

Asphaltech mastic asphalt is a codemark approved Zero fall waterproofing systems supplied and installed with a 20 year system guarantee, covering both product and installation.

**New Zealand Building Code
(NZBC Compliance)**

(HT2) Asphaltech Systems conform to E2AS1
Particular clauses for Structure B1.3.1, B1.3.2,B1.3.3
sub clauses b, c, e, h, g, q B1.3.4 , Durability B2.3.1 &
B2.3.1 sub clause b , External moisture E2.3.1,E2.3.2
and E2.3.7 , Hazardous Building materials F2.3.1

BS 8218 and BS 8000: Part 4

The application of mastic asphalt should be in
accordance with BS 8218 and BS 8000 part 4.

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Beware of substitution

All Asphalttech products and systems have been designed and tested to ensure that they are suitable for New Zealand conditions. Asphalttech provides a number of solutions for different surfaces. Once specified, only Asphalttech supplied products installed in accordance with the guidance provided within the Asphalttech mastic asphalt technical manual and in accordance with BS 8218 and BS 8000: Part 4 will be considered for the Asphalttech 20 year Guarantee.

Scope of use

Mastic asphalt has been successfully used to provide unbeatable protection from water penetration for centuries. In recent years the material has been reformulated to include advanced polymers for increased durability, combining its traditional strengths with modern technology. Not simply a roofing material, it is used in various applications, including walkways and roads. It is highly resistant to all types of weather situation and attacks from thermal shock (rapid temperature changes), which are a frequent source of break down in many other types of membrane. Its durability and seamless application means that it is one of the few membranes able to handle consistent heavy foot and vehicular traffic, including from Heavy Goods Vehicles, and still maintain its waterproof integrity. It is also easy to repair should alterations or damage occur.

Contents

6 Design considerations: Fire performance

10 Design considerations: Structural

14 Design considerations: Falls, drainage & roof penetrations

26 Screeds

34 Surface protection and roof finishes

38 Roofing systems for Asphalttech mastic asphalt

68 Systems details

70 Asphalttech maintenance guide

74 Project list

75 Contact

Design
considerations

Fire
performance

Fire safety

The high mineral content of mastic asphalt renders it virtually incombustible. Mastic asphalt fulfils all the external fire resistance required for a roof covering and achieves the highest rating (p60) – now (AA) – when tested in accordance with BS.1476 part 3:1975. It has also been tested in accordance with draft European standards prEN1187-1 and prEN1187-2. No significant spread of flame was observed and no flame penetration occurred. Mastic asphalt systems also have LPCP accreditation for fire safety.

Flame free application

Because mastic asphalt is laid in molten form it is frequently confused with other types of membrane that require naked flame or torch on application.

For major projects the material is usually taken to site by hot charge tankers direct from the manufacturer and taken to the point where it is needed for rapid installation - a major advantage for contracts with critical time constraints. For smaller projects solid blocks are preheated in boilers placed at ground level. At no time is there any type of naked flame at the point of installation and because mastic asphalt is so highly flame resistant, there is little or no potential of fire risk.





Structural deck

The structural deck provides the primary support for the roofing system. It must resist dead, live and wind loads, including storms. It must also be suitable for the proposed Asphaltech mastic asphalt roofing system, and subsequent use.

Relevant structural and loading codes for each material must be followed, and the requirements of the current building regulations must be checked and observed. If the use of the roof is to be changed, the suitability of the deck and the structure must be re-confirmed. The deck must also be laid or fixed so as to provide a suitable fall for drainage of the roof surface, as required in BS 6229, Code of Practice for flat roofs with continuously supported coverings.

In-situ concrete decks

Cast in-situ reinforced concrete decks can be laid to achieve an adequate fall, or a screed can be laid to falls. The finished surface must be adequately dry to accept the specified Asphaltech mastic asphalt roof waterproofing system, and free of any ridges or hollows.

The most suitable surface is provided by a wood float finish. Construction surface water should be drained by forming temporary drainage holes through the slab, as specified in NZBC E2/AS1 Acceptable solution.

Pre-cast concrete decks

A variety of pre-cast deck units are available, and these should be used and fixed in accordance with manufacturer’s instructions. A screed is normally required to provide an even surface for waterproofing and to provide drainage falls, if falls cannot be incorporated in the supporting structure. Construction surface water should be minimised, and where present, drained by leaving the deck joints open on the underside.

Plywood decks / substrate

Plywood to be a minimum of 17mm thick and complying with AS/NZS 2269.0, minimum CD structural grade with the sanded C side upwards. Hazard Class H3.2 with water-borne CCA treatment and kiln dried after treatment. Lay with staggered joints (brick bond) with all edges of the sheets fully supported or with tongue and groove jointing.

Provide 20mm H3.2 timber fillets at the base of all up stands and chamfer all external edges with a minimum radius of 5mm. Fix with 10 gauge x 50mm stainless steel countersunk head screws,with a 3mm gap between all sheets. Fix at 150mm Centre on edges and 200mm in the body of the sheets.

Plywood and the timber substructure to have a maximum moisture content of 20% when the membrane is adhered. Consult with plywood manufacturer’s correct testing technique. Provide whichever is the greater falls: - as shown on the drawings - to the membrane manufacturer’s requirements.



Design
considerations

Falls, drainage
and roof
penetrations

Zero fall flat roofs

It is generally accepted as good practice for flat roofs to be designed to clear surface water and it would be unusual for a Asphaltech mastic asphalt roof to be designed without falls, however mastic asphalt can be laid to a Zero fall situation.

Mastic asphalt can be used for a pond liner or a tanking membrane as it can be permanently immersed.

Flat roofs are defined as those having a minimum finish fall of 1.80 and Zero fall roofs as those having a minimum finish fall which can vary between 0° and 0.7°.

When selecting a low pitched roof positive drainage would have to be incorporated to elevate most of the water from the roof. Specifications for this design should be sought from Asphaltech technical design team.

Design of falls

In general Flat roofs should be constructed to a minimum fall of 1 in 80. To achieve this, the designer needs to adopt a design fall which will allow for deflections and inaccuracies in construction. BS 6229 recommends 1 in 40 as the design fall, to ensure a finished fall of at least 1 in 80. An alternative approach is to choose an intermediate figure of 1 in 60, which is usually sufficient.

The design of falls and drainage patterns will have a considerable influence on the depth of the total roof construction or roof zone, which should be a fundamental consideration at the very earliest stages of conception of a building. It is only after assessing the depth of roof zone that the designer can decide the levels of all other aspects of construction above the level of the flat roof.

Falls may be formed in the structure or can be created within the specification above the deck. Falls in the structure can be achieved by adjusting the height of supporting beams or purlins, by using tapered supports, or by the addition of firing pieces before the deck is laid. The latter method is normally used with decks such as timber, pre-cast concrete and metal decking. In the case of an in-situ cast concrete slab, falls are normally provided by using a screed.

In some circumstances it may be deemed necessary to control the rate of water run-off from flat roofs and paved areas so as to avoid overloading ground drainage. Where this is a requirement, consideration should be given to using green roofs or roof top gardens where the horticultural finishes can be used to absorb rainfall and release it into surface water more slowly. However, it is still important to make the correct provision for adequate drainage, even with garden roofs, to avoid water-logging the growing medium or overloading the structure.

Roof drainage

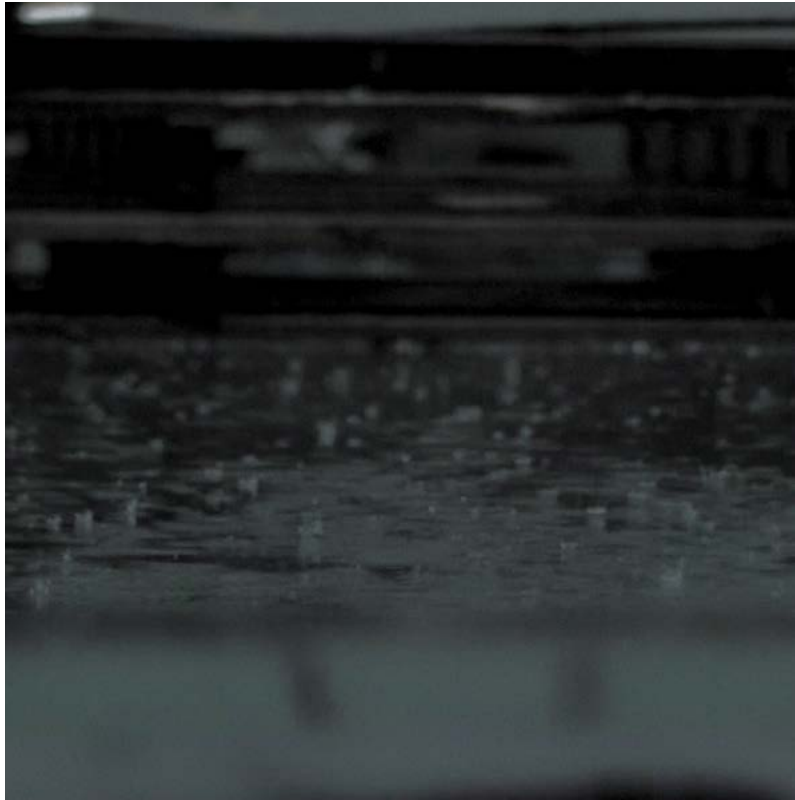
Flat roofs may be drained by two basic methods: towards the outer edges and into external gutters, or towards internal gutters or outlets within the main roof area. Straight falls to external gutters are simple to form by screeding or using tapered timber strips. Internal drainage will be achieved by straight falls to gutters or a pattern of falls and cross falls to outlets.

