



Pothole and Edge Repairs



Installation

General Description

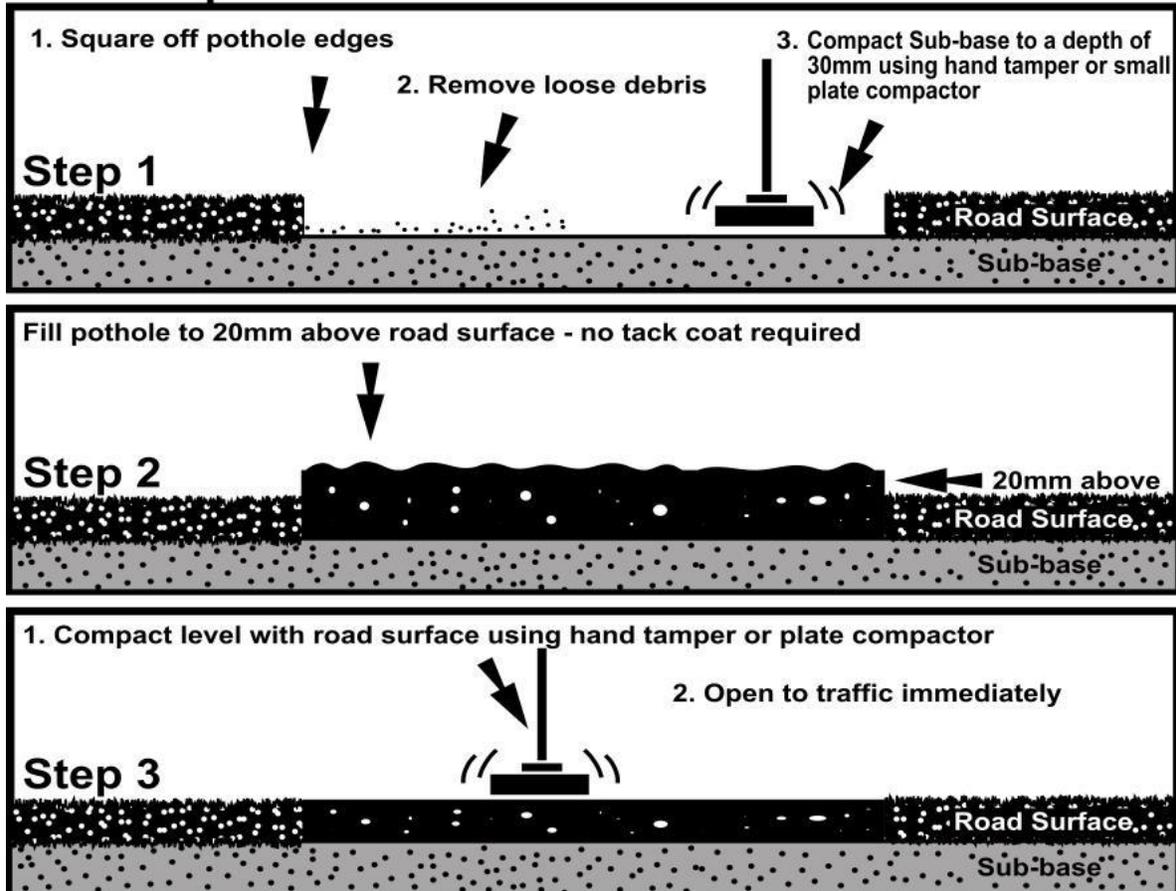
The Purpose of this document is to provide a brief overview of how to apply “ Matrex Pothole solution ” material for small repairs and large repairs as well as edges .

