

SSOW Method Statement



SSOW Method Statement Roadmender 4mm Mastic

PRODUCT APPLICATIONS

Shallow surface defects repairs, potholes repairs, surfacing repairs around ironworks, footway surface course, utility reinstatements, airfield repairs, patching, local repairs, in laid crack repairs and any other similar use including narrow trenches.

- MCHW SHW Volume 1 Clause 946, amendment July 2019
- Department for Transport – New Roads and Street Works Act 1991 Specification for the Reinstatement of Openings in Highways (SROH), Third Edition April 2010 and (SROH), Fourth Edition 2020
- RSTA ADEPT HE Code of Practice for Ironwork Systems Installation and Refurbishment, May 2017

4mm Mastic Preparation and Use

- The operator should be familiar with pre-heating the drum of the mixer to warm the equipment if starting from cold and should the use equipment as per manufacturers' guidelines.
- After pre-heating the mixer, add the required number of 20kg bags of Mastic, pouring the contents into the mastic mixer.
- Mix the material initially up to a maximum of 170°C and then continue to mix thoroughly for ½ to ¾ hour to ensure the mastic is fully liquid and homogenous.
- Next increase the temperature and bring the material up to a maximum 195°C ready for discharge and laying.
- Regularly crosscheck accuracy of machine temperature gauges by using a laser temperature gun aimed at material as it is discharged from the mixer hatch.
- The installation should not be trafficked until the newly laid material has reached ambient temperature to ensure product is set sufficiently to accept vehicle loading.
- Cooling time is approximately 1 minute per mm depth.

Health, Safety and Environmental

- Please ensure that appropriate PPE is used when preparing, mixing and applying products.
- Always wash your hands before consuming food and make sure that materials are kept safely out of reach of children and animals.
- Please dispose of packaging and waste responsibly and in accordance with local authority requirements. A full material datasheet relating to this product is available from Roadmender Asphalt.

Quality Assurance

- All products are manufactured in a plant whose quality management system is certified / registered as being in conformity with BS EN ISO 9001:2015.

Technical

- Hot applied, polymer modified mastic asphalt.
- Unit Size: 20kg bag. 50 units /pallet (1000kg)
- Appearance as supplied: Dry, pourable granular aggregate & rubber bitumen pellet mix.
- Appearance in use: Black, molten, free flowing, granular, hot mastic.
- Application Temp °C: 180°C to 195°C.

Preparation

- The pavements surfaces are to be reasonably clean and dry, loose material and standing water is best removed with a heated air lance or similar.

Material

- The 20kg bags of granular 4mm mastic are poured into the pre-heated mastic mixer and brought to a temperature of no more than 195°C and mixed for a further 30 minutes to ensure the mixture is fully homogenous.
- At this stage the mastic will be fully fluid and ready to be discharged into wooden / metal mastic buckets or metal wheelbarrows.



Installation Method Statement

- Installation shall only be carried out in dry conditions, at ambient temperatures above -5°C.
- The pavements surfaces are to be reasonably clean and dry, loose material and standing water is best removed with a heated air lance or similar.

Alligator cracking

- The pavements surfaces are to be reasonably clean and dry, loose material and standing water is best removed with a heated air lance or similar.
- Any large loose material is to be removed by hand.
- For sections of cracking greater than 10mm depth the repair is to be built up in layers.
- A thin layer of mastic is to be placed over the failing area of the defect this is then chipped with bitumen coated aggregate.
- Rate of spread 8-12kg per metre square.
- Continue to build up layers allowing 2-3 minutes between each layer for the material to solidify until you are approximately 6mm below the required finished surface level.
- The final surface finish to the entire area is placed using a spazzle/float, or for small areas a drag box.
- The surface layer should be laid to a max depth of 10mm.
- The material should be chipped to meet local skid resistance requirements or for aesthetic purposes with sand, grit, high PSV hard stone chips or 1mm to 3mm calcined bauxite.

Shallow surface defects

- The pavements surfaces are to be reasonably clean and dry, loose material and standing water is best removed with a heated air lance or similar.
- Any large loose material is to be removed by hand.
- For defects greater than 10mm in depth, the repair is to be built up in layers.
- A thin layer of mastic is to be placed over the failing area of the defect this is then chipped with bitumen coated aggregate.
- Rate of spread 8-12kg per metre square.
- Continue to build up layers allowing 2-3 minutes between each layer for the material to solidify until you are approximately 6mm below the required finished surface level.
- The final surface finish to the entire area is placed using a spazzle/float or for small areas a drag box.
- The surface layer should be laid to a max depth of 10mm.
- The material should be chipped to meet local skid resistance requirements or for aesthetic purposes with sand, grit, high PSV hard stone chips or 1mm to 3mm calcined bauxite.

Kerb channels

- The kerb channel is to be reasonably clean and dry, loose material may need to be raked out with handheld tools before a heated air lance is used to remove small loose debris and any water.
- Any large loose material is to be removed by hand.
- For defects greater than 10mm in depth, the repair is to be built up in layers.
- A thin layer of mastic is to be placed over the failing area of the defect this is then chipped with bitumen coated aggregate.
- Rate of spread 8-12kg per metre square.
- Continue to build up layers allowing 2-3 minutes between each layer for the material to solidify until you are approximately 6mm below the required finished surface level.
- The surface layer should be laid to a max depth of 10mm.

- The material should be chipped to meet local skid resistance requirements or for aesthetic purposes with sand, grit, high PSV hard stone chips or 1mm to 3mm calcined bauxite.