Gutters

Where the roof fall is into an eaves gutter the asphalt can be finished over a lead flashing set into a rebate in the sub- structure.

The lead must be welded at the back and the depth of the rebate must allow for a full thickness of Asphaltech mastic asphalt over the welt. Alternatively, an apron or purposely made GRP Edge Trim can be used.

Gutters can be lined in Asphaltech mastic asphalt to follow any shape of contour in the substructure. Where a gutter is formed between a parapet wall and a tiled or pitched roof, the Asphaltech mastic asphalt is carried up the slope and over the tilting fillet. It is generally preferable to avoid the use of integral gutters on flat roofs, using, instead, falls and cross falls to direct the flow of water to rainwater outlets.



Rainwater outlets

A number of outlets can be used in conjunction with Asphaltech mastic asphalt but cast bronze or aluminium outlets with a bell mouth and internal clamp ring are particularly recommended. Where a syphonic drainage system is required, the outlets must be designed specifically for use with mastic asphalt. For further details please contact Technical Services.

Movement joints

Twin kerb movement joints are recommended with a metal cap flashing fixed to one kerb only, or a capping system held by cleats or spring clips. In either case suitable fixings should be provided to avoid penetrating the asphalt. All ends should be boxed as necessary to complete the waterproofing but still allow movement. The design of the structure should avoid flush surface movement joints if at all possible. However, proprietary systems are available for this application and specialist advice is necessary.

Projections through roofs

Projections passing through the roof, such as handrails, stanchions and metal pipes, can usually receive a collar direct. Asphaltech mastic asphalt is then dressed 150mm above finished roof level and the upper edge protected with an apron flashing. In situations where Asphaltech mastic asphalt cannot be applied directly to the projection, a lead sleeve should be fixed to the substrate.

Skirtings and flashings

In the case of concrete, brickwork and similar sub-structures, a two- coat Asphaltech mastic asphalt skirting is necessary at all up stands to a nominal thickness of 13mm and a minimum height of 150mm above finished roof level. A two-coat angle fillet should be formed at the junction of the vertical and the flat. The top of the skirting is splayed and turned into a chase 25mm x 25mm unless the asphalt continues horizontally. Skirtings above 300mm high are regarded as ‘shown vertical’ and Asphaltech mastic asphalt is applied in three coats to a nominal thickness of 20mm.

Where differential movement is likely to occur between the roof deck and up stands e.g. substrates consisting of timber board, or metal, a free standing up stand fixed to the deck minimum 12mm clear of walls and abutments is necessary. This is usually provided by a timber kerb or metal angle with plywood facing. Asphaltech mastic asphalt is then applied in three coats to a total thickness of 20mm on to expanded metal lathing fixed over black sheathing felt. The skirting is cover-flashed and protected by an application of solar reflective paint.

Where insulation is used beneath Asphaltech mastic asphalt, but not continued up the verticals, a minimum 25mm wide support leg to the skirting is essential. Alternatively a flexible up stand incorporating Asphaltech mastic asphalt high performance bitumen membranes can be used.

Roof lights and ventilators

Roof lights and ventilators should be mounted on kerbs minimum 150mm above the roof finish. Asphaltech mastic asphalt is then taken up the side and over the top of the kerb. Proprietary kerb adaptors are recommended for such details and these must be applied before the roof light is fixed. Advice on the suitability of PVC and metal roof light kerbs to receive Asphaltech mastic asphalt directly must be obtained from the manufacturer. However, a timber facing fixed to the kerb followed by expanded metal lathing fixed over black sheathing felt would normally be required.

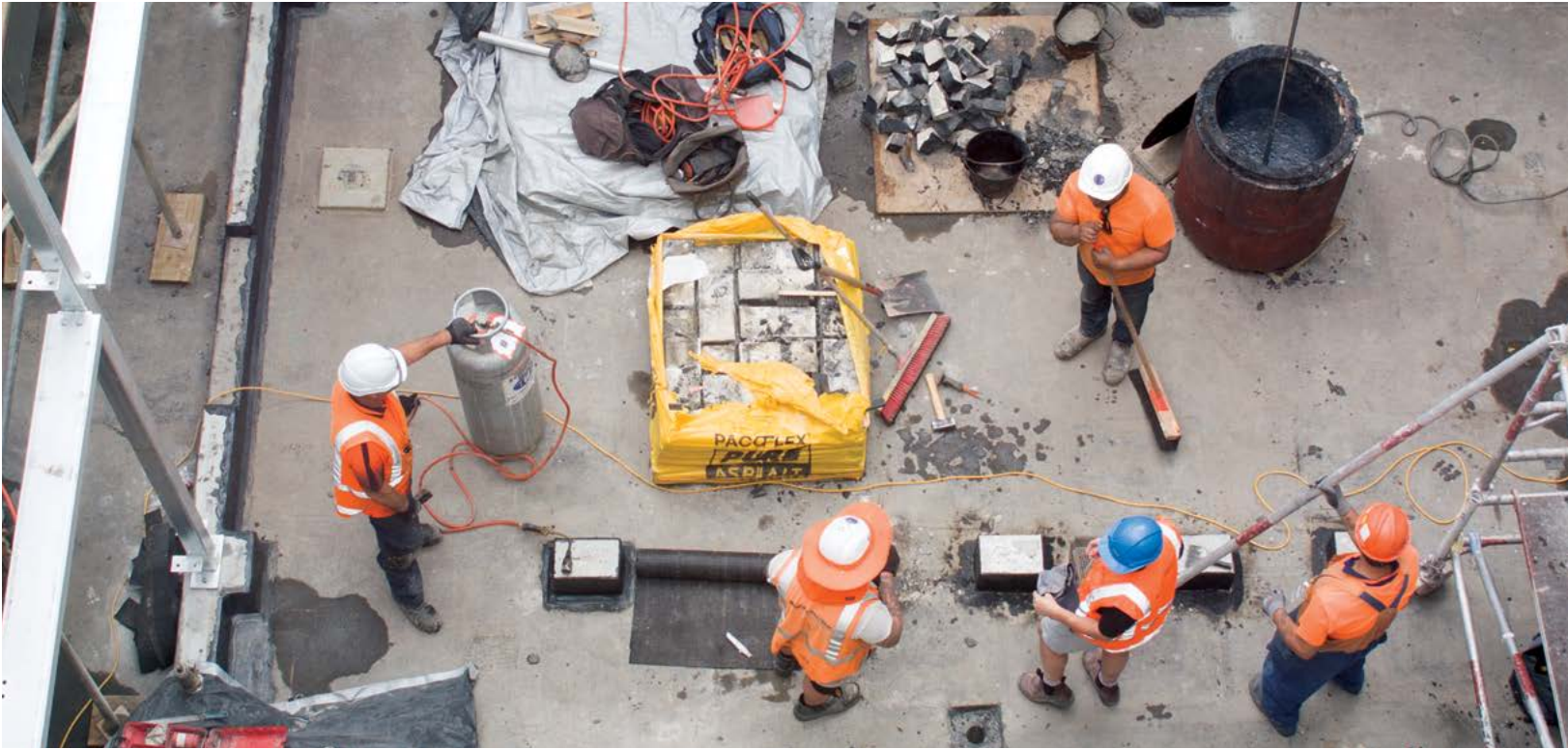
Plinths

Plinths to receive rooftop equipment must be constructed off the deck or screed level. Asphaltech mastic asphalt is dressed in a minimum 150mm above finished roof level and the top protected with a cover flashing.

