



# INSTALLATION GUIDELINES

## IKO PACOPATCH IRONWORK REINSTATEMENT SYSTEM



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## 1.0 GENERAL

- 1.1 The technical installation, composition and system requirements of IKO Pacopatch shall be stated in:
  - 1.1.1. The relevant in-house specifications and codes of practice.
  - 1.1.2. This installation guide.
- 1.2. Installation of IKO Pacopatch shall be carried out by registered trained installers, under competent supervision, in accordance with the method detailed in section 7.0 of this document.
- 1.3. A programme of the works shall be agreed with the purchaser / client prior to commencement of the installation. Requirements for the provision of sufficient working area, plant, safety and (if required) testing and protection of the system agreed.
- 1.4. This document, together with all the necessary Health, Safety and Environment data, relevant COSHH and specific Risk Assessments for the works shall be agreed and submitted to the purchaser / client, and copies held on site.

## 2.0 SYSTEM COMPONENTS

### IKO Pacopatch – Typical Build Up



- 2.1 **IKO Pacopatch Grout (dimensions: 370mm x 185mm x 80mm)**  
Manufactured in accordance to a BS EN 9001 Quality System. Polymer modified mastic asphalt utilised as the in-fill material, it flows around the brick component of the system, bonding and creating a voidless system.
- 2.2. **Pacopatch Brick: (dimensions: 500mm x 130mm x 45mm)**  
Mastic asphalt bricks. Forms the bulk of the system providing dimensional stability and acts as a heat sink to the IKO Pacopatch Grout, aiding in cooling. Can be broken down to fit a given shape or size.
- 2.3. **Pre-coated aggregate chippings:**  
Size and PSV to comply with client requirements.
- 2.4. **Overband:**  
Optional use for sealing the joint to the ironworks and surrounding road surfacing.
- 2.5. **Quick Dry Bitumen Primer:**  
Solvent based. Quick-drying. Applied to metal and concrete surfaces.

### 3.0 QUALITY CONTROL

- 3.1. IKO Pacopatch Grout is tested in accordance with the agreed requirements of the Quality Plan and the relevant in-house test specifications for process control.
- 3.2. IKO Pacopatch Brick is tested in accordance with the requirements of the Quality Plan.
- 3.3. Each component received on site shall be logged and stored in such a way as to prevent contamination or deterioration, in accordance with the manufacturer's instructions.

### 4.0 SUITABILITY FOR INSTALLATION

- 4.1. The system is deemed suitable for installation to bituminous and concrete surfaces that have been prepared in accordance with Section 7.0 of this document.
- 4.2. Minimum depth of the installation is 100mm

### 5.0 TRAFFIC MANAGEMENT

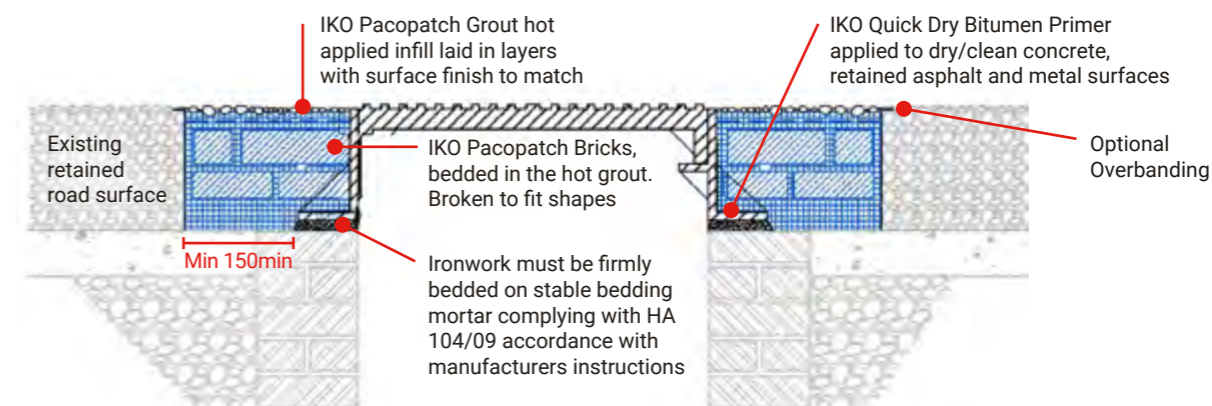
- 5.1. Traffic Management shall be in accordance with the latest edition of Department of Transport Traffic Signs Manual – Chapter 8 or as agreed between the purchaser / client and the installer.

