

PRODUCT SPECIFICATION

FIBRESCREED ROUT & SEAL REPAIRS

A flexible repair for concrete & asphalt surfaces

For the treatment of cracks upto 15mm wide.

Fibrescreed

The patented Fibrescreed range of materials and systems offers various solutions to a wide range of pavement and carriageway defects.

The vast majority of failures on highways and aircraft pavements originate from cracks and joints which are allowed to remain untreated for extended periods, allowing water and salts to penetrate leading to the rapid deterioration of the surfaces and more extensive sub-base failures.

Prismo's Fibrescreed range of polymer modified bitumen based sealing compounds incorporate chopped metal and glass fibres, rubber granules and granite aggregate. These compounds are manufactured under strict factory conditions thus ensuring consistent quality and avoiding operator error as often experienced with 'on-site' mixing methods.

Prismo Contracting Services offer a complete service from the initial inspection of site, advice on correct specifications, through to the carrying out of work under control of fully trained supervisors and operators.

Fibrescreed materials and systems have the following advantages:

- Highly ductile able to cope with most crack and joint movements,
- Unique composition incorporating rubber granules thereby increasing load bearing capabilities,
- Excellent recovery under varying temperatures,
- Impervious to water and salts thus arresting further deterioration,
- Fast installation minimising costly traffic management,
- Good skid resistant finish,
- Improves ride quality of surface,
- Can be installed throughout the year,
- Economic and cost effective.

Rout & Seal

Rout & Seal is a bituminous high quality, hot applied bitumen based polymer modified compound reinforced with chopped fibres, 1mm rubber granules and granite aggregate.

Applied as a flexible recessed crack repair system. The system involves routing out a crack and filling with the hot flexible rout and seal compound. A band is screeded over the surface and dressed with aggregate. The repair can withstand movement without cracking, has long term skid resistance and is suited to fine cracking with no spalling where its useful life would be in excess of ten years.

THE PRISMO RANGE OF REPAIR AND MAINTENANCE TREATMENTS:-

Matrix

Fibretext

Concrete Repair System

Fibrecrete

Zebradec CPS

Fuel Seal

Overband Sealants

Crack/Joint Sealants

Kerb-edge Sealants

Stress Absorbing Membrane

Interlayer

Prismo

**The Prismo
Advantage**



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The Prismo Advantage

(continued)

The hot applied Rout and Seal completely fills and seals all the joints and cracks.

Typical Applications

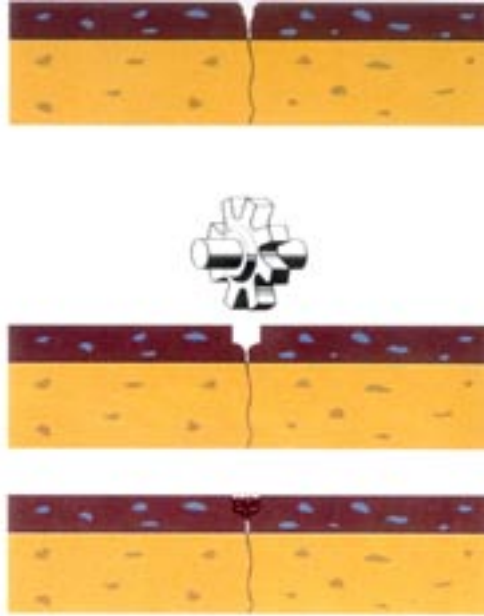
- Shrinkage cracks
- Lane joints
- Random cracking in black top surfaces including footways, highways and aircraft pavements.

Benefits

- Quick to install with minimal disruption to traffic,
- Neat in appearance and blends with the surrounding surface,
- Extends useful life of pavement,
- Economic and cost effective.

Application

The defective material is mechanically milled out to a maximum width of 30mm and a depth of up to 30mm. The resultant groove is thoroughly cleaned, dried and prepared using hot compressed air to remove all debris and vegetation. To ensure optimum adhesion, Fibrescreed Rout & Seal material is applied whilst the adjacent surface is still warm, filling the groove and overlapping the adjacent surface to achieve a total seal. Finally a dressing of pre-heated aggregate is applied.



The Fibrescreed range of material can be used as recessed and infill repairs. See separate sheets for further details.

For further information see 'Rout & Seal Method Statement'.

Rout & Seal Specification				
Test Method	Requirement			
	Standard (Black)	200 Grade (Black)	Standard (Fawn)	200 Grade (Fawn)
Mandrel Test (180°C Bend, 23°C)	Pass	Pass	Pass	Pass
Penetration (23°C, Cone)	20 dmm maximum	30 dmm maximum	20 dmm maximum	30 dmm maximum
Plate Flow (50°C, 3 hours)	5 mm maximum	5 mm maximum	5 mm maximum	5 mm maximum
Cone Flow Test (50°C, 24 hours)	15% maximum	20% maximum	20% maximum	20% maximum
Density	1.3 – 1.5 kg/litre	1.35 – 1.55 kg/litre	1.3 – 1.5 kg/litre	1.35 – 1.55 kg/litre
Compression Resistance (10mm per minute, 23°C)	200 N minimum	200 N minimum	200 N minimum	200 N minimum
Extension Test (1mm per minute, 23°C)	250 N maximum 100% minimum	250 N maximum 100% minimum	350 maximum 100% minimum	300 N maximum 100% minimum



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