Note: *These are the British Standard guidelines. All works undertaken in New Zealand must comply with the relevant New Zealand standards and the NZ building codes. All structures must also be checked or designed by an Engineer.*



Auckland War Memorial Museum - Horizontal loop project - Jasmax



Design considerations (contd)

Falls, drainage and roof penetrations

Control of condensation

When designing a roof the problem of condensation must always be borne in mind. Any provision required to control condensation should be determined as recommended in BS 6229 but with the calculation method modified to conform to BS 5250: 2002, Code of Practice for control of condensation in buildings.

In the case of a roof incorporating Asphaltech mastic asphalt, a suitable thermal insulation maybe included within the system. This layer must have sufficient insulation value for its underside to remain above the temperature at which condensation can start, even on the coldest nights. The provision of insulation alone, however, may not be sufficient to prevent condensation. If the insulation is permeable to water vapour, the vapour will pass upwards through it and condense on the underside of the waterproof membrane.

To prevent this, a vapour control layer in the form of a vapour barrier should be provided on the underside of the insulation. A vapour barrier can be an approved metal lined vapour barrier or 13mm thick single coat of Asphaltech mastic asphalt roofing on an underlay of glass fibre tissue.

Note: *The need for a separate vapour control layer may be avoided by specifying the inverted roof system or a fullybonded system.*





Screeds

Screeds

Screeds provide a suitable surface to receive Asphaltech and can also be used to achieve falls and cross-falls. In addition, some screeds can provide a level of thermal insulation and contribute to the U-value of the roof.

Asphaltechscreed

Asphaltscreed mastic asphalt screed is manufactured from selected bitumen's, limestone filler and specially graded aggregates. It is designed to provide drainage falls as well as a stable base for the specified roof waterproofing system. Asphaltscreed can be applied at a wide range of thicknesses (minimum 10mm) and falls, usually on in-situ and pre-cast concrete bases. It is suitable for insulated warm roofs, inverted roofs, green roofs and balcony/terrace applications. A major advantage of this type of screeding is that the laid material can be accessed and the waterproofing installed as soon as the Asphaltscreed has cooled to ambient temperature. Asphaltscreed will accept, without damage, the type of traffic and concentrated loads associated with the installation of a flat roof waterproofing system.

Features and benefits of Asphaltechscreed

- Rapid cooling
- Fast-track application - avoids extended curing time associated with wet screeds
- Ideal for both new build and refurbishment projects
- Can be trafficked or covered as soon as it has cooled to ambient temperature
- Provides temporary roof waterproofing
- Avoids the need for a separate vapour control layer
- Can be laid to a wide range of falls and thicknesses (minimum thickness 10mm at low points)
- Does not require compaction
- Easily worked around roof penetrations



Park Residences - Leuschke Group Architects



B:Hive - Jasmax



Sand and cement screeds

Sand and cement screeds are normally mixed in the ratio 4:1 and the surface should be finished with a wood float. The screed should be laid directly onto the deck to obtain a good key. It should be laid in areas not exceeding 10m², to reduce the incidence of cracking due to drying and shrinkage. These screeds contain considerable amounts of water and the surface should be adequately cured and dry before the Asphaltech roofing specification is applied. Where screeds are formed or supported on permanent shuttering or metal profiles, provision must be made for water to drain adequately, in accordance with the manufacturer's instructions.

Aerated screeds

Aerated screeds consist of Portland cement, water and a foaming emulsion, which are combined to produce a cellular material; this offers a hard surface when dry.

Lightweight aggregate screeds (cement bonded)

Suitable lightweight aggregates are formed from expanded clay or sintered pulverised fuel ash, bonded with a cement binder. The material must be laid soon after mixing, otherwise the cement binder could dry too fast, and not bond the aggregate together. A 13mm sand and cement topping is necessary to provide a smooth level surface for the roofing specification.

Insulating cement screeds

A range of cement based screeds containing Perlite, Vermiculite, recycled EPS and other additives are available from various sources. These are often of a lighter weight than just sand and cement and impart a degree of insulation to the roof structure. Guidance on the thermal performance and installation of these products must be sought from the individual manufacturer concerned.



Victoria Residencies - Leuschke Group Architects



Bellus Apartments - Warren & Mahoney

Surface protection and roof finishes

Surface protection

With the exception of vertical and steeply sloping work, the finished Asphaltech must be sand rubbed to reduce the incidence of crazing. Where Asphaltech is laid onto insulation in a warm roof or inverted roof construction, a protective surface should be applied to all flat areas using a suitable solar reflective paint such as Solaflect, promenade surfacing or stone chippings.

Solar reflective paint

Exposed asphalt skirtings and vertical areas will require an approved reflective paint to provide adequate protection for Asphaltech. Periodic repainting will be required.

Concrete wear slab

A decorative concrete wear slab can be cast on top of the Asphaltech. A single layer of polythene or suitable drainage matt and filter cloth that has been approved by Asphaltech may also be used to separate between the concrete and the finished Asphaltech and allow for any potential movement of the structure. A suitable protection layer of min 20mm high density polystyrene or an alternative approved by the supplier should be used as protection between the finished horizontal Asphaltech and the finished vertical Asphaltech.

Promenade surfacing

Porous concrete or GRC promenade tiles provide a decorative lightweight and durable surface finish to Asphaltech. They are particularly suited for areas where pedestrian traffic or point loads are anticipated, such as balconies and terraces. The tiles are bonded directly onto the asphalt with either bitumen or proprietary adhesive in accordance with the manufacturer's instructions. Concrete paving slabs minimum 50mm thick are also suitable as promenade surfacing and can be positioned on Asphaltech Rubber or polypropylene paving supports

Note: *Thinner slabs may be acceptable - seek guidance from supplier to confirm.*

The surface can also consist of thin concrete slabs, external grade quarry tiles, external grade ceramic floor tiles, brick paving, stone sets, and natural stone, marble or slate. These would usually be laid over a sand and cement mortar bed either direct or to the suppliers instructions. A single layer of building paper or polythene is required beneath the bedding to allow for differential movement between the surfacing and the asphalt. An allowance for expansion is necessary and it will usually be sufficient to set the tiles or slabs back 75mm from the vertical at the roof perimeter and around interruptions with intermediate joints at 3m centres.



33 Broadway, Newmarket - Formis

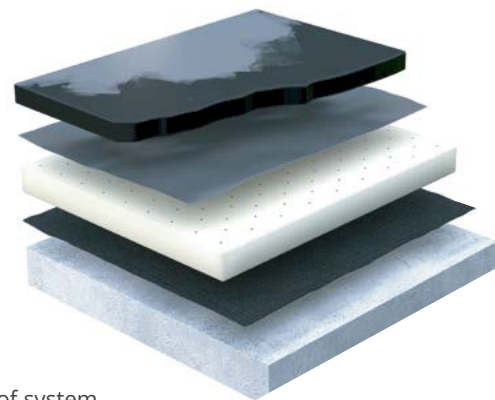


Rose Gardens - Context Architects



There are 2 common types of insulated roofing systems:
the Inverted roof system or the Warm roof system.

Asphalttech supply a range of CFC/HCFC free rigid thermal insulation boards suitable for use with our flat roofing systems. Asphalttech insulation materials come in a range of uniform thickness or in tapered form, to suit individual circumstances and U-value requirements.



Warm roof system



Inverted roof system

U-value guidance

The table is intended to be used for guidance only, but gives approximate thermal resistance (U-value) figures for our range of thermal insulations based on the following construction build up:

20mm Asphalttech - separating layer(s) - selected insulation - metal lined vapour barrier - 150mm

concrete deck with nominal 50mm sand/cement screed - ceiling void - 13mm plasterboard - 2mm plaster skim.

The XPS figures are based on a typical inverted roof construction build-up of 50mm paving slabs on proprietary supports - XPS with WCM layer above and filtration layer beneath - 20mm

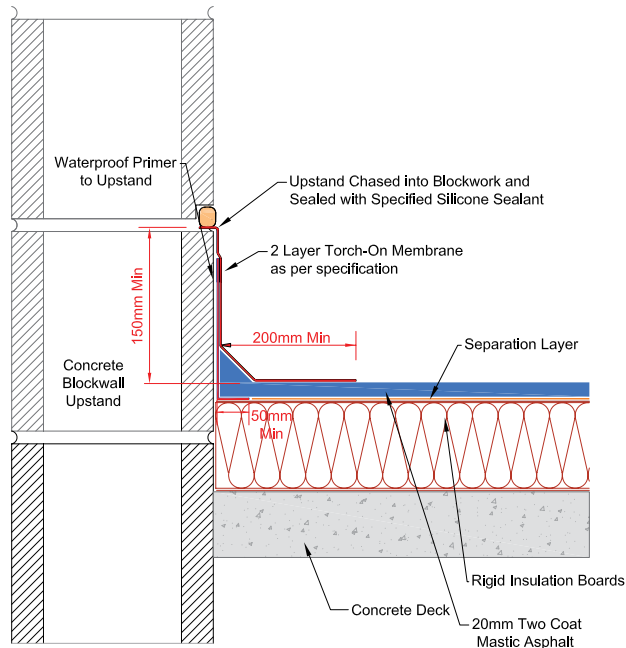
Asphalttech - separating layer - 150mm concrete deck with nominal 50mm sand/cement screed - ceiling void - 13mm plasterboard - 2mm plaster skim.