### 6.0 WEATHER CONDITIONS

- 6.1. Installation of the system should only be carried out in dry conditions and at a road surface temperature in excess of -5°C.
- 6.2. Ambient and road surface temperatures shall be recorded at the start and, if the weather is variable, during the installation process. When possible this shall be recorded on the relevant Site Assessment and Installation Report. If this is not possible then the site supervisor should log the required temperatures.
- 6.3. The area and surrounding surfaces shall be suitably dry prior to and during the installation of the system. The curing period for the prevailing weather conditions shall be established with the purchaser / client.

### 7.0 PREPARATION OF IRONWORK REBATE

- 7.1. The area into which the system is to be installed shall be clearly defined by the purchaser / client prior to commencement of the on-site work. All failing material must be removed and a minimum clearance of 150mm from the base of the Ironwork Flange. For example a 50mm flange will need 200mm in all directions from the ironwork edge. The surrounding pavement must be structurally sound.



- 7.2. The area surrounding the ironwork is saw cut.



- 7.3. All loose material is removed within the rebate and the ironwork removed.
- 7.4. Any further loose material is removed from the rebate and the area dried and cleaned further using hot compressed air equipment.
- 7.5. All surfaces of the trench and rebate are wire brushed to remove all dust, slurry etc. A further application of the hot air equipment may be required to fully dry and clean the joint.

## 8.0 INSTALLATION 1 – RE-BEDDING IRONWORK

- 8.1. Quick Dry primer is applied to all metal and concrete surfaces and allowed to dry. Quicker drying may be facilitated by using warm air.
- 8.2. Ironwork must be firmly bedded on stable bedding mortar complying with CD 534, in accordance with manufacturer's instructions.

## 9.0 INSTALLATION 2 – IN-FILLING REBATE AND SURFACE TREATMENT

- 9.1. Molten IKO Pacopatch Grout is remelted using purpose built mastic asphalt 'boilers'. The laying temperature of the material is dependent on the unique site conditions (ie weather conditions, camber of road) but should not exceed 190oC
- 9.2. A minimum 25mm thick layer of IKO Pacopatch Grout is applied to the bottom of the rebate.



- 9.3. IKO Pacopatch Bricks are lightly embedded into the hot IKO Pacopatch Grout ensuring a minimum gap of 10mm in all directions.
- 9.4. The bricks should be placed in the rebate in such a manner as to ensure the bricks occupy as much of the given space as possible, whilst maintaining the required minimum 10mm gap. Bricks can be broken down smaller to fit a given space as necessary.



- 9.5. Once the IKO Pacopatch Bricks are in position, the grout should be allowed to cool for at least 10 mins before flooding the rebate with molten IKO Pacopatch Grout, filling all the voids around the IKO Pacopatch Bricks. A further layer of IKO Pacopatch Grout is then installed up to 20mm below road level. Allow to cool for a further 10 mins.



- 9.6. If reinstatements are greater than 150mm in depth, multiple layers of bricks can be used. In these situations the layers should be separated by a minimum 10mm layer of IKO Pacopatch Grout. The process is repeated as 9.5 until a level 20mm below road level is achieved.

- 9.7. The final layer of IKO Pacopatch Grout is applied to bring the level of material to road level and allowed to cool for 5 minutes. Broadcast the pre-coated chippings along the surface of the material and embed by the use of a float or roller. Care should be taken as to not apply the pre-coated chipping too early as they may sink into the grout causing a loss of texture.



## 10.0 SYSTEM INSTALLATION CHECKS CARRIED OUT BY THE INSTALLER

- 10.1. A visual check shall be carried out for uniform surface texture, blemishes and any other discernible faults.

## 11.0 AFTERCARE

- 11.1. Allow to cool to ambient temperature. During the cooling period no disturbance or trafficking of the system shall be permitted. Assisted cooling during the installation by means of industrial fans or water cooling may be required.
- 11.2. Before opening to traffic at the end of the cooling period, any excess aggregate shall be removed by sweeping or other suitable method.

## 12.0 INSTALLATION CHECKS ON THE SYSTEM

- 12.1. When testing is included in the program of work agreed with the purchaser / client, tests for Skid Resistance Value (SRV) in accordance with TRL Report 176: Appendix E, and Texture Depth to BS EN 13036-1:2002 should be conducted on the finished installation.



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