SKIRTINGS

Skirtings should be executed in not less than two coats, particular care being taken to ensure proper adhesion of the first coat to the base. Special care should be taken at external angles to ensure the thickness of the material.

COVE OR ANGLE FILLETS

At the intersection of two planes forming an internal angle and after the mastic asphalt has been laid on horizontal, sloping or vertical surfaces, a solid angle or coved fillet of mastic asphalt, not less than 40mm wide in the face, should be formed in two coats, immediately after first warming and cleaning the intersection by the temporary application of hot mastic asphalt, before the fillets are formed.

ACHIEVING A SAND RUBBED FINISH

Immediately after completion of laying, and whilst the mastic asphalt is still warm, clean sharp sand should be rubbed evenly into the surface of the mastic asphalt with a wooden float.

ACHIEVING A NATURAL FLOAT FINISH

The surface should be finished with a float in a manner similar to that used for a sand rubbed finish but without the use of sand (sometimes referred to as a polished finish).

Testing the surface

SLIP RESISTANCE

If required, the finished floor may be tested for slip resistance in accordance with the method described in BS8204: Part 5 annex B. Independent tests have been conducted on samples of sand rubbed and float finish mastic asphalt flooring.

Results:

Table 5

The slip resistance value is calculated as the mean of five readings and was as follows:

Temp 23°C	Natural float finish	Sand rubbed finish
Leather	62	47
4S (1)	70	61
Male heel rubber	72	67
Female heel rubber	51	45
TRL dry (2)	91	82
TRL wet (2)	21	63

(1) Rubber & Plastic Research Association standardised rubber test.
(2) Transport Research Laboratory standard rubber.

It will be noted that the natural float finish produced better results in dry conditions than the sand rubbed finish sample.
However, it was noted that in wet conditions the natural float finish recorded an average of 21 which is very low and falls below the standard requirement of 39 in accordance with BS 8204: Part 5:1994.
It was pointed out by the laboratory that it is possible that in service a natural float finish material will become matt relatively quickly as it is trafficked, which will tend to reduce its dry slip resistance towards figures obtained for sand rubbed surfaces but equally improve its wet slip resistance.

Maintenance and repair

CLEANING AND POLISHING

A mastic asphalt flooring requires periodic routine attention to obtain the maximum service and to maintain the best decorative effects. The user should be guided by the advice of the asphalt manufacturer or a reliable flooring contractor in the selection of suitable cleaning agents and polishes for the maintenance of the floor finishes. Polishes should be of the emulsion type, free from solvents. Polishes in which wax is prepared in a paste form with a solvent should not be used.

Superficial dirt can normally be removed by washing or scrubbing with warm water and suitable detergents. Where there is much dirt on the flooring, the addition of a small quantit/y of washing soda to the warm water may be desirable. After the dirt has been removed the floor should be mopped with clean water. It is essential that all oils, fats and greases be removed as soon as possible.

When hosing down, a constant water temperature should be maintained with the water temperature not exceeding 40˚C.

REPAIR OF MASTIC ASPHALT FLOORING

Areas of mastic asphalt flooring subjected to heavy traffic may require repairing in order to maintain the flooring in good condition. All repair work to a mastic asphalt surface should be performed by a specialist mastic asphalt contractor. If it is necessary to remove an area of mastic asphalt, the line of the cuts should be covered with molten mastic asphalt until the underlying material has softened. The asphalt should not be removed until this has taken place. In no circumstances should a hammer and chisel be used to cut cold mastic asphalt. Alternatively a disc cutter may be used to remove mastic asphalt. A gas torch with controlled gradual heating may be used in carrying out repairs.

Where mastic asphalt has previously been laid in a single-coat the cut edge of the existing mastic asphalt should be warmed using molten mastic asphalt so that a bonded joint with the re-laid mastic asphalt can be formed.

On multi-coat work where a waterproofing coat and a flooring coat have been laid, the cut edge of the existing mastic asphalt should be softened using molten mastic asphalt and the flooring coat removed over a width of approximately 75mm. A lapped joint with the re-laid waterproofing and flooring grade mastic asphalt should then be formed.