

What is Fauxtex ?

Fauxtex is a cement based colour hardener, which when correctly applied to concrete can give the appearance of rustic bricks, tiles and other similar type finishes. It is used for stencil, stamp or plain coloured concrete, and comes in a variety of colours and texture grades.

How thick is the product?

The product is applied approximately 2-3 mm thick onto the surface of the concrete. It is normally applied in two steps to ensure that maximum colour hardener strength is achieved.

Does it crack or wear off?

When applied correctly, Fauxtex is stronger and more durable than concrete.

Is it slip resistant?

There are a large variety of techniques used to create a slip resistant surface. Please discuss these with your contractor, to ensure that you get the finish best suited for your site and requirements.

How long does it take to complete the Fauxtex Process?

This varies, depending on the preparation required.

Normally the process can be achieved in 3 days. The first day includes form work and site preparation. Day 2 is pouring the concrete and applying the colour hardener and stencil pattern, the final day is cleaning up and sealing the finished job.

However, as concrete does not reach full strength for 28 days, it is recommended that you allow at least 7 days, before you use the new concrete surface.

Will the colour fade?

The pigments used in Fauxtex are inorganic metal oxides, which are extremely UV and chemical resistant. A maximum of 5% shading variation may occur over a period of 5 years, but this is barely detectable to the human eye. The application of a UV sealer will aid in retarding the fading process.

What are the advantages of Fauxtex Stencil Concrete versus brick, stone or tiles?

Using Fauxtex you can simulate almost any building products used in the pavement construction industry. This makes Fauxtex a more versatile option for your pavement, with the added benefit of being able to choose from a broad range of colours, and varied stencil patterns to suit your personal requirements.

As concrete is the base for all Fauxtex products, weeds and undulation will not occur. You can also specifically design the strength of your pavement, if you have a special requirement such as a parking bay for heavy caravans, boats or motor vehicles.

How often do I need to reseal?

After the initial coat at the time of placement, a second coat is recommended within 3-6 months.

Reseals after this period are at the homeowners discretion, but resealing every 12-18 months will help maintain your pavement surface.

Can Fauxtex go over existing concrete?

No, Fauxtex is designed to be used with wet concrete only. Cover-tex is the product best suited to go over existing concrete.

Are there different finishes?

Yes, there are many effects and styles which can be created using Fauxtex, ranging from a rustic brick finish to a smooth tile look. Discuss these with your concrete contractor, to determine the best finish for your specific application.

How many colours and patterns are available?

There are 30 colours, and 35 patterns currently available. There is also a choice of 'feature stencils' such as rosettes and diamonds, and 6 options for a border pattern.

Is there a warrantee or guarantee with Fauxtex?

As Fauxtex has been tested as 'fit for purpose', the statutory warrantees as specified in the *Home Building Act 1989* apply.

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efflorescence; causes and remedies

White Deposits over colour hardened concrete surfaces.

The term "white deposits" is frequently used to generally describe efflorescence, white patchy deposits which form on the surface of concrete pavements.

Rarely does the fault lie with the Colour Hardener. When efflorescence occurs, it is often misinterpreted as fading or "washing out" of the colour hardened concrete surface.

Of all forms of efflorescence, the most likely form which typically contributes to white discolouration can be categorised as "lime bloom".

Lime bloom, when it occurs, is caused by the normal chemical reaction between cement and water. A product of this reaction is calcium hydroxide (lime), which is slightly soluble in water. Under certain conditions it can migrate through damp concrete to the surface where it in turn reacts with carbon dioxide in the atmosphere to produce a deposit of calcium carbonate crystals.

This deposit gives rise to the white patches or overall lightening referred to earlier, but is normally extremely thin. When it is wetted, the deposit becomes transparent and often seemingly disappears.

The occurrence of lime bloom on the surface of concrete paving is a spasmodic and unpredictable phenomenon.

Lime bloom forms more readily when concrete becomes wet and dries slowly and therefore, occurrences may be more frequent in winter months, in shaded areas or, where the concrete slab substrate is exposed to rising damp or moisture.

It is generally only likely to be brought about in the early life of concrete paving, is temporary, and will normally disappear with the effects of rain water and general weathering albeit that it may be prolonged for up to 2 years.

Lime Bloom is a superficial blemish and does not normally affect the strength or durability of concrete.