The main unique Features of our cold technology:

- ❖ It is ultimately a permanent patch due to its ability to expand and contract with the road surface.
- ❖ The curing process is activated by impact as opposed to normal ambient evaporation and bonds to asphalt, concrete, steel and even wood.
- ❖ The product can be stored for long periods of time and in any weather condition in an unpackaged or bagged form.
- ❖ The product is workable in any weather condition and can be applied even if the area to be repaired is full of water. This is exceptionally beneficial as most road damage occurs during or immediately after rain.
- ❖ Very basic tooling for application is required such as a broom, spade and hand tamper for small repairs and a small plate compactor for larger repairs.
- ❖ The skills level required to effect a permanent repair is very basic thus creating employment opportunities for unskilled labour.
- ❖ Repair preparation is simple, being that loose debris needs to be removed only
- ❖ Does not require any pre-coating but can be used with.
- ❖ Application of product is up to 8 times faster thus allowing for minimal traffic delays. The product can take traffic immediately after application is complete.

Material Installation

Small Repairs



Recommended Installation Process for small

(Self Priming –No Tack coat required but can be used if so desired)

1. Cut damaged area square with an asphalt or concrete cutter ensuring that all damaged road surface is include in this process.
2. Remove all loose rubble from the area to be repaired.
3. Restore and stabilize subsurface with an approved stabilised back fill material to a level of least 30mm below the road surface. Where backfill is not available our product may be used providing it is applied and compacted in incremental layers not exceeding 30mm at a time.

4. Where the subsurface has been damaged below 100mm it recommended the subsurface should excavated to a depth of 300 mm and then repaired with a stabilised backfill material to a level of not less than 30mm below the road surface.
5. Apply Premix road repair evenly to a level of 20-25mm above the road surface ensuring at least a 20mm overlap on edges then compact level. Simple edging to this thickness placed around the damaged area accompanied with a straight edge will ensure an even spread of material.
6. Compacted the material level with the road surface and if applicable blend in the edges to suite.
7. Sweep away any excess material and open to traffic.
8. In extreme heat conditions water may be used compacting material - dusting of the surface lightly with cement prior to traffic is recommended.
9. In the case of emergency repairs the pre-mix can be applied without any preparations even to an area fill of water.
10. The above installation procedures are the recommended procedure however the material can be applied using simple tooling where applicable.



The a plate compaction method for small repairs is recommended however a proper hand tamper can also be used to compact the material. Once the compaction is complete you may open the road to traffic immediately.



Recommended Installation Process for Medium size repairs

(Self Priming –No Tack coat required but can be used if so desired)

The method of installation for medium repairs is the same as small repairs however the stabilization of the sub base is crucial to affecting a proper and lasting repair.



