

UNDERCUT DRIP

A mastic asphalt apron with an undercut drip may be provided on masonry constructions, the mastic asphalt being applied in two coats to a thickness of 13mm.

EAVES GUTTERS

Where the roof falls into an eaves gutter, the asphalt should be finished over a lead or other suitable flashing set into a rebate in the substructure. The flashings should be welted at the back and the depth of rebate should allow for the full thickness of mastic asphalt to be maintained over the welt. Pre-formed edge trims would not normally be used at this detail.

A lead detail should be designed and installed in accordance with The Lead Sheet Manual, Volume 1, Lead Sheet Flashings.

FIXING ACCESSORIES

RAINWATER OUTLETS

Rainwater outlets should be no higher than the immediate surrounding finish and be mechanically secured to prevent movement. Adequate provision should be made for surface water run-off before the waterproof membrane is completed.

The type of outlet used should be suitable for use in conjunction with mastic asphalt.

ROOF VENTS

Roof vents may be specified to assist the drying process of lightweight cementitious screeds although reliance should not be placed on them (see BS 6229:1982)

Site work

PREPARATORY SITE WORK PRIOR TO ASPHALTING

Before commencing laying the mastic asphalt, the following should be checked:

- a) The base has been properly laid to the specified falls, tolerances and finishes, the equivalent of a wood float finish being required on horizontal concrete screeds or slab
- b) All chases have been properly cut
- c) All outlets have been installed, fixed and located at the correct height relative to the base
- d) Vertical surfaces have been properly prepared
- e) Movement joints have been correctly installed.

ACHIEVING REQUIRED QUALITY OF WORK

In order to achieve the required quality of work, steps should be taken to ensure that:

- a) Design and specification decisions are taken, recorded and transmitted by the designer
- b) The design intentions are understood and achievable in the given circumstances
- c) The work is regularly monitored to assure conformance.

roofing

DOCUMENTATION AND PREPARATION

Full documentation should be prepared as described. There should be a full exchange of information before the work begins on site.

Any queries should be resolved before the work begins. Clear instruction on all aspects of the work involved should be given to personnel.

Before work begins all necessary scaffolding should be in position together with sufficient hoisting facilities and measures appropriate for the protection of personnel and the public. It is particularly important that roofs be provided with safety rails and all openings adequately protected.

The deck should be in an adequate condition to receive the mastic asphalt and all necessary builder's work should have been completed.

Only sufficient materials for the day's requirements should be taken out of store and placed convenient to the area being worked, they should only be unwrapped immediately prior to use and all wrapping materials should be disposed of carefully.

Equipment should be sited as close as is practicable to the area being worked.

RECEIVING AND CHECKING MATERIALS

Roofing materials should be checked upon arrival on site to ensure that they:

- a) Are correctly marked and/or, where applicable, are in the manufacturer's original wrappers
- b) Conform to the specification
- c) Are sufficient for the work.

Goods that do not meet requirements should be removed from site.

Workmanship

REMELTING

Strict temperature control should be maintained throughout the remelting process. Generally, the temperature of the mastic asphalt should not exceed 230 degrees Centigrade.

Remelting should be carried out in mechanically agitated mixers, and cauldrons should only be used in exceptional circumstances, governed by site conditions and the areas of mastic asphalt to be laid.

TRANSPORT OF MOLTEN MATERIAL

When the material is sufficiently molten to be workable, it should be carried in buckets, wheelbarrows or heated dumpers to the point of laying. To prevent the molten material from sticking to the buckets, wheelbarrows, etc. they may be sprinkled inside with a minimum quantity of inorganic dust such as limestone dust. For acid resisting mastic asphalt a silica or similar acid resisting dust should be used.

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