

## **Product Description**

Uretech RRS comprises of a blend of high PSV (polished stone value) angular aggregate & sharp sand, together with the powder & two liquid components of the (polyurea) binder resin.

- ▶ Component 'A'- *A blend of tough, sharp aggregates.*
- ▶ Component 'B'- *A off-white mix of pigments and fillers.*
- ▶ Component 'C'- *A modified isocyanate with low viscosity.*
- ▶ Component 'D'- *A low viscosity polyol dispersion.*

All these components are designed to be mixed together in one operation to produce a resin coated stone 'screed' which cures to a thermoset compound with excellent adhesion and wheel-tracking properties. It bonds well to highway surfacing materials such as HRA, SMA, Tarmac and to concrete and ductile iron. Uretech RRS is tolerant of installation in damp conditions and of some variation in installation procedure.

## **Application**

The sides of the repair should be cut straight and perpendicular, preferably with a disc cutter although a breaker is acceptable, and all loose debris brushed from the hole. Ideally the leading and trailing edges should be cut at 45° to the wheel-track rather than square on at right angles to it. Standing water in the pot-hole should be swept out and ideally blown out with an air line.

The minimum depth of the repair should be around 50mm. If the product is being hand compacted it should be filled and separately compacted in 50mm layers. If mechanical compaction is being used depths in excess of 100mm can be accommodated by this method.

The freshly cut edges of the hole should be primed with proprietary bitumen emulsion sealer, either poured as a liquid or sprayed as an aerosol. A more secure joint seal is achieved by over-banding the finished repair with torch-on tape and scattering the liquid surface with fine sharp aggregate to provide slip resistance.

Mixed RRS material should be spread evenly within the hole and left approximately 20mm proud of the surrounding road surface. The material must then be compacted to achieve good aggregate interlock and leave the infill repair level with the surrounding road surface. Compaction can be achieved by using a tarmac tamper, wacker plate or a vibrating roller (Bowmag).

In most conditions the repair can be trafficked within as little as 10 to 20 minutes however the properties of the repair will continue to improve. Depending on the quality of the compaction and the ambient temperature (25°C - 5°C), full chemical cure will take from 1 to 2 hours.

## **Related documentation**

- ▶ Uretech RRS Safety Data Sheets (GHS)
- ▶ Uretech RRS Technical Data Sheet

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