch™ Installation

Delpatch™ Elastomeric Concrete can be easily installed using these simple procedures:

AREA PREPARATION Chip and/or saw all loose concrete, leaving only sound concrete. Carefully sandblast all areas which will be in contact with Delpatch™.

2. Priming

Use a pump sprayer or brush to apply The D.S. Brown Company's proprietary primer (#105 for concrete surfaces) to all areas which come in contact with Delpatch™. Allow primer to dry 30 minutes before pouring the Delpatch™.



Delpatch™ Elastomeric Concrete can be used to cast airfield pavement lighting and to repair high-traffic pavement such as airport runways, taxiways and aprons.

3. Mixing

Mix 4,000 ml of Part A and 2,000 ml of Part B for approximately 30 seconds. Add pre-weighed 41b. (1.81 kg) bag of fiberglass and continue to mix for 30 seconds. Then add pre-weighed 18 lb. (8.16 kg) bag of sand and continue mixing for 45 seconds.

4. Pouring

Fill entire area to grade as you go. Delpatch™ is self-leveling. As it cures, use a trowel to achieve a grooved or textured finish. Masking and forming materials which were used should be removed immediately after troweling.

5. Accepting Traffic

Delpatch™ Elastomeric Concrete can accept traffic in as little as one hour after the final pour when installed in normal working temperatures.

6. Weather Restrictions

Do not install Delpatch™ when any moisture is present or when ambient temperatures are below 45°F (8°C).

Packaging

- Delpatch™ Elastomeric Concrete is sold by the unit.
- Each unit consists of two 5 gallon containers of Part A, one 5 gallon container of Part B, 9 pre-weighed bags of sand and 9 pre-weighed bags of fiberglass.
- Each unit yields approximately 25 mixed gallons (94.635 liters) and fills a void of approximately 3.3 cubic feet (.093 cubic meters).

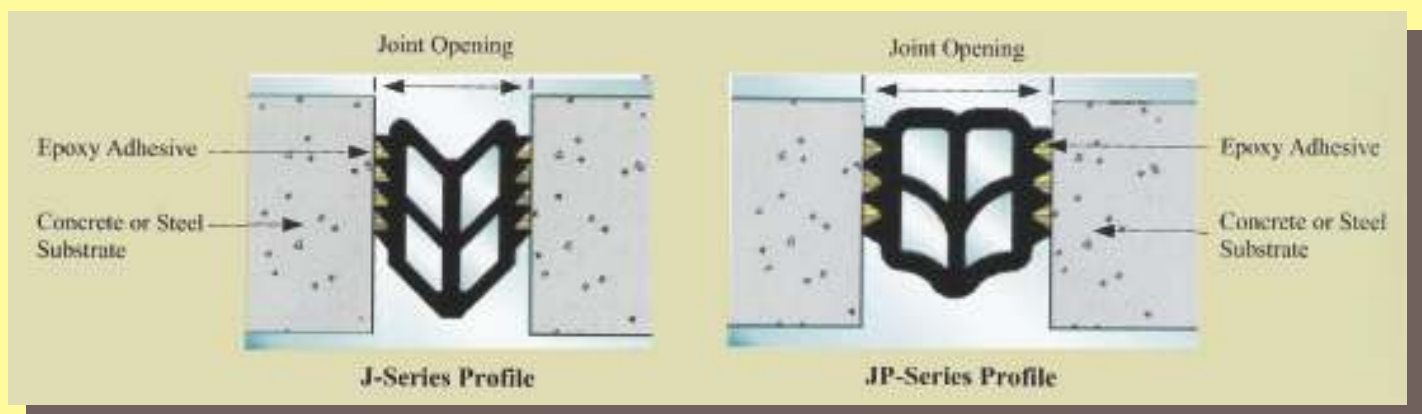
DELPATCH™ ELASTOMERIC CONCRETE PHYSICAL AND PERFORMANCE PROPERTIES		
Properties	Requirements	ASTM Test Method
Tensile strength, min, psi (MPa)	600 psi (4.14)	D412 (mod)
Elongation at break, min, %	25	D 412 (mod)
Hardness, Type D durometer, points	50	D 2240
Compression-deflection properties		
- stress psi, 5% deflection	800 min/1400 max	D 695
- resilience, 5% deflection	95 min	D 695 (mod)
Impact, Ball Drop @ - 200 F, no cracking adhesion to concrete (psi)	>10 ft	D 3029 (mod)
Dry Bond	400 min	
Wet Bond	250 min	

SPECIALTY SEALS - System For Bridge, Parking And Architectural Application

The J and JP-Series Profiles

The J and JP-Series Profiles includes an extruded elastomeric profile and a high-strength, two-part epoxy based structural adhesive. The product, when inserted into an expansion joint in a substrate, will seal the opening from the intrusion of water and debris. This unique design allows the seal to function under compression as well as in tension.

