

## Workmanship

### **RE MELTING**

Strict temperature control should be maintained throughout the remelting process. Generally, the temperature of the mastic asphalt should not exceed 230 degrees centigrade.

Remelting should be carried out in mechanically agitated mixers, and cauldrons should only be used in exceptional circumstances, governed by site conditions and the areas of mastic asphalt to be laid.

### **TRANSPORT OF MOLTEN MATERIAL**

When the material is sufficiently molten to be workable, it should be carried in buckets, wheelbarrows or heated dumpers to the point of laying. To prevent the molten material from sticking to the buckets, wheelbarrows, etc. they may be sprinkled inside with a minimum quantity of inorganic dust such as limestone dust. For acid resisting mastic asphalt a silica or similar acid resisting dust should be used.

### **LAYING THE SEPARATING MEMBRANE**

A separating membrane should be loose laid with not less than 50mm lapped joints beneath the mastic asphalt as a partial separator and to obviate blistering.

### **LAYING THE MASTIC ASPHALT PAVING**

#### **GENERAL**

Each coat should be laid as evenly as practicable using a hand float and undue delay between coats should be avoided to prevent contamination.

Timber or other suitable gauges should be used to control the thickness of horizontal work.

Any blows should be pierced and made good whilst the mastic asphalt is still warm.

#### **JOINTS**

The junction between contiguous bays of mastic asphalt should be not less than 75mm from the corresponding junction in the preceding coat. The edge of the previously laid bay should be warmed and cleaned by the application of hot mastic asphalt which is then removed before the joint with the new materials is made.

#### **SURFACE FINISH**

The final coat should normally be rubbed with sharp sand using a wooden float and any additional surface finish specified applied.