EXTERNAL TANKING EXCAVATION

To provide the operative with sufficient working space to apply the mastic asphalt to the external face of the structure a minimum width of 900mm beyond the wall face should be allowed.

INTERNAL TANKING EXCAVATION

In all tanking operations it is necessary to maintain dry working conditions and it is recommended that in internal tanking operations a space of 300mm should be provided around the structure to a minimum of 300mm below the foundation level to keep the walls as dry as possible during the progress of the asphalt work and the subsequent loading of horizontal and vertical tanking.

Workmanship

REMELTING

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 MASTIC ASPHALT TANKING

HORIZONTAL WORK

Mastic asphalt tanking should be laid in bays in three coats.

Each coat of each bay should be spread evenly and uniformly by means of a float, to the recommended thickness, on to the previously prepared surface, the separating membrane or the preceding coat. Timber or metal gauges should be used in order to ensure accuracy.

Each coat of mastic asphalt should be followed by the succeeding coat as soon as is practicable without undue delay, since exposure to contamination, for example, by dust or dirt, might impair adhesion and cause blistering.

If 'blowing' occurs, the bubbles should be stabbed and the area affected carefully made good while the mastic asphalt is still hot.

JUNCTIONS

Special care should be taken in laying mastic asphalt to form an efficient junction with the edge of a bay already laid. The hot mastic asphalt is taken over the edge of the existing bay and allowed to remain for a sufficient period of time to ensure complete fusion between the two bays. When the edge of a mastic asphalt bay is contaminated it should be cleaned by a temporary application of hot mastic asphalt.

Where bays of mastic asphalt have been left open due to phasing of the contract, or for other reasons, the edges of previously laid bays should be warmed and cleaned by the application of hot mastic asphalt before the joint with the new material is made.

Joints in successive coats of mastic asphalt should be staggered at least 150mm for horizontal work and 75mm for vertical work.

This procedure should also be adopted at junctions between the roof finish and skirtings or fillets.

VERTICALS

All vertical work should be executed in not less than three coats, particular care being taken to ensure proper adhesion of the first coat to the base. The first coat should be applied in small quantities with applied pressure with a steel trowel, or small wooden float, with the second and third coats, being applied with a wooden float.

ANGLE FILLETS

At the internal intersection of two planes and after the mastic asphalt has been laid to each face the final coat of mastic asphalt should be warmed and cleaned by the temporary application of hot mastic asphalt.
A solid angle fillet of mastic asphalt should be formed in two coats with a face of not less than 40mm.

EXTERNAL ANGLES

Special care should be taken that the full thickness of mastic asphalt is maintained at all external angles formed by intersecting planes, whether horizontal, sloping or vertical.