



## QPR® PERMANENT POTHOLE REPAIR INSTALLATION INSTRUCTIONS

### DESCRIPTION:

QPR® No VOC Repair Material is SPECIFICALLY designed to remain somewhat pliable after application. This allows our material to continue to fill small voids and crevices through continued compaction. Consistent and repeated compaction will provide you with superior results. Failure to continually apply compaction to your repair job, whether by wheel traffic or tamp, will result in a longer curing period. After initial compaction if you need a faster setup time, apply 1/2" - 3/4" of mortar dust or portland cement and recompact to help speed up the curing process.

### COMPACTION METHODS:

**Hand Tamp:** This is a quick and easy method with very low equipment costs. The effectiveness of the repair is dependent on the strength and motivation of the tamp person.

**Plate Compactor / Jumping Jack:** This is also a quick and easy repair method with somewhat higher equipment costs than hand tamp compaction. However, with mechanical compaction and minimal operator effort, a better repair is assured.

**Ride on or Walk Behind Compactor:** This method is the most expensive from an equipment prospective but produces the most effective repair. A ride on or walk behind compactor is highly recommended for large road repairs, utility cuts, and water main break repairs.

**Car/Truck Tire:** In the absence of either a hand or mechanical tamper, a tire of the repair crew's truck may be driven slowly and carefully over the repair a few times to achieve a satisfactory repair. This method is particularly effective for small potholes and rebuilding the edges of paved shoulders. A truck tire repair is cost effective as no additional equipment or manpower is required.

**Throw & Go:** Let the traffic compact the repair. This is the least expensive installation method. However, high speed traffic may cause excessive ravelling and may pull the product out of the repair area. Stop and Go traffic and the severe turning of wheels may also hamper compaction and result in an unsatisfactory repair.

### INSTRUCTIONS:

Clean area to be repaired by removing any loose material or debris. Clean and square the edges if possible. Water in the hole? No problem with QPR® No VOC Repair Material. Simply pour the material directly from the bag, or shovel, directly into the hole. There is no need to sweep water from your repair job.

Pour material directly into the area to be repaired. Add material up to a depth of approximately two inches. Compact the material to create an even and solid surface. Continue your application in two inch increments (sometimes called 'lifts') until the repair area is filled.

When the hole is filled, apply a small crown of QPR® No VOC Repair Material to the repair area to allow for additional compaction. Now tamp, or wheel roll continuously, until you have a firm and tight repair. You may now open to traffic immediately! It's that simple.



### ROAD CUTS & WATERMAIN BREAKS:

Preparation and proper compaction are the "key ingredients" to a successful repair. Road cuts and water main repairs are generally larger than a pothole and as a result, additional care should be taken in preparation. The sides of the road cut, or excavated area to repair a water main break, should be saw-cut back to a solid asphalt surface. The repair area should be swept to remove residual dust to assure bonding of QPR® No VOC Repair Material to the existing asphalt or concrete road surface. QPR® No VOC Repair Material should be placed or poured in no more than two inch lifts and compacted using recommended procedures for each two inch lift. A half inch crown on the repair is recommended to accommodate future traffic compaction of the repaired area.



For SDS, Material Specs, and Installation Quick Tips visit

**QPRUSA.com**