Target U-value	Asphalttech PIR Warm Roof	Asphalttech XPS INV Roof
0.25	100mm	130mm
0.20	120mm	160mm
0.18	140mm	180mm
0.16	150mm	200mm
0.15	150mm	200mm

Warm roof thermal insulated systems

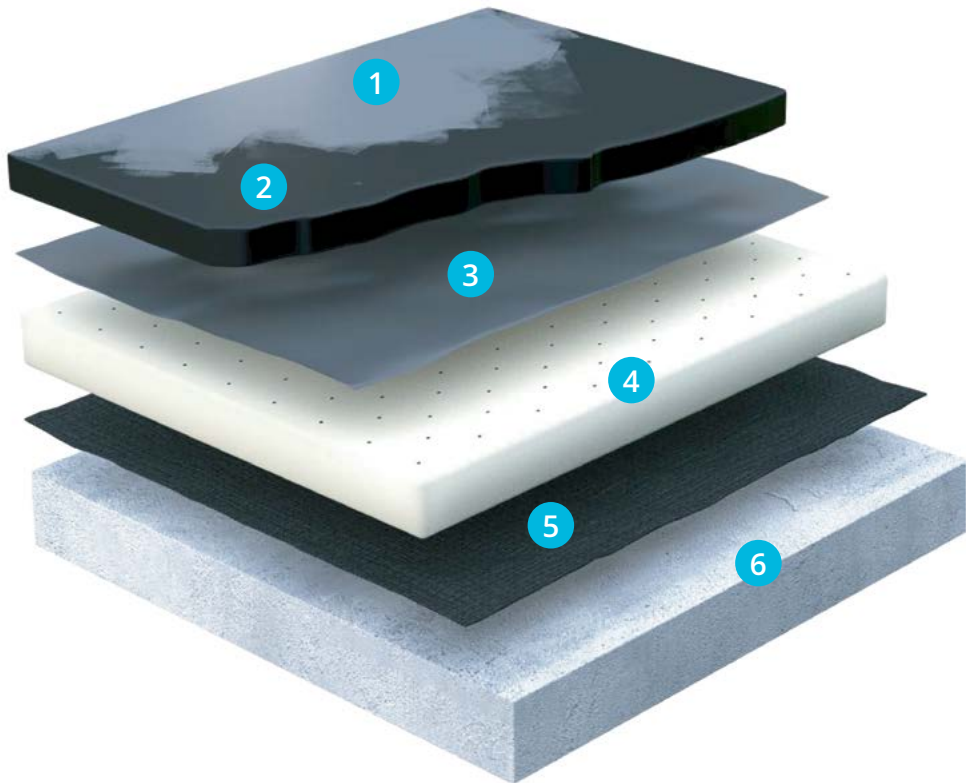
PIR insulation boards are Totally CFC/HCFC free rigid polyisocyanurate insulation boards, with plain perforated glass tissue facings on both sides.

The highly efficient closed cell foam core has an exceptionally low thermal conductivity and achieves required U-values with a minimum thickness. E PIR MG provides an ideal substrates for Asphalttech standard warm roof system.



Asphalttech insulated car park - roof X-sectional detail

Asphalttech warm roof
system construction



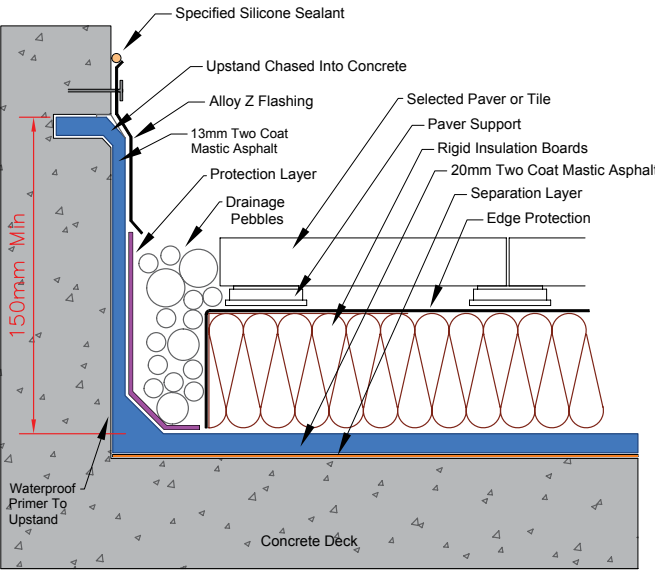
- | | |
|--|--|
| 1. Solar paint colours (white, grey, green) 0.4kg/m ² | 4. PIR Insulation boards 50140mm (10mm increments) 140mm = 4.48kg/m ² |
| 2. Asphalttech mastic asphalt 20mm thick (2X10mm coats) 42.92Kg/m ² | 5. Vapour barrier- metal lined vapour control layer 3mm thick 3.8kg/m ² |
| 3. Separation layer 3mm thick 1.9kg/m ² | 6. Concrete deck |



Queens Square - Leuschke Group Architects

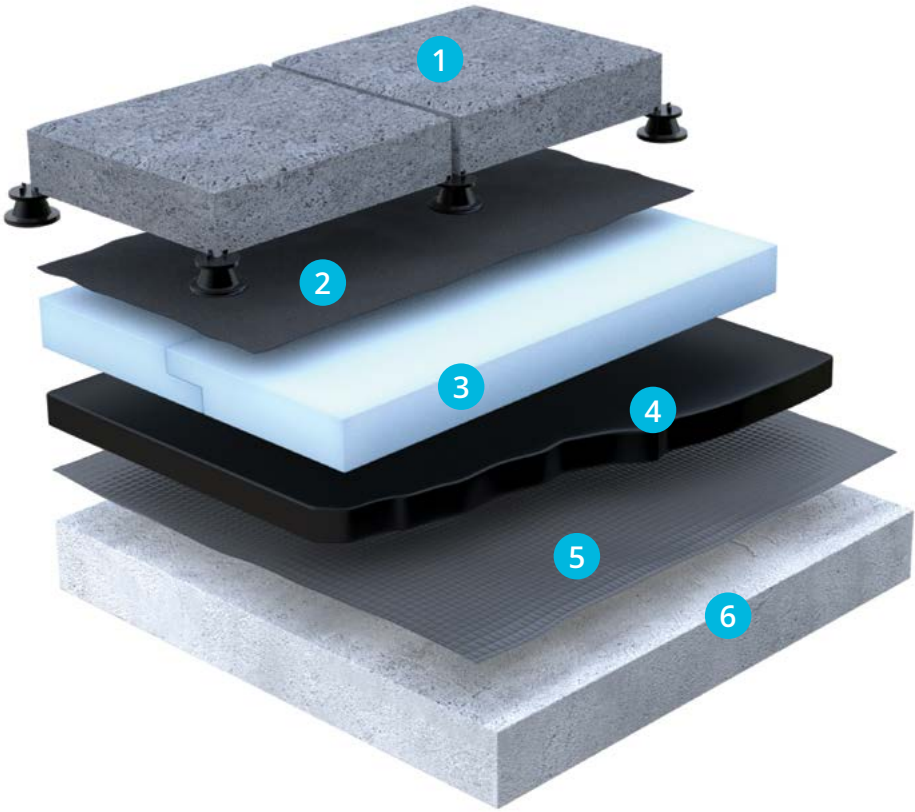
Inverted roof system

Inverted roof construction XPS A CFC/HCFC free extruded polystyrene insulation, for use above Asphalttech in all inverted roof specifications. XPS is resistant to water and will provide long term protection to the Asphalttech waterproofing system.



