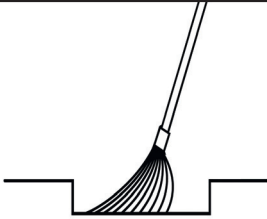
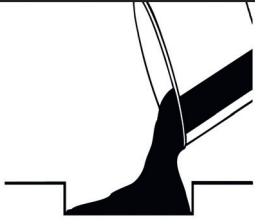
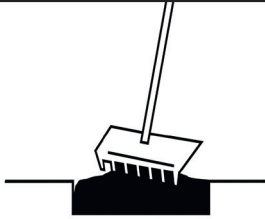
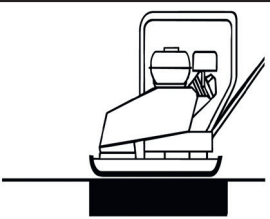




# Our work steps.

 <p style="text-align: center;"><b>1</b></p>	 <p style="text-align: center;"><b>2</b></p>	 <p style="text-align: center;"><b>3</b></p>	 <p style="text-align: center;"><b>4</b></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 LOOSENED 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 OVER-BUILD OF APPROX. 20 % TO THE ROAD SURFACE.</p> <p><b>AC-11:</b></p> <ul style="list-style-type: none"> <li>- MIN. CONSTRUCTION DEPTH: 2CM</li> <li>- MAX. CONSTRUCTION DEPTH: 5CM</li> </ul> <p><b>AC-5:</b></p> <ul style="list-style-type: none"> <li>- MINIMUM IN DEPTH: 1CM</li> <li>- MAXIMUM ON CONSTRUCTION DEPTH: 3CM</li> </ul> <p>EKA REPAIR-ASPHALT CAN ALSO BE APPLIED IN SEVERAL LAYERS.</p>	<p>COMPACT MATERIAL (E.G. WITH A HAND TAMPER OR VIBRATION PLATE). 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](http://www.eka-asphalt.de)

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