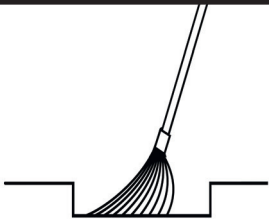
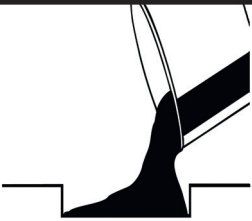
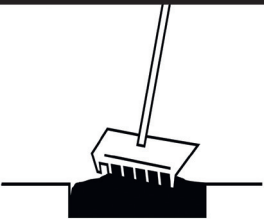
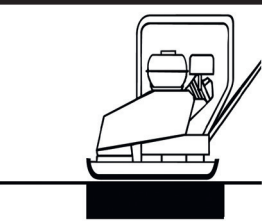




Our work steps.

 <p>1</p>	 <p>2</p>	 <p>3</p>	 <p>4</p>
<p>CLEANING OF AFFECTED SURFACE.</p>	<p>BEFORE OPENING THE PACKAGING, WE RECOMMEND TAPPING IT SLIGHTLY AT ITS FOUR CORNERS ON THE FLOOR AND THEN TO SHAKE IT, SO THAT ANY MATERIAL THAT HAS BEEN PRE-COMPACTED DURING TRANSPORT CAN BE LOOSENEED AGAIN FOR BETTER PROCESSING.</p> <p>THEN APPLY THE MATERIAL TO THE SURFACE TO BE REPAIRED.</p>	<p>SPREAD THE MATERIAL EVENLY OVER THE ENTIRE SURFACE. ALLOW FOR AN OVERBUILD OF APPROX. 20 % TO THE ROAD SURFACE.</p> <p>AC-11 + AC-8: MIN. CONSTRUCTION DEPTH: 2 CM, MAX. CONSTRUCTION DEPTH: 5 CM</p> <p>AC-5: MIN. CONSTRUCTION DEPTH: 1 CM, MAX. CONSTRUCTION DEPTH: 3 CM</p> <p>AC-2: MIN. CONSTRUCTION DEPTH: 0,6 CM, MAX. CONSTRUCTION DEPTH: 2 CM</p> <p>EKA REPAIR-ASPHALT CAN ALSO BE APPLIED IN SEVERAL LAYERS.</p>	<p>COMPACT MATERIAL (E.G. WITH A HAND TAMPER OR VIBRATION PLATE).</p> <p>THE USE OF A VIBRATING PLATE IS RECOMMENDED FOR CRITICAL AREAS WITH HIGHER SHEAR STRESSES, SUCH AS CROSSINGS AND EXITS, BUS STOPS, ROUNDABOUTS, ETC.</p> <p>HIGH SUBSEQUENT TRAFFIC LOAD SHORTENS THE CURING TIME.</p>

Please note further information in the product data sheet, as well as in the DIN safety sheet, or under **www.eka-asphalt.de**

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