Asphalttech inverted insulated roof X-sectional detail

Asphalttech inverted roof
system construction



- | | |
|---|--|
| 1. 40mm Paver or tile on a tile jack. 88.8 kg/m² | 4. Asphalttech mastic asphalt 20mm thick (2X10mm coats) 42.92Kg/m² |
| 2. Geotextile sheet 1.7mm thick, 0.2kg/m² | |
| 3. Extruded polystyrene Insulation 100mm thick 3.3Kg/m² | 5. Separation layer 3mm thick 1.9kg/m² |
| | 6. Concrete deck |

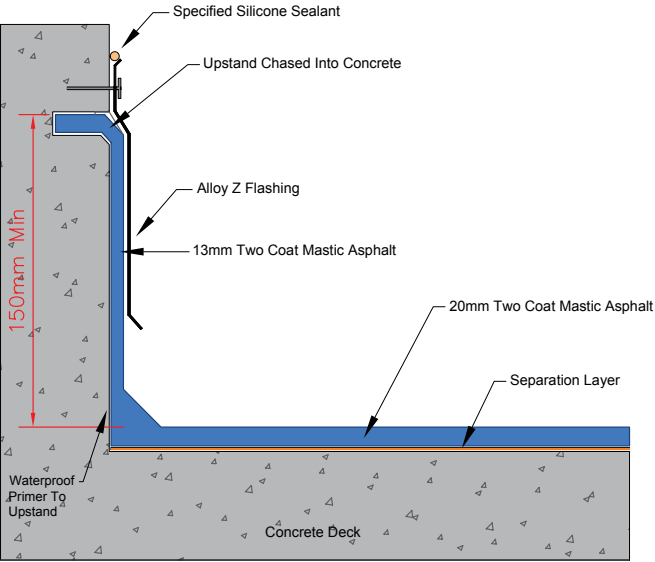


NZI - Jasmax

Applications for
Asphaltech
mastic asphalt

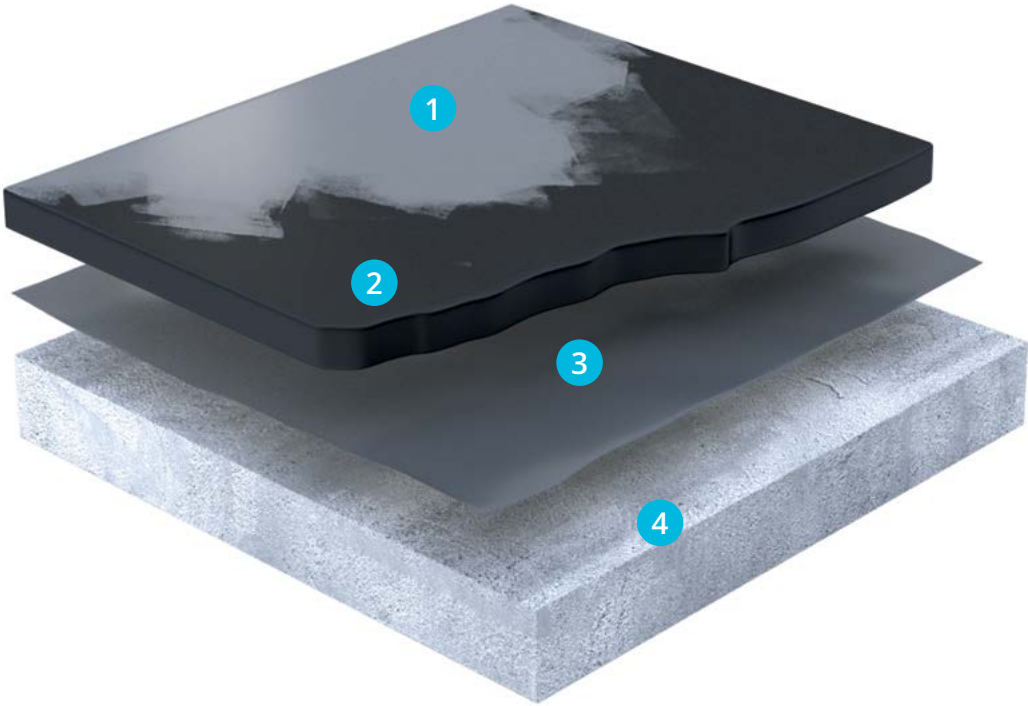
Flat roofs

Where Asphaltech mastic asphalt is required as a roofing surface only with little or no traffic, it is laid in two coats to a nominal thickness of 20mm. The first coat is laid to a thickness of 10mm and the second coat 10mm. It is applied in a liquid form and spread out to form a homogeneous surface which whilst liquid can be formed to any shape or surface as required. It can then be protected by a solar reflective UV resistant paint.



Cast concrete up stand detail

Asphaltech mastic asphalt
to concrete roof/deck
construction



- | | |
|---|--|
| 1. Solar paint colours (white, grey, green) 0.4kg/m ² | 3. Separation layer 3mm thick 1.9kg/m ² |
| 2. Asphaltech mastic asphalt 20mm thick (2X10mm coats) 42.92Kg/m ² | 4. Concrete deck |

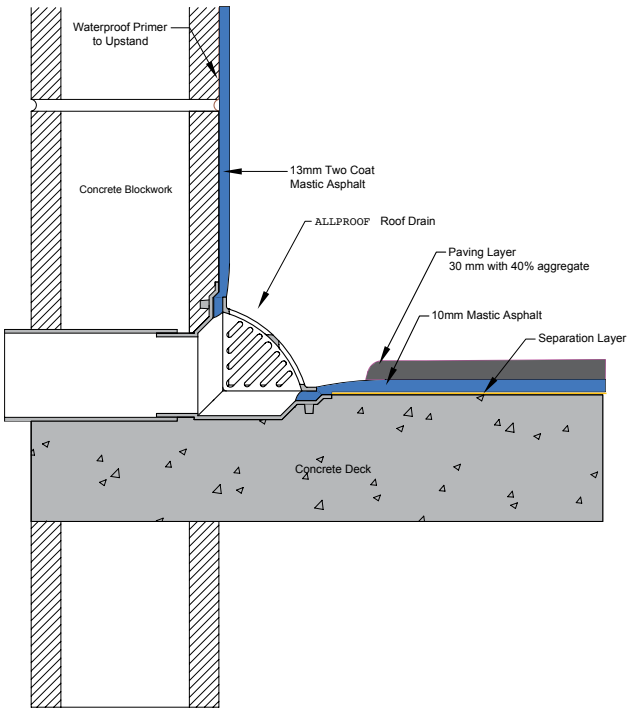


Eye institute - Archimedia Group



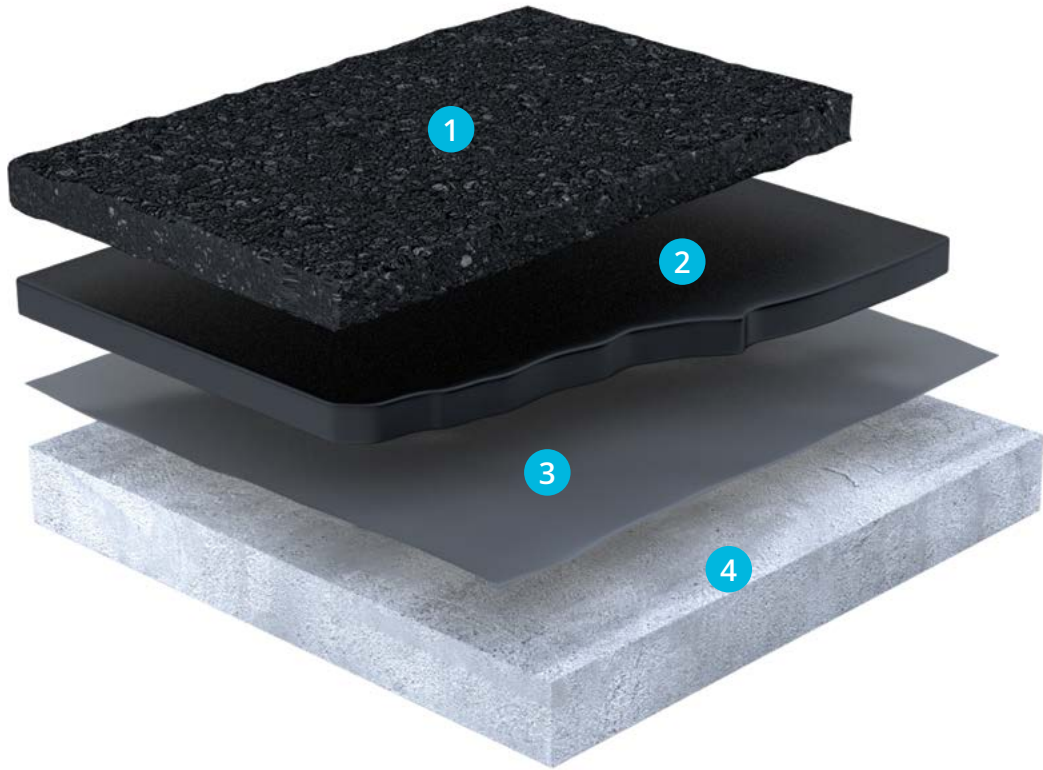
Car park trafficable surfaces

Trafficable roofs are recognised as one of the most durable car parking waterproofing systems available and are used extensively throughout the world on Bridge decks elevated car parks and loading docks. They can consist of a torch on membrane 1 or 2 layer layers of the Asphaltech mastic asphalt as the waterproofing layer. Then a wear slab of either mastic asphalt paving grade, reinforced concrete or paving on a suitable substrate, these toppings vary in thickness subject to their final requirements.



