

Delastic® Preformed Polychloroprene Compression Seals

In 1960 The D.S. Brown Company began designing and extruding the first generation of Delastic® Preformed Polychloroprene Compression Seals. Since that time continuous improvements have been made to this versatile, cost-effective joint sealing solution. To withstand the demanding requirements of bridge/highway installations, all Delastic® Preformed Polychloroprene Compression Seals are extruded from polychloroprene compounds which satisfy the ASTM standard specification D3542 for Preformed Polychloroprene Elastomeric Joint Seals for Bridges.

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

Installation

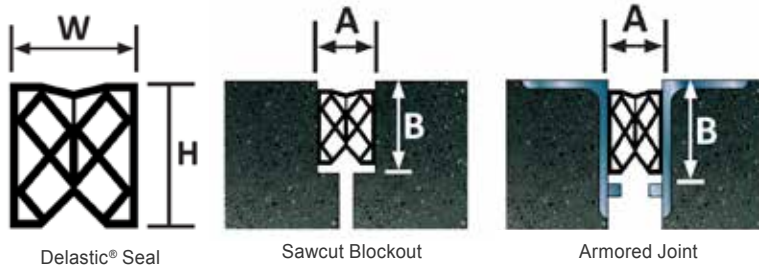
In all installation applications, the joint width must be properly set for the specified Delastic® seal. Also, the vertical faces of the joint must be clean and free of spalled concrete. Desirable installation temperatures range from 35°F (2°C) to 80°F (27°C). At temperatures below this range the lubricant/adhesive has limited effectiveness, while at temperatures above this range the seals become difficult to compress for installation.

Manual and automatic tools are available to facilitate installation. DSB 1516 or DSB 1520 Lubricant/Adhesive is used primarily to lubricate the seal for installation purposes. These products meet ASTM D2835 and D4070 standards.

Design Data

The table below can be used to select the appropriate Delastic® Preformed Polychloroprene 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.

Delastic® Seal Catalog No.	Delastic® Seal Characteristics			Joint Design Criteria		
	Nominal Width (W)	Nominal Height (H)	Maximum Movement	Narrowest Opening ^A	Widest Opening ^A	Minimum Depth ^B
CV-1250	1.25 (32)	1.25 (32)	0.50 (13)	0.56 (14)	1.06 (27)	2.00 (51)
CV-1625	1.63 (41)	1.88 (40)	0.66 (17)	0.72 (18)	1.38 (35)	2.50 (64)
CV-1752	1.75 (44)	1.75 (44)	0.68 (17)	0.81 (21)	1.49 (38)	2.75 (70)
CV-2000	2.00 (51)	2.00 (51)	0.82 (21)	0.88 (22)	1.70 (43)	2.95 (75)
CV-2250	2.25 (57)	2.33 (59)	0.85 (22)	1.06 (27)	1.91 (49)	3.25 (83)
CV-2502	2.50 (64)	2.50 (64)	1.00 (25)	1.13 (29)	2.13 (54)	3.50 (89)
CV-3000	3.00 (76)	3.25 (83)	1.30 (33)	1.25 (32)	2.55 (65)	4.25 (108)
CV-3500	3.50 (89)	3.50 (89)	1.60 (41)	1.38 (35)	2.98 (76)	5.25 (133)
CV-4000	4.00 (102)	4.00 (102)	1.83 (46)	1.57 (40)	3.40 (86)	5.75 (146)
CA-4500	4.50 (114)	4.50 (114)	2.27 (58)	1.56 (40)	3.83 (97)	6.25 (159)
CA-5001	5.00 (127)	5.00 (127)	2.41 (61)	1.84 (47)	4.25 (108)	6.75 (171)
CA-6000	6.00 (152)	6.00 (152)	3.10 (79)	2.00 (51)	5.10 (129)	8.50 (216)



Bold numbers represent inches; metric (mm) shown in parentheses. Joint opening dimensions (A) are based on minimum and maximum pressured allowed in ASTM D3542.

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

Compression seals are not recommended on skewed angles over 15 degrees. Consult with a D.S. Brown [Sales Representative](#) on joint options for higher skews.

Bridges

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