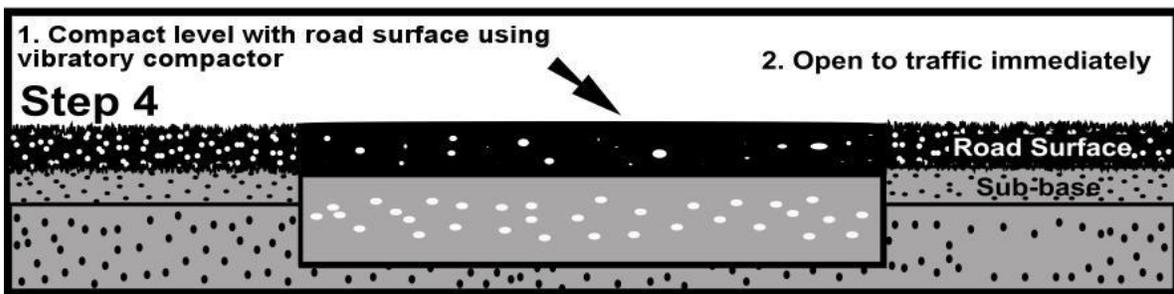
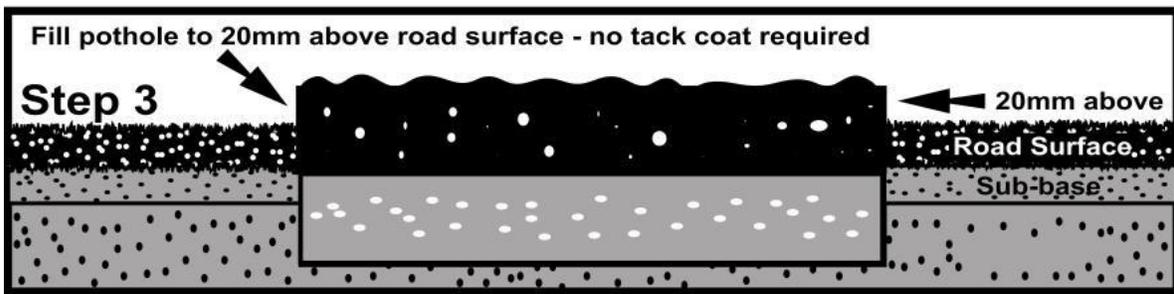
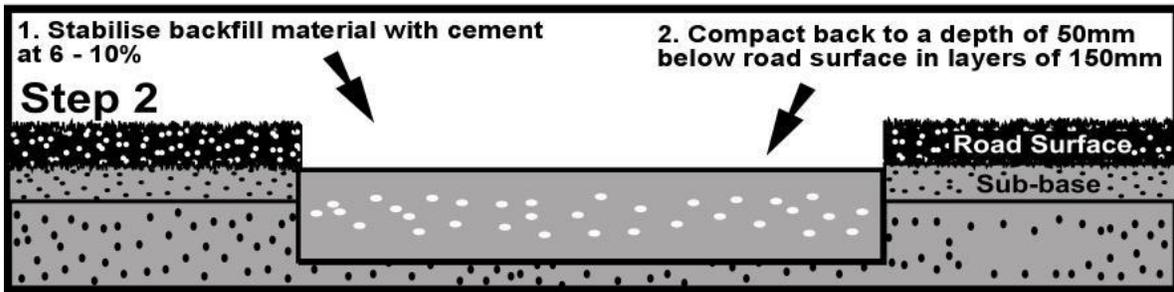
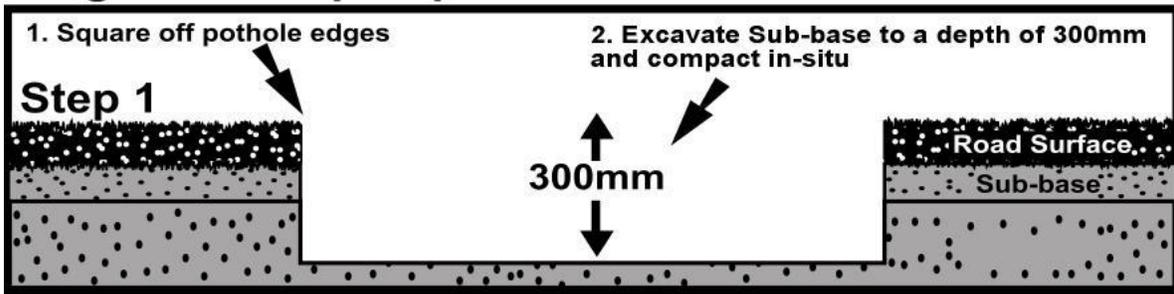
Recommended Installation Process for edge repairs

(Self Priming –No Tack coat required but can be used if so desired)

The method of installation for edge repairs is the simple. Remove all loose debris then rake material into the desired shape. One in position the material should be compacted using a plate compactor or a proper hand tamper.



Large and Deep Repairs



Recommended Installation Process for Large and deep Repairs

(Self Priming –No Tack coat required but can be used if so desired)

1. Cut damaged area square with an asphalt or concrete cutter ensuring that all damaged road surface is include in this process.
2. Remove all loose rubble from the area to be repaired.
3. Where the subsurface has been damaged below 100mm it recommended the subsurface should excavated to a depth of 300 mm and then repaired with a stabilised backfill material to a level of not less than 50mm below the road surface.
4. The sub base should be compacted back using a trench compacter as this will compact the material properly to a depth of 150mm at a time.
5. Apply Premix road repair evenly to a level of 20-25mm above the road surface ensuring at least a 20mm overlap on edges then compact level. Compact the material level with the road surface using a large vibratory compactor.
6. Sweep away any excess material and open to traffic.
7. In extreme heat conditions dusting of the surface lightly with cement prior to traffic is recommended.







Once repairs is complete you can open to traffic immediately