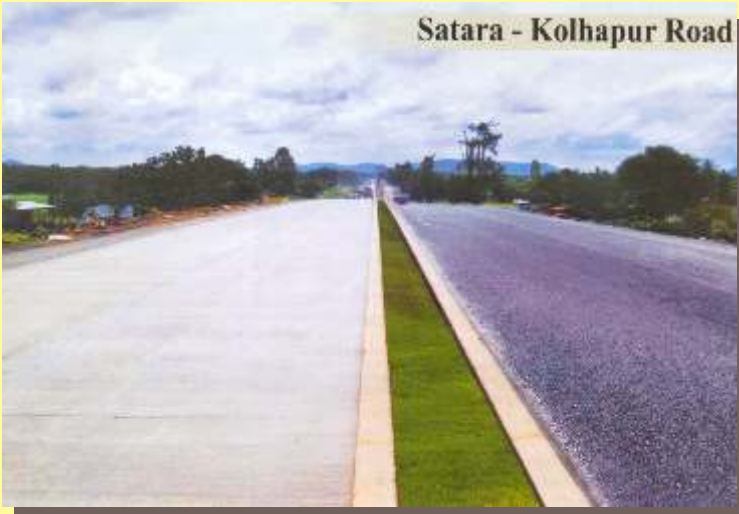
The standard J-Series are used for parking garage applications, where normal as well as vertical movements are a design parameter. The JP-Series are designed for architectural applications, meeting ADA guidelines and providing a smooth walking surface for pedestrians. In addition to architectural and parking garage projects, the J and JP Series can also be used for bridge applications.



The J and JP-Series Profiles

Product Name	Seal Width	Seal Height	Min Width -35%	Mid-range @70°F(21°C)	Max. Width +35%	Total Movement 70%
J-100	1.00 (25.4)	1.19 (30.2)	0.65 (16.5)	1.00 (25.4)	1.35 (34.3)	0.70 (17.8)
J-150	1.50 (38.1)	1.88 (47.8)	0.98 (24.9)	1.50 (38.1)	2.02 (51.3)	1.05 (26.7)
J-200	2.00 (50.8)	2.44 (62.0)	1.30 (33.0)	2.00 (50.8)	2.70 (68.6)	1.40 (35.6)
J-250	2.44 (62.0)	2.94 (74.7)	1.63 (41.4)	2.50 (63.5)	3.38 (85.9)	1.75 (44.5)
J-300	3.25 (82.6)	3.94 (100.1)	1.95 (49.5)	3.00 (76.2)	4.02 (102.1)	2.10 (53.3)
J-400	4.00 (101.6)	4.50 (114.3)	2.60 (66.0)	4.00 (101.6)	5.40 (137.2)	2.80 (71.1)
JP-100	1.00 (25.4)	1.19 (30.2)	0.65 (16.5)	1.00 (25.4)	1.35 (34.3)	0.70 (17.8)
JP-150	1.50 (38.1)	1.88 (47.8)	0.98 (24.9)	1.50 (38.1)	2.02 (51.3)	1.05 (26.7)
JP-200	2.00 (50.8)	2.44 (62.0)	1.30 (33.0)	2.00 (50.8)	2.70 (68.6)	1.40 (35.6)
JP-250	2.44 (62.0)	2.94 (74.7)	1.63 (41.4)	2.50 (63.5)	3.38 (85.9)	1.75 (44.5)
JP-300	3.25 (82.6)	3.94 (100.1)	1.95 (49.5)	3.00 (76.2)	4.02 (102.1)	2.10 (53.3)
JP-400	4.00 (101.6)	4.50 (114.3)	2.60 (66.0)	4.00 (101.6)	5.40 (137.2)	2.80 (71.1)

Bold numbers represent inches; metric (mm) shown in parentheses.



Mumbai-Pune Express highway
Delastic - Pavement seal application ▼

▲ **Satara-Kolhapur Road**
Delastic - Pavement seal application



◀ **Kalamboli Bridge - New Mumbai**
Steelfex expansion joint application

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