



**ZINGA®**  
Asset integrity for eternity.

# REFERENCES

REF.: CH-BR-OL-RW-ZU-  
CFF Bridge La Presta – EN –  
ZP0450 – 10/03/2025

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## CFF Bridge La Presta – Val-de-Travers, Switzerland

In 1970, even before the creation of the ZINGAMETALL BV company, the Swiss ACMV steel company (**Ateliers de Construction Mécaniques de Vevey**), created in 1895, has built the structures for a bridge to be mounted on the R21 railway line, located in Val-de-Travers, over the Areuse river, for account of **CFF, the Swiss Federal Railway Company**. The retained and applied system was **ZINGA** stand-alone at 180 µm DFT.

**49 years after**, on 26 September 2019 a visual condition survey was held by the main contractor **OPAN Concept** and the paint contractor **SABLISOL**.

Their conclusions were as follows:

The metal structure of the bridge does not show significant corrosion.

- Small pinpoint areas with surface corrosion (due to initial low DFT).
- Deposits of rusty iron filings / stains from the rails.
- Painting of the bridge structure is in good to very good condition.
- No areas of heavy rust or swelling were observed.

*Some photos of the 2019 report below.*



2 photos above:  
deposits of iron stains  
from the rails.  
When cleaning the  
superficial stains, you  
can see the active  
**ZINGA**.



2 photos right:  
Overall structure of the  
bridge in good  
condition.



**54 years after**, on 21 June 2024, two ZNGAMETALL Belgium representatives and the Swiss paint contractor SABLISOL made another condition survey in order to propose a repair / refurbishment specification to CFF.

Their conclusion was:

The overall condition of the bridge was satisfactory.

No defects as flaking, cracking, blistering or chalking were observed.

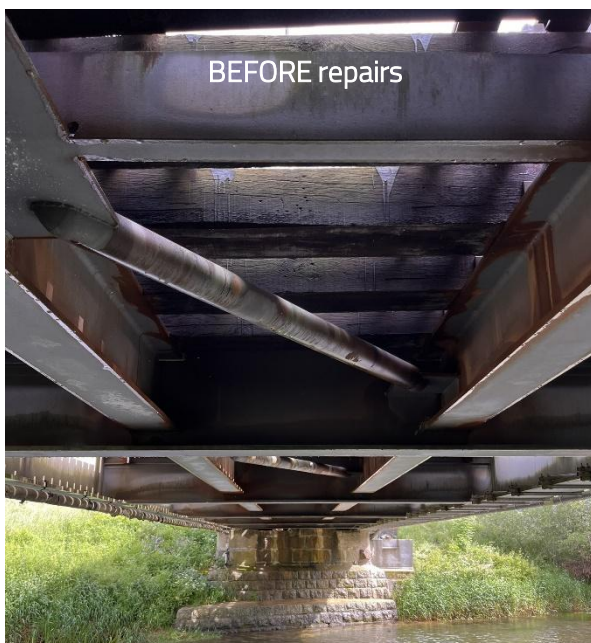
Near and under the train tracks red/brown deposits can be found which are particles and debris coming from the rails and overpassing trains. Underneath these deposits the ZINGA was intact.

Coin rub and solvent rub tests were made which showed that the active ZINGA layer was intact.

Thickness readings were taken, which were all between 110 to 200 µm DFT.

Cross cut adhesion tests were done (acc. ISO 2409) which gave GT1 to GT2 results.

An easy ZINGA coating repair and reload/recharge specification has been issued and submitted to the Client CFF. The paint contractor SABLISOL started the repair works in **August 2024.**"







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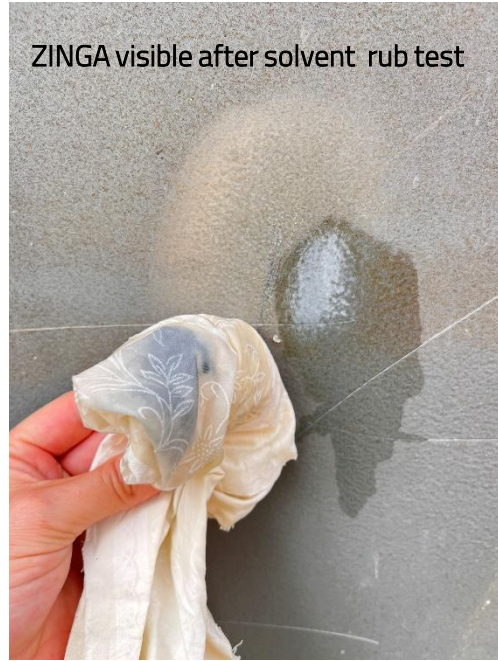
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ZINGA visible after coin rub test



ZINGA visible after solvent rub test



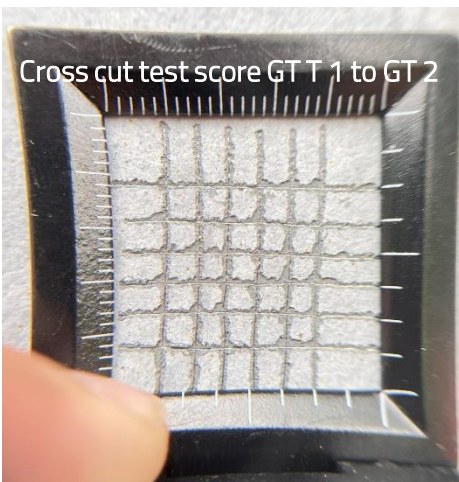
DFT before cleaning the surface



DFT after cleaning the surface



Cross cut test score GT T 1 to GT 2



System applied in 1970 :  
Surface preparation: Gritblasting to SA 2.5

ZINGA            180 µm DFT  
1st layer 60 to 80 µm DFT (applied in workshop)  
2 layers applied on site after assembly





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### Repair system applied in August 2024 :

The surface preparation process was tailored to the specific conditions of different areas on the bridge:

#### 1. Intact Surface Areas (< 120µm DFT):

These areas retained a sound ZINGA coating, requiring only light roughening to remove debris and passivation layers.

ZINGA was applied by roller up to 120µm DFT.

#### 2. Slightly rusted and Damaged Areas :

Areas showing rust, particularly around edges, welds, and under sleepers, are to be cleaned more thoroughly using power tools like the Bristle Blaster® and needle gun. The surface preparation is to be conducted to SSPC-SP 11 – Level 2 standards, ensuring a suitable substrate profile for coating adhesion of Rz 50 – 100 µm.

ZINGA was applied by brush and roller to 120µm DFT.



AFTER repairs