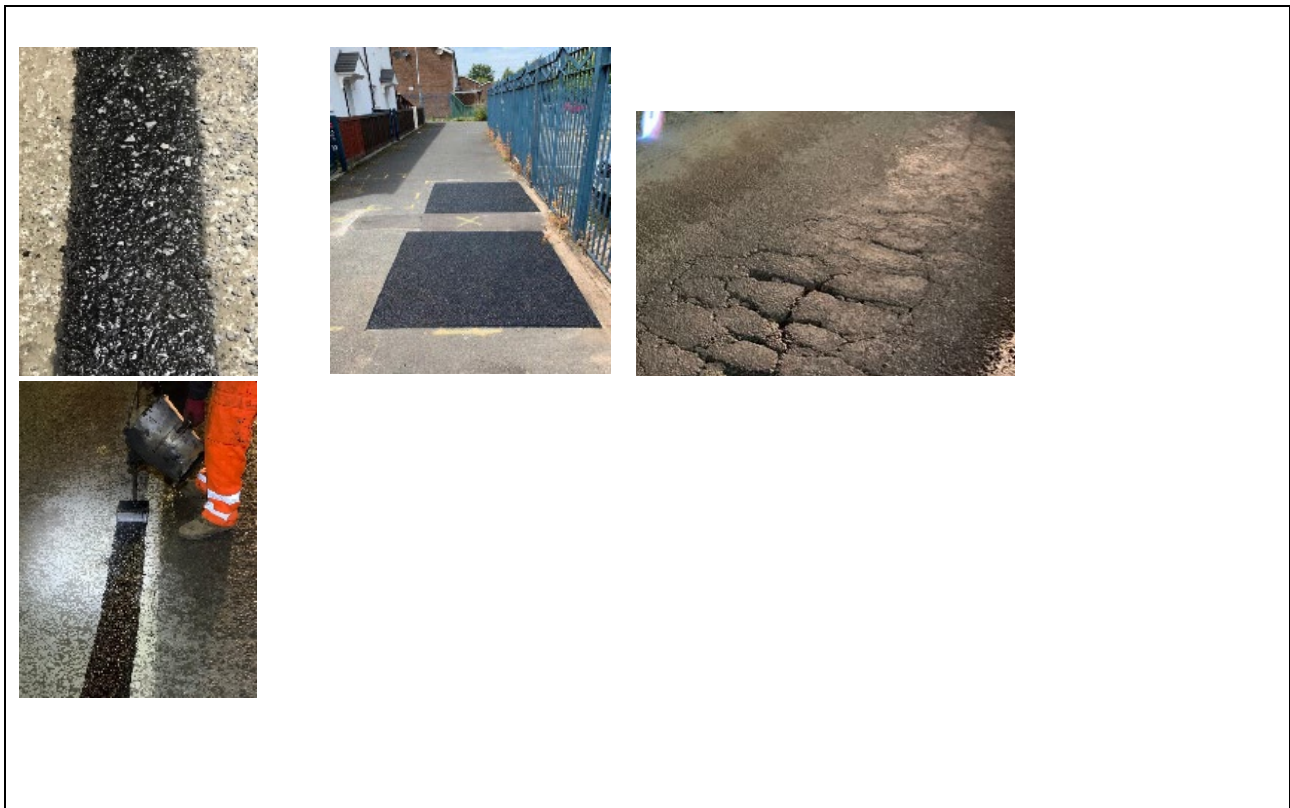
Joins transvers and longitudinal

- The joints are to be reasonably clean and dry, loose material may need to be raked out with handheld tools before a heated air lance is used to remove small loose debris and any water.
- Any large loose material is to be removed by hand.
- Joints 40mm wide or less can be fill and finished by applying the material through a heated drag box
- For joints wider than 40mm, a thin layer of mastic is to be placed over the failing area of the defect this is then chipped with bitumen coated aggregate.
- Rate of spread 8-12kg per metre square.
- Continue to build up layers allowing 2-3 minutes between each layer for the material to solidify until you are approximately 6mm below the required finished surface level.
- The surface layer should be laid to a max depth of 10mm.
- The material should be chipped to meet local skid resistance requirements or for aesthetic purposes with sand, grit, high PSV hard stone chips or 1mm to 3mm calcined bauxite.

Trench repairs

Utility and highway trenches with edge fretting, edge depression and minor settlement.

- The trench and immediate surrounding area are to be reasonably clean and dry loose material and standing water is best removed with a heated air lance or similar.
- Particular attention is to be paid to the interface between the trench and the exiting pavement.
- For areas of the defect greater than 10mm depth the repair is to be built up in layers.
- A thin layer of mastic is to be placed over the failing area of the defect this is then chipped with bitumen coated aggregate.
- Rate of spread 8-12kg per metre square.
- Continue to build up layers allowing 2-3 minutes between each layer for the material to solidify until you are approximately 6mm below the required finished surface level.
- The surface layer should be laid to a max depth of 10mm.
- The material should be chipped to meet local skid resistance requirements or for aesthetic purposes with sand, grit, high PSV hard stone chips or 1mm to 3mm calcined bauxite.



Management and Supervision of Works – Please specify all management and supervision personnel including percentage of time on site, contact details etc.

Job Title	Name	Site Attendance (%)	Mobile/Contact Number
Site Supervisor		100%	
Operatives		100%	
Contract Manager		As required	
Director		As required	