PERMANENT ROAD REPAIR SOLUTION

1. PREPARATION
Clean the repair area of loose debris and dust. A tack coat is not necessary.

2. APPLICATION
Ensure the area is swept clean and is free from loose material. Ensure that the excavation has 90 degree key ways on sides and bottom of the repair to ensure correct seating (locking) of the material. Fill the hole with NCA material, ensuring that all the corners are filled. Allow a minimum of 30mm from the top of the pothole for the wearing course to be added to complete the repair. (In cold conditions, it is advisable to gently work the product whilst in the bag as this will improve work ability). Compact the material using a hand tamper or roller/compactor. For large areas use a roller, slightly wetting the drum with water. (If under-filling takes place, simply add more product and compact to required depth). It is recommended that deep patches should be built up in 50 mm layers.

3. COVERAGE RATES
2 x 25 kg bag will yield approximately 1m² at 25mm thickness. Pre-fill material can be used for potholes deeper than 60 mm and the final 20 to 25 mm can be covered with National Cold Asphalt 9.5 mm or 6.7 mm “Wearing Course Material”

4. COMPACTION
Depending on the size of the repair, a hand stamper, rammer, plate compactor or pedestrian roller can be used.
NATIONAL COLD ASPHALT is a pre-mixed, high performance permanent cold mix patching material made under license using Macfix® technology from Macismo International Ltd. The product consists of a mixture of selected aggregates coated with a blend of bitumen and a special additive.

The additive has been specially formulated to enhance the workability of the mix during handling and to improve the adhesion properties of the binder during its service life. The aggregate grading ensures optimal stone interlock after placement so that the product will not deform under traffic.

PROVEN HIGH-TECH MIX

- Cost effective
- Superior workability
- Two Year shelf life
- Instant permanent repair
- Available in bulk
- All weather applications
- Zero waste
- No heating or tack coat
- Immediately trafficable

Repaired in August 2007, still intact in 2012.

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