Factors which may affect the incidence of "Lime Bloom"

"Overworking" the concrete before bleed-water has completely evaporated from the surface. This practice may increase the water / cement ratio near the surface accumulating lime deposits and the formation of calcium carbonate crystals.

Compaction of concrete is an important factor. The more paths for water to enter by way of the pores greatly increases the quantity of "lime" that can be dissolved and brought to the surface.

Vapour barriers placed under external slabs may produce "excessive" water rise during the settling of coarse aggregates after initial placement of the concrete.

Possible Remedial Actions

Washing the affected area with a diluted solution of hydrochloric acid may inhibit the reoccurrence of lime bloom, but this cannot be guaranteed.

Seek professional advice before application. Once cleaned, a sealer coat may be applied to resist the reformation of calcium carbonate crystals.

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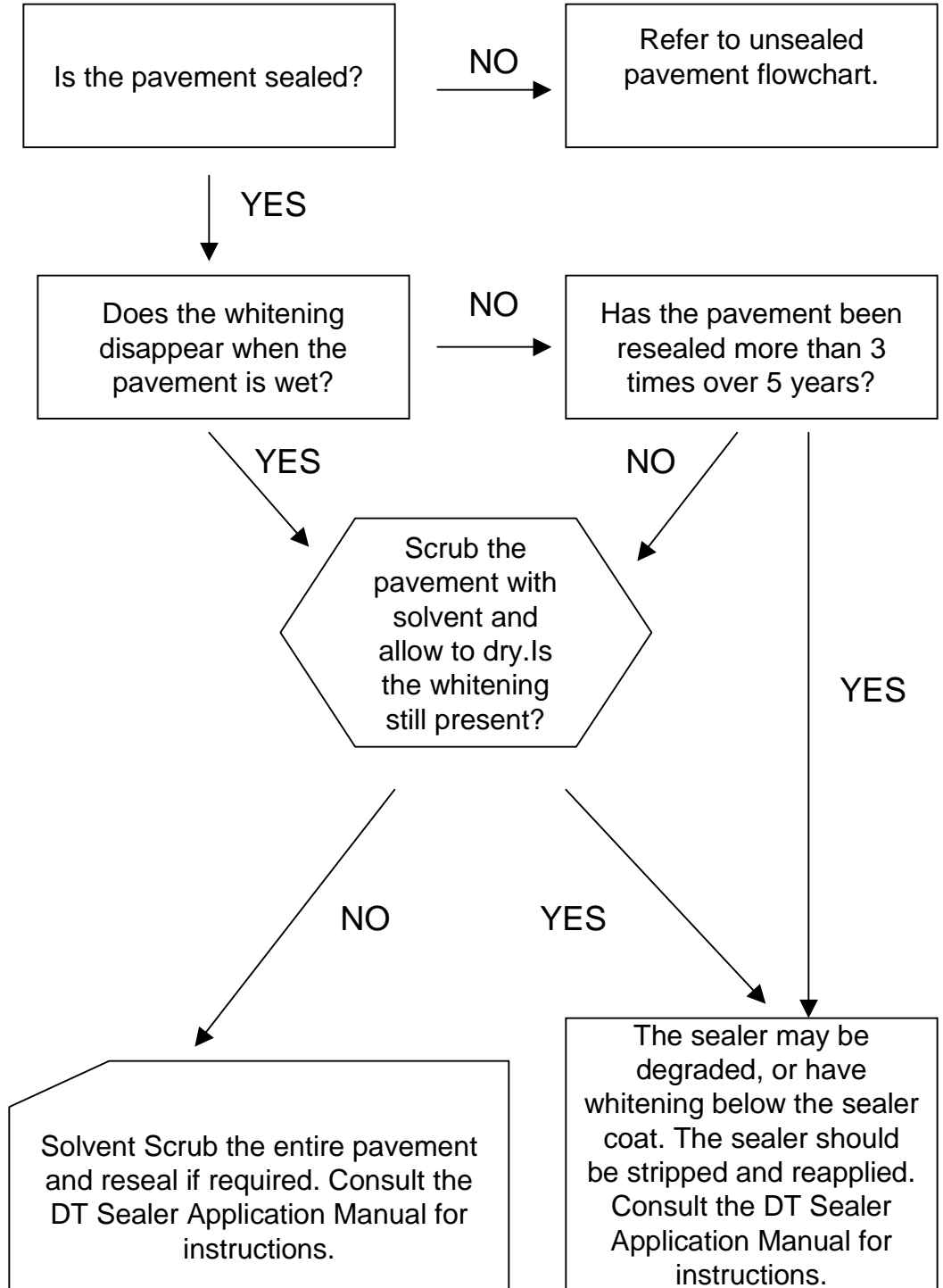
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white patches on sealed Fauxtex pavements

