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APPLICATION INSTRUCTIONS POLYFIBER AND FIBER ASPHALT PRODUCTS

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READ BEFORE USING THIS PRODUCT

GENERAL: These products are hot-applied, single component materials that are blends of polymer modified or unmodified asphalt with reinforcing polyester fibers. Products are supplied in solid block form and are used to fill cracks in asphalt concrete pavements or portland cement concrete pavements. To use, product is removed from the package, heated in a melter and then applied. Details on product specifications, climate and usage suitability, and product selection are contained in Product Data Sheets

MELTING AND APPLICATION: These products must be melted in jacketed double boiler melters with effective agitation that meet requirements of appendix X1.1 of ASTM D6690. Do not use direct fired or air heated machines. Heat transfer oil should not exceed 525°F (274°C). The unit must be capable of safely heating product to 410°F (210°C). CAUTION: Do not agitate when adding product due to splashing. To use, product is heated to between the recommended pour temperature and the maximum (safe) heating temperature which is shown on product containers. Due to the high viscosity imparted by the fiber reinforcement, these products must be applied through pressure feed wand application systems with a wand tip banding attachment. This attachment consists of a flat metal plate 3 to 5 inches (7 to 12 cm) diameter at the end of the applicator wand

APPLICATION LIFE: Application life when heated is approximately 12 to 15 hours. This may be extended by adding fresh blocks as quantity in the melter decreases. Product should be agitated while being applied. Product may be reheated to application temperature once, after initial heat up. If product is heated to temperatures above 450°F (233°C) severe thinning will occur due to melting of the fibers which results in product softening. Product should be discarded if heated above 450°F (233°C)

PAVEMENT TEMPERATURES: Apply product when pavement temperature exceeds 40°F (4°C). Lower temperatures may result in reduced adhesion due to presence of moisture or ice. If pavement temperature is lower than 40°F (4°C), it may be warmed using a heat lance that puts no direct flame on the pavement. If installing at lower pavement temperatures than 40°F (4°C), extreme care should be used to insure that cracks are dry and free from ice and other contaminants. Product temperature should be maintained at the maximum (safe) heating temperature. Applied product should be checked by qualified personnel to assure that adhesion is adequate.

CRACK CLEANING: For appropriate adhesion, cracks must be clean and dry immediately prior to installation. After widening or debris removal, and just prior to product installation, final cleaning shall be accomplished using high pressure, dry compressed air to remove any remaining dust. Both sides of the crack shall be cleaned. Surfaces should be inspected to assure adequate cleanliness and dryness.

CRACK FILLING INSTALLATION: Crack filling consists of installing flexible, traffic resistant product into prepared, cleaned, non-working pavement cracks. These products should be applied using surface overband configurations with either routed or non-routed cracks.

Routed Reservoir – Routed reservoirs are recommended for longest life. Guidelines for determining reservoir use are:

1. Cracks density should not exceed approximately 20% (linear feet of cracks per square feet of pavement area).
2. Pavement should be sound enough to resist significant spalling during cutting. (Final reservoir width should not exceed double the cutter width, or 1 1/2" (38 mm))

Reservoir Dimensions – Determined as follows:

1. The cut should remove at least 1/8" (3mm) from each side of crack and cut back to sound pavement.
2. Minimum width is 1/2" (12 mm), maximum is 1 1/2" (38 mm).
3. Recommended cut depth is 3/4" (19 mm).

Cleaned Cracks – Cracks may be cleaned and filled, without reservoir cutting, however longer life is achieved with reservoirs. Cleaning consists of using high-pressure compressed air, or bushing techniques to remove debris.

Installation and Finishing – After cleaning, product at the required temperature is applied to fill the crack and with an overband, or band-aid type configuration which is not greater than 1/8" (3mm) thick and is between 3 and 5 inches (7 to 12 cm) wide, centered over the crack. To reduce surface tack, Crafco Detack or other approved material may be applied.

APPLICATION PRECAUTIONS: In certain situations, additional consideration needs to be given to product selection and application geometries.

Parking lots and other areas subjected to slow moving traffic and pedestrians: Product must be stiff enough at hot summer temperatures to resist pick up and should not be applied on top of the pavement surface. Product should have a high temperature grade at least one step above the grade for the climate. For even better pick-up resistance, increase by two grades.

Pavement to receive an Overlay, Surface Treatment, or Seal Coat: Product will be subjected to overlay heat effects and carriers for surface treatments and seal coats. If product is applied on top of the pavement, and an overlay is then placed, bumps and overlay shoving may occur. Refer to "Bump Formation & Prevention In Asphalt Concrete Overlays Which Have Been Crack Sealed" for more information. Solvents or other carriers in surface treatments may soften product. Prior to placing a surface treatment or seal coat, a test strip should be placed to verify compatibility of the product and treatment.

High Severity Cracked Areas: Highly cracked areas (fatigue cracks in wheel paths) shouldn't be treated by covering cracks

because pavement friction may be affected. These areas can be filled if followed by a surface treatment or overlay to restore friction.

Fuel or Oil Spill Areas: These products should not be used in fuel or oil spill areas due to softening that may occur.

Crack or Filling in Pavements with Surface Treatments: When crack filling pavements with chip seals, slurry seals, and open graded friction courses, routing should be deep enough to extend through the surface treatment layer into the underlying asphalt concrete. This anchors product into solid pavement for better bonding.

CLEAN OUT: If equipment used requires clean out, follow the manufacturer's instructions. If solvent is used, insure that it does not contaminate product because dilution and flash problems may occur.

STORAGE: Pallets of product are protected with a weather resistant covering. During storage, this covering must be intact to prevent boxes from getting wet. If wet, boxes may lose strength and crush. Rips in the pallet covering should be repaired to maintain packaging integrity. Pallets should be stored on a dry, level surface with good drainage. Pallets should not be stacked because crushing of bottom boxes may occur. Product properties are not affected by packaging deterioration.

SAFETY PRECAUTIONS: Since these products are heated to elevated temperatures, it is essential that operations be conducted safely. All personnel need to be aware of hazards of using hot applied materials and safety precautions. Before use, the crew should read and understand product use and safety information on the box and the product MSDS. User should check D.O.T. requirements for transportation of product at elevated temperatures above 212°F (100°C).

HAZARDS ASSOCIATED WITH HOT APPLIED MATERIALS: Skin contact with hot materials causes burns. Over exposure to fumes may cause respiratory tract irritation, nausea, or headaches. Precautions are to be taken to prevent contact with hot material and to avoid inhalation of fumes for everyone in the vicinity. Safety precautions should include:

1. Protective clothing to prevent skin contact with hot material.
2. Care when adding product to melters to reduce splashing.
3. Careful operation of wands or pour pots used to apply product.
4. Traffic and pedestrian control measures which meet or exceed local requirements to prevent access to work areas while product is in a molten state.
5. Avoidance of material fumes.
6. Proper application configurations with a minimum amount of material excess.
7. Appropriate clean up of excessive applications or product spills.

ADDITIONAL INFORMATION: Additional information regarding these products is available by contacting your distributor or CrafcO, Inc. This information includes:

1. Product Data Sheets,
2. Material Safety Data Sheets,
3. Safety Manual,
4. Sealing Cracks and Joints in Parking and Pedestrian Areas,
5. "Bump Formation & Prevention In Asphalt Concrete Overlays Which Have Been Crack Sealed"
6. Sealant Selection Guide