

# Maintenance and repair

## General

Mastic asphalt roofing which has been designed and installed in accordance with the recommendations of this technical guide along with the relevant British Standards can be expected to provide trouble-free, reliable service provided it is properly maintained. Maintenance inspections should be carried out regularly by persons knowledgeable in mastic asphalt work.

Mastic asphalt roofs should be inspected twice yearly:- in the autumn, to clear leaves, debris and dirt, which may prevent

proper drainage or cause deterioration, and in spring to identify and rectify any damage due to weather. Where the roof is in an area of high dust or pollution, or in close proximity to trees, more frequent inspections may be necessary.

Inspection should be carried out both internally and externally. Particular attention should be given externally to roof covering abutments, joints, gutters and outlets and internally to corners, abutments and penetrations. Observations by occupants of the building should be noted.

## Checklist for roofs

During the course of regular maintenance inspections the whole of the roof should be systematically checked and a note made of any items requiring attention. The following checklist should be used:

a). **Surface finish and solar reflectors.** Check that surface chippings are evenly distributed and unaffected by wind scour and that ballast has not been displaced. Note any cracked or damaged tiles or slabs. Where a reflective paint has been used, assess the necessity for renewal, taking into account the roof's age and formation of the roof, ie. the presence and type of insulation etc.

b). **Skirtings, kerbs and turndowns.** Check that upstands are intact and fully adhered. Note any blistering, distortion or slumping. Pay particular attention to fillets and arrises for cracks from movement or impact. Where skirtings are tucked into a chase in concrete or brickwork, check the condition of the pointing.

c). **Edge trims.** Check for signs of movement, displacement or stress, particularly at the joints between adjacent sections of trim and for retraction between asphalt and back edge of the trim.

d). **Drainage.** Ensure that all gutters, rainwater outlets and discharge points are clean and that the water discharge from the roof is uninterrupted. Carefully examine the junction between the asphalt and rainwater outlets. Note any apparent defects or signs of silting or ponding.

e). **General area.** Examine the whole roof area, note any areas of stress or blistering and any signs denoting failure of insulant or base. Record the extent and type of any defects.



## Repair procedures

Repairs should be carried out after the type and extent of any defects have been noted and their underlying cause identified. The intention of repair work should be to restore the asphalt to its original condition and ensure its continuing performance. All repairs should therefore be carried out using materials, accessories and standard of workmanship comparable with the original installation.

Any surface treatment that has been damaged or displaced should be made good to match the existing surface.

Defective pointing should be broken out and renewed. Split or broken non-ferrous metal cover flashings should be repaired as necessary.

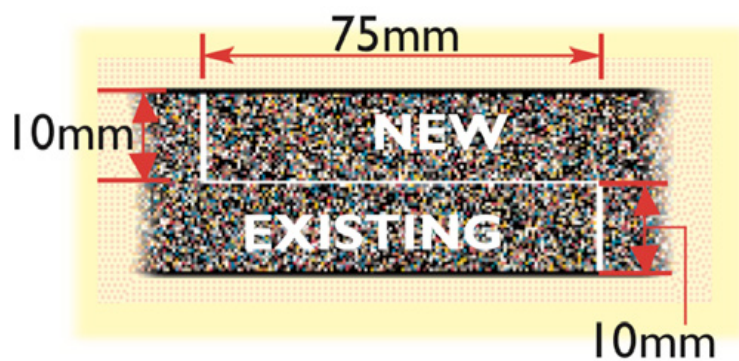
Excessive blistering may be indicative of more serious underlying problems and should be cut out and the substrate examined to establish the cause.

All repair work to a mastic asphalt surface should be performed by a qualified mastic asphalt operative.

If it is necessary to remove an area of mastic asphalt roofing, the line of the cuts should be covered with molten asphalt until the underlying material has softened. The mastic 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, especially where paving grade mastic asphalt has been used.

Defective areas should be carefully removed. When jointing new mastic asphalt to existing mastic asphalt, the principle of the lapped joint should be observed. In multi-layer applications the perimeter of existing mastic asphalt should be softened to permit removal of material to a depth of the original coat thickness for a width of not less than 75mm.

The use of a forced flow hot air torch, or the controlled use of a gas gun may be acceptable for specific requirements. In the case of the latter, extreme care should be taken to avoid contact between the naked flame and the mastic asphalt.



**Joint between existing & new mastic asphalt roofing**