technical bulletin



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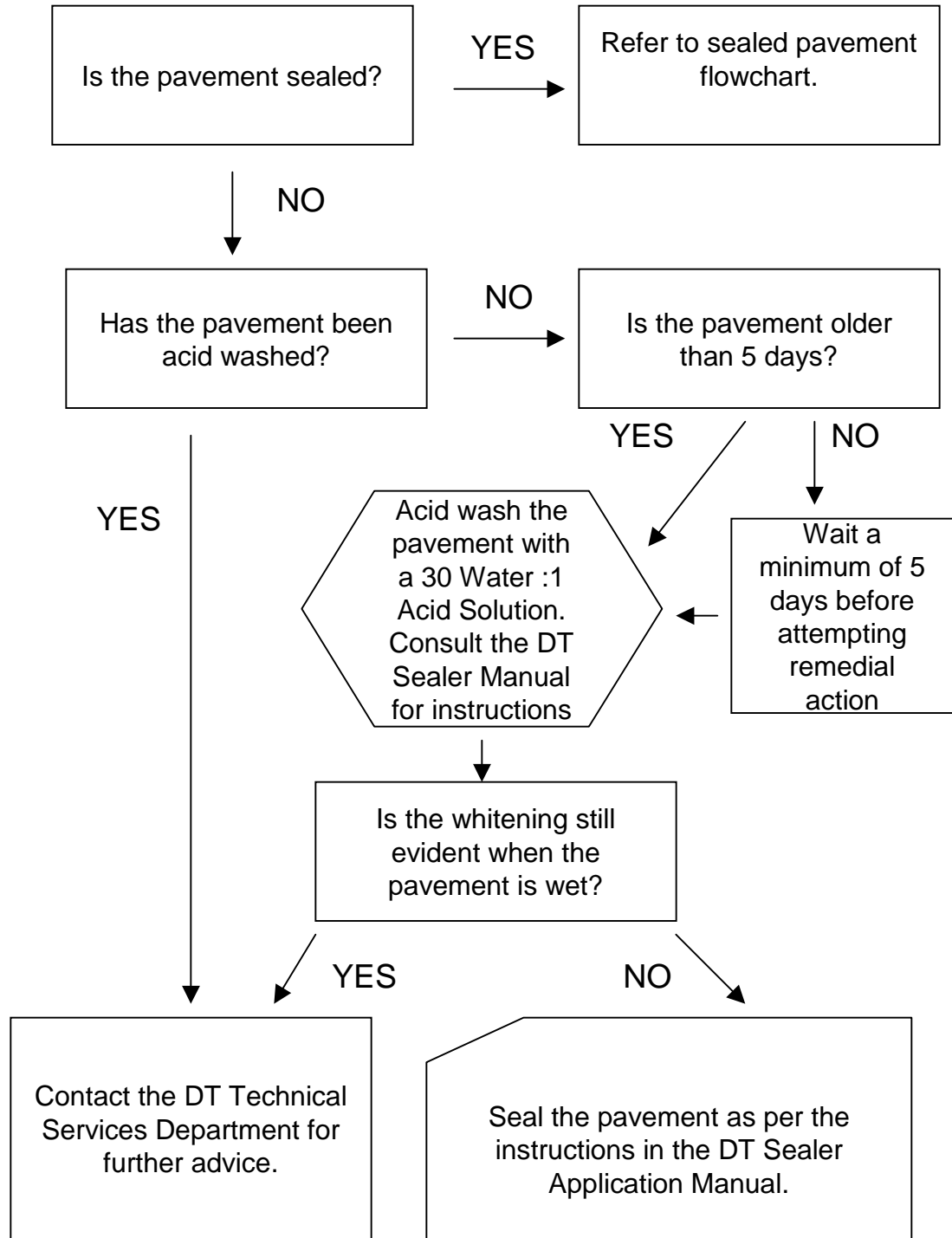
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white patches on unsealed Fauxtex pavements

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Common causes of concrete cracking

Anyone familiar with the use of concrete during construction can tell you that there are many variables involved with the finished concrete product that directly affects its appearance and strength. The most important of these variables include; a) type of cement, b) ratio of water to cement, c) type and size of aggregate, d) type and proportionate amount of admixture, and e) various conditions and/or actions occurring during the mixing, placement, finishing, and curing.