Asphaltech car park/roof parapet outlet drain detail

Asphaltech car park
surface construction



- 1. Asphaltech mastic asphalt paving layer
30mm thick 64.38Kg/m²
- 2. Asphaltech mastic asphalt
10mm thick 21.46Kg/m²

- 3. Fibreglass tissue 1mm thick 0.6kg/m²
- 4. Concrete deck



The Orchards, Metlife Care - Arcline Architecture

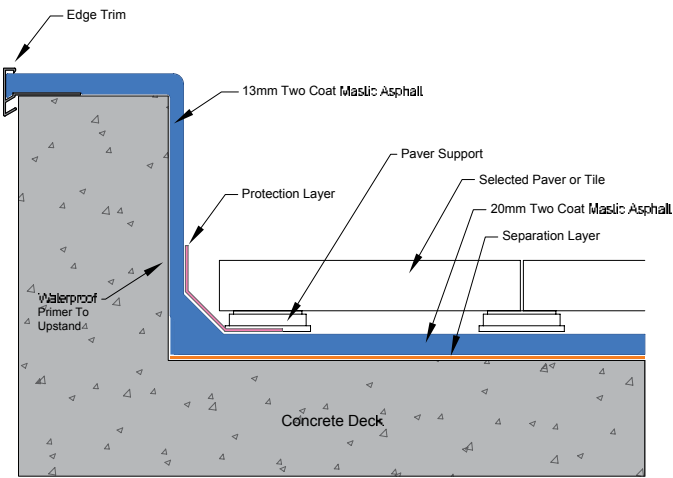


Applications for
Asphaltech
mastic asphalt

Terraces and balconies

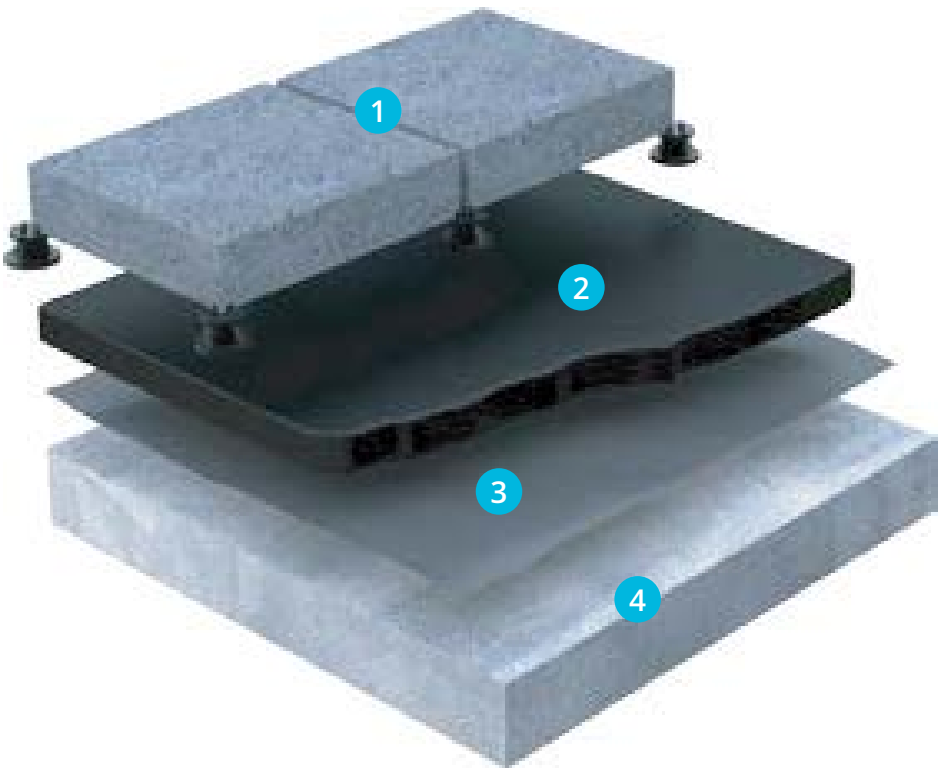
Where Asphaltech mastic asphalt is required as an exposed paving subjected to foot traffic only, it is laid in two coats to a nominal thickness of 25mm. The first coat is laid to a thickness of 10mm and the second coat 15mm incorporating 15% by weight of coarse aggregate.

Where insulation is incorporated beneath Asphaltech mastic asphalt on balconies and terraces, or in situations where point loading is anticipated, promenade surfacing should be provided by suitable concrete tiles or paving slabs.



Asphaltech podium/concrete up stand/edge trim X-sectional detail

Asphaltech podium
roof/deck construction



- | | |
|---|--|
| 1. 20mm Paver or tile on a tile jack. 44.4kg/m ² | 3. Separation layer 3mm thick 1.9kg/m ² |
| 2. Asphaltech mastic asphalt 20mm thick (2X10mm coats) 42.92Kg/m ² | 4. Concrete deck |



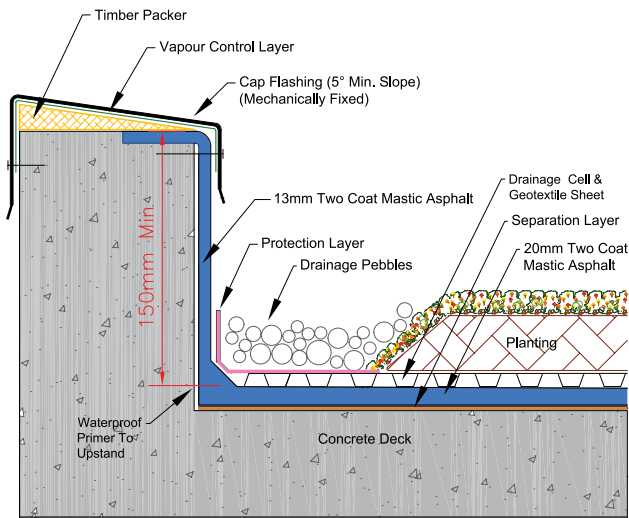
Ivory Apartments - Leuschke Group Architects

Applications for
Asphaltech
mastic asphalt

Green roofs

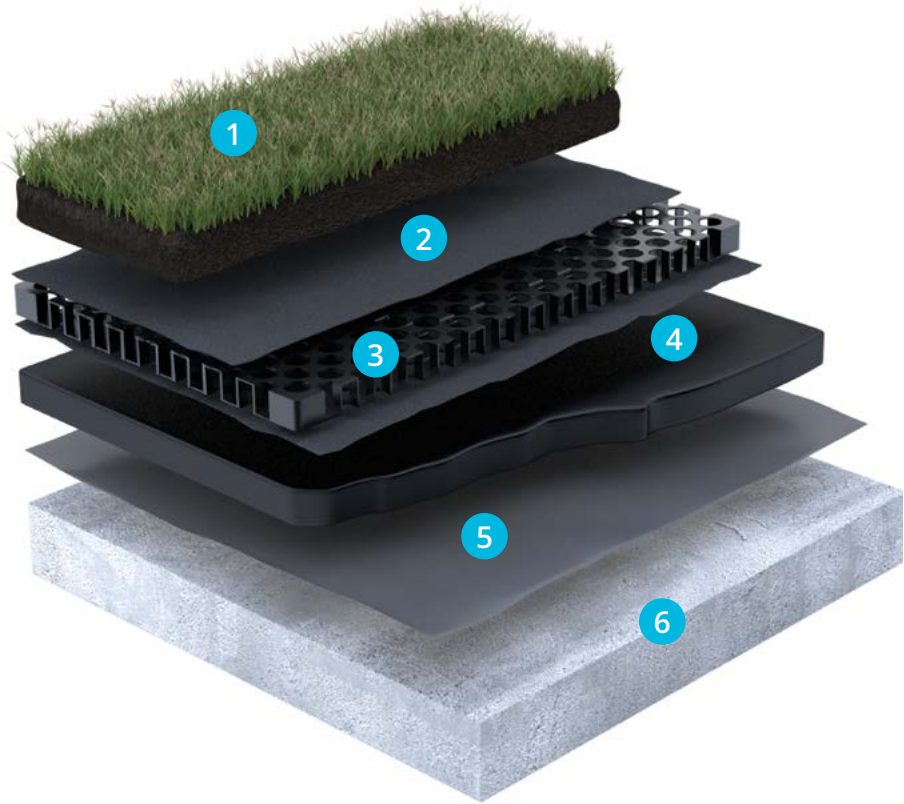
Asphaltech mastic asphalt is an ideal waterproofing material for extensive green roofs, intensive roof gardens and biodiversity roofs. These finished can enhance environments, control water run-off, and reduce noise transmission.

Extensive green roofs require little long term maintenance. It is completely resistant to root penetration and does not require an additional anti-root barrier.



Asphaltech green roof/concrete up stand/cap flashing X-sectional detail

Asphaltech green roof
system construction



- | | |
|--|---|
| 1. Planting medium - minimum 80mm thick 86KG/m ² | 4. Asphaltech mastic asphalt 20mm thick (2X10mm coats) 42.92Kg/m ² |
| 2. Geotextile sheet 1.7mm thick, 0.2 kg/m ² per layer | 5. Separation layer 3mm thick 1.9kg/m ² |
| 3. Drainage Cell 3kg/m ² | 6. Concrete deck |



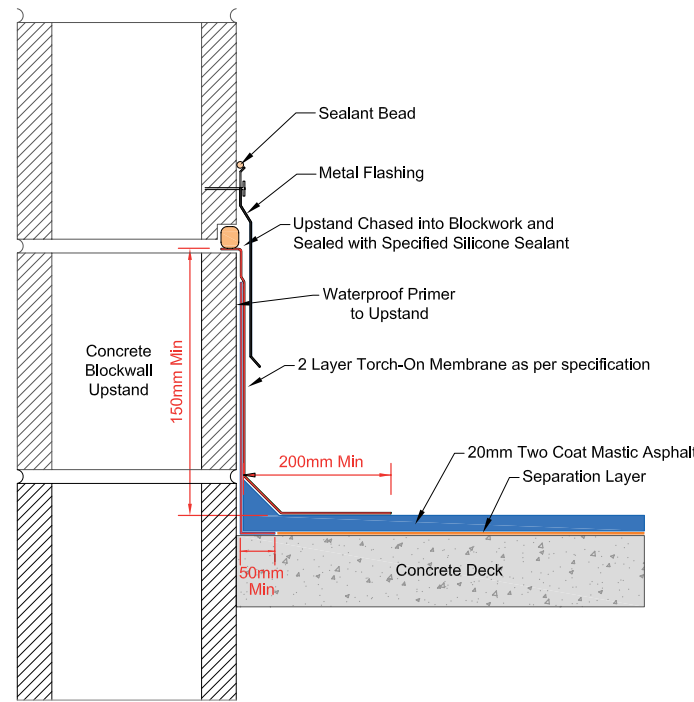
The PCNZ award winning Chambers and Station - A Studio Architects



Applications for
Asphaltech
mastic asphalt

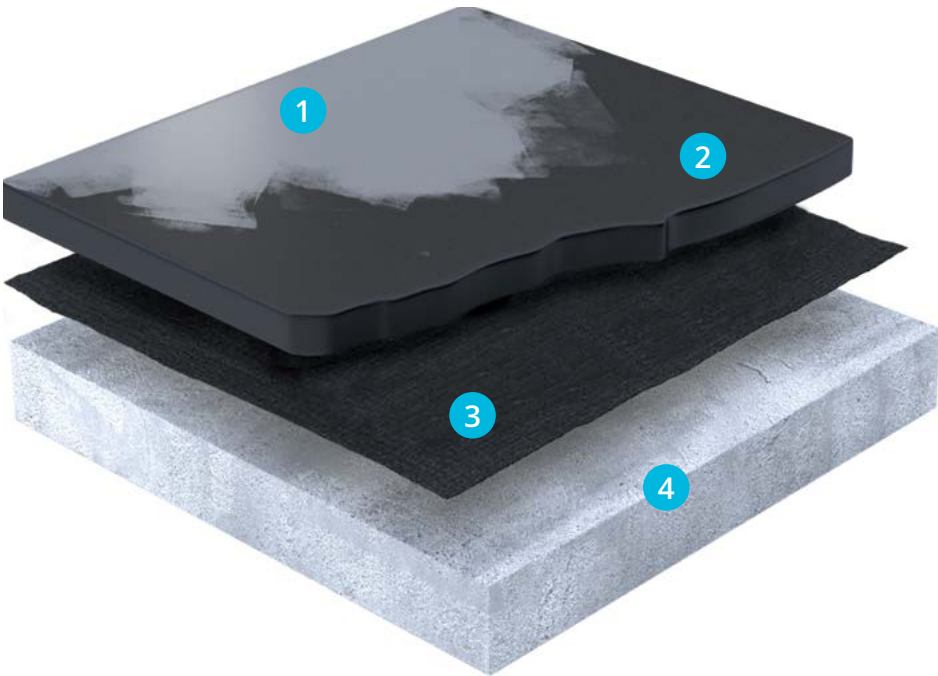
Fullybonded system

Introducing the ultimate waterproofing system mastic asphalt full bond. Combining the best of products we are able to achieve a system without compromise. A 2mm or 4mm torch-on membrane is fully bonded to the roof deck. Then one or two layers of mastic asphalt is applied to the deck to achieve a truly bullet proof system.



Asphaltech green roof/concrete up stand/edge trim X-sectional detail

Asphaltech fullybonded
system construction



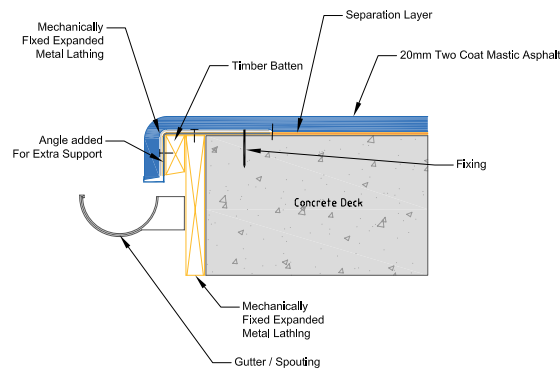
- | | |
|--|---|
| 1. Solar paint colours (white, grey or green) 0.4kg/m ² | 3. 2mm fullybonded torch-on membrane 4.5kg/m ² |
| 2. Asphaltech mastic asphalt 15-20mm thick either 32.19kg/m ² or 42.92Kg/m ² | 4. Concrete deck |