Mixing cement and water with aggregate (sand, gravel, crushed stone) and other substances (admixtures) produces concrete. When the cement and the water are combined, the mixture begins to harden (hydration). The concrete becomes hard and solid with its compressive strength progressively increasing over time (curing period). Concrete cracking is generally categorised as occurring either in the plastic state or in the hardened state.

Plastic Shrinkage Cracking

Plastic Shrinkage cracking is produced when freshly placed concrete is subjected to rapid moisture loss. This may be the result of a combination of factors during finishing, and curing such as; a) air and concrete temperatures, b) humidity, and c) wind velocity. When the moisture from the surface of freshly placed concrete evaporates faster than it can be replaced by bleed water (rising water in the mix) the surface concrete shrinks. Due to restraint from the concrete below, the drying surface layer develops tension stresses resulting in shallow cracks of varying depth. These cracks may later develop into full depth cracks.

Being mindful of prevailing weather conditions, achieving good compaction and recognised curing methods can assist the reduction of plastic shrinkage cracking.

Plastic Settlement Cracking.

Settlement Cracking occurs when concrete in the plastic state continues to settle after its initial placement. Where the concrete is locally restrained from downward movement by reinforcing steel, formwork, or previous pours, voids and/or cracking develop adjacent to the restraining element.

Good concrete compaction methods at the time of placement may avoid a common cause of plastic settlement cracking.

Hardened state cracking

Thermal Stress cracking results when temperature variations due to weather exposure generally occur in the hardened concrete. Thermal expansion or contraction in hardened concrete may cause cracking; especially where connections provide restraint and no provision has been made for the elongation or shrinkage of the member over time.

Allowance for the movement induced by temperature gradients should be made by supplying properly designed joints allowing freedom of movement and correct detailing on the plans. These same joints can also alleviate cracks due to movement induced by creep in concrete, resulting from a long-term increase in strain or elongation under sustained loading.

Although any crack may be considered unacceptable by the homeowner, a standard has been set by Standards Australia. AS 2737-1993 Guide to residential pavements, Section 5.2 Table 1 stipulates that any crack which is less than or equal to 1.5mm in width is deemed acceptable.

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colour matching FAQ

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What influences the colour of a job

There are a number of factors that can influence the final appearance of colour other than the batch of colour used. Many of these are out of your control and may include:

- Surface texture
- The hue of underlying concrete
- The way concrete cures on the day
- The influence of surrounding areas
- The amount of colour used.

What can I do to minimise colour differences on a new job?

Always use the same batches of raw materials. This applies to colour hardeners, release agents, sealers and other materials. If multiple concrete pours are required always use the same readymix supplier and the same batch formulation whenever possible. Minimising the time between pours can also help.

Use the same finish if possible and if treating any area of pavement (eg acid washing, sealing, resealing, solvent scrubbing etc) treat the entire pavement in the same way.

Try and use a consistent amount of colour hardener across the job and avoid 'patching' areas after it has cured.

What should I do when I need to colour match a new pavement with an old one?

Colour matching can be difficult due to the above factors. You may not notice any difference until the new pavement has cured and by that time it can be difficult to rectify.

A break between the two pavements may help minimise the impact of these differences – a different colour header, a feature or a garden between the slabs.

Can I use coloured sealer to match a job.

It is not recommended that coloured sealer be used to match a job. Coloured sealer is a different type of product and is less influenced by the factors mentioned earlier. So it can often look significantly different to the surrounding pavement.

If you are considering using coloured sealer it is recommended the entire area is treated to help colour consistency. Always remember, unless masked, coloured sealer will also colour the stencil lines.

What if I am using Cover-tex?

If possible, try and apply Cover-tex on the entire area to be resurfaced. If a new slab is going to be poured next to an old one that is going to be resurfaced, the best results are achieved when the new area is allowed to cure (minimum 28 days) and the entire area (old and new) are sprayed together. If that is not possible then the factors influencing Fauxtex may also apply.

What should I do if I have to put a new pavement next to an old one?

If you cannot include a feature or a break or apply the surface on the same day then always discuss the possibilities with your client and make a note in the contract.

Where can I get more information?

If you require further advice or help regarding colour matching or any other aspect relating to Decorative Technologies products, please contact our Technical Services Department on 02 4735 6477 or technical@dectech.com.au.

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