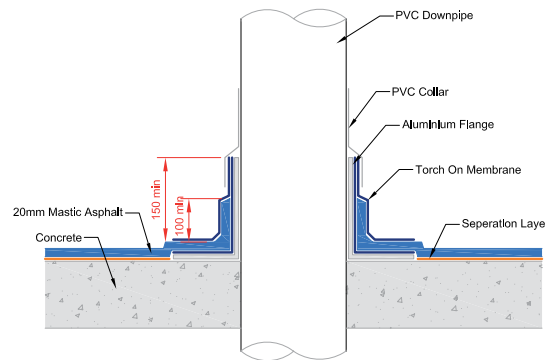
TVNZ - Warren & Mahoney Architects



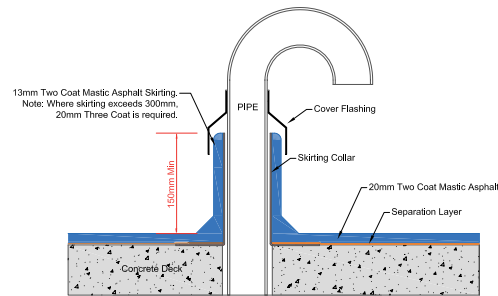
Systems details



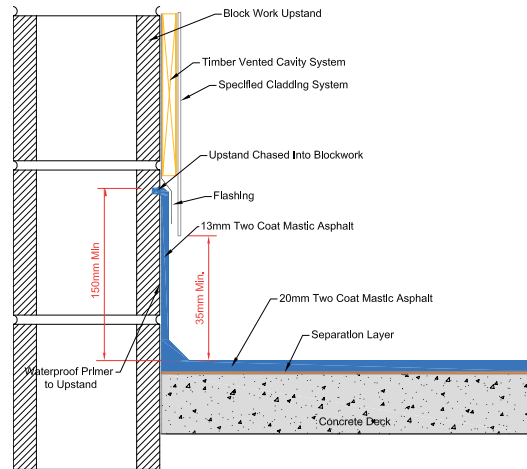
GUTTER DRIP EDGE DETAIL



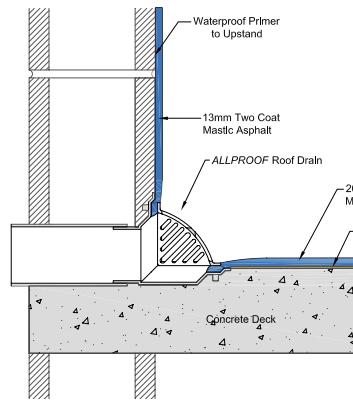
DOWNPIPE PENETRATION DETAIL



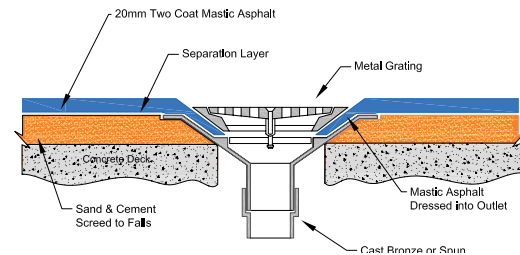
HOCKEY STICK' PIPE PENETRATION DETAIL



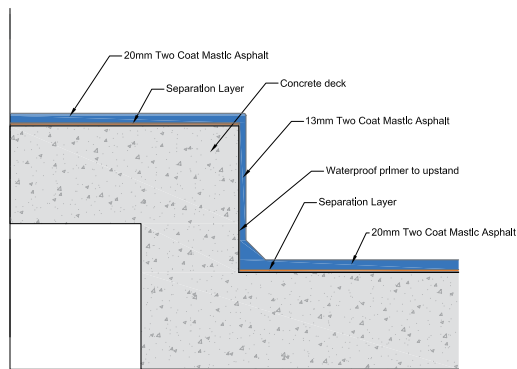
BLOCKWALL UPSTAND DETAIL



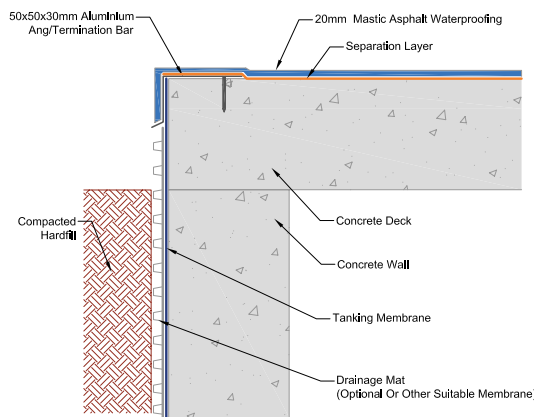
BLOCKWALL PARAPET OUTLET DETAIL



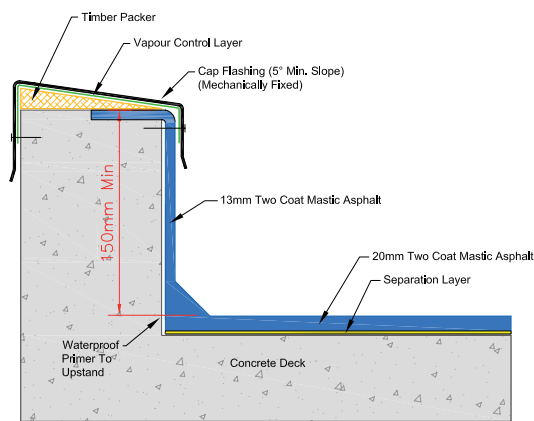
OUTLET DETAIL



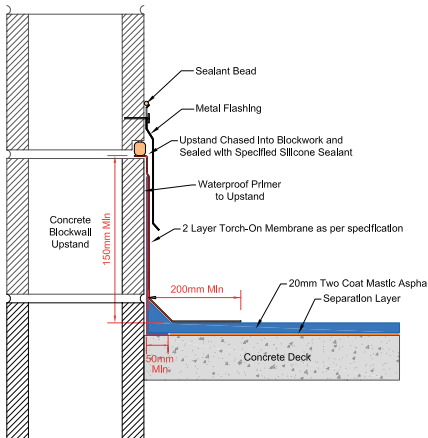
CHANGE OF LEVEL DETAIL



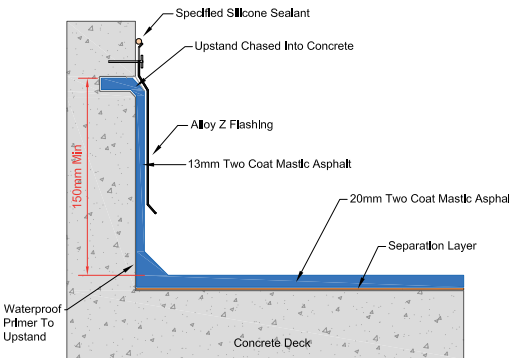
TYPICAL DRIP EDGE DETAIL



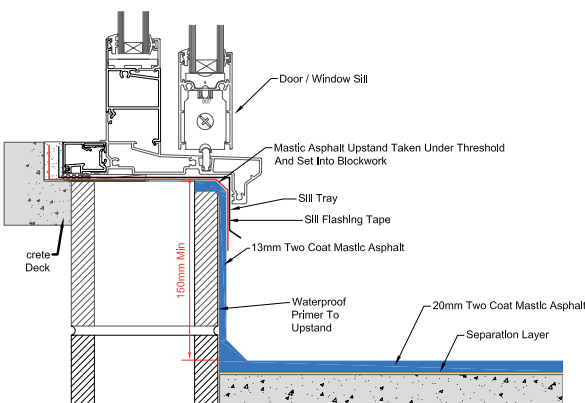
CAST CONCRETE PARAPET WITH CAP FLASHING DETAIL



BLOCKWALL TORCH-ON UPSTAND DETAIL



CAST CONCRETE UPSTAND DETAIL



BLOCKWALL THRESHOLD UPSTAND DETAIL

General

A flat roof which has been designed and installed in accordance with the recommendations of our specifications and relevant British standards can be expected to provide trouble free service provided it is maintained. Maintenance inspections should be carried out regularly by persons knowledgeable in mastic asphalt work. Mastic asphalt roofs should be inspected annual, preferably in the autumn, to clear leaves, debris and dirt which may prevent proper drainage or cause deterioration, and to identify at an early stage are signs of potential failure. Where the roof is in an area of high dust or pollution, or in close proximity to trees, more frequent inspection may be necessary. Inspection should be carried out both externally and internally. Particular attention should be given externally to roof covering abutments, joints, gutters and outlets and internally to corners, abutments and penetrations.

Observations by occupants of the buildings should be noted. During the course of regular maintenance inspection the whole of the roof should be systematically checked and a note made of any items requiring attention. The following checklist should be used.

Surfaces finishes and solar reflectors

Check that surface chippings are evenly distributed and unaffected by wind scour and that ballast has not been displaced. Note any cracked or damaged tiles and slabs. Where reflection paint has been used, assess the necessity for renewal, taking into account the roofs age its formation, i.e. the presence and type of insulation etc.

Skirtings, kerbs and turndowns

Check the up-stands are intact and fully adhered. Note any blistering, distortions or slumping. Pay particular attention to fillets and arise for cracks from movement or impact. Where skirtings are tucked into a chase in concrete or brickwork, check the condition of the pointing.

Edge trimmings

Check for signs of movement displacement or stress, particularly at the joints between adjacent section for trim, and for retraction between asphalt and back edge of trim.

Drainage

Ensure that all gutters, rainwater outlets and discharge points are clean and that the water discharge from the roofs is uninterrupted. Carefully examine the junction between the asphalt and rainwater outlet. Note any apparent defects or signs of silting or ponding.

Continued on next page

General area

Examine the whole of the general roof area, note any areas of stress or blistering and any signs of hollowing denoting failure of insulant or timber. Record the extent and type of any defects.

Repair procedures

(All in accordance with the code of practice BS 8218:1998)
Repairs should only be carried out after the type and extent of any defects have been noted and their underlying cause is identified. The intention of repair work should be restore the asphalt to its original condition and ensure its continuing performance. All repairs should therefore be carried out using materials, accessories and a standard of workmanship comparable with the original installation.

Check that surface chippings are evenly distributed and unaffected by wind scour and that ballast has not been displaced. Note any cracked or damaged tiles and slabs. Where reflection paint has been used, assess the necessity for renewal, taking into account the roofs age its formation, i.e. the presence and type of insulation etc.

Any surface treatment that has been damaged or displaced should be made good to match the existing surface. Defective pointing should be broken out and renewed. Split or broken non-ferrous metal cover flashings should be repaired or renewed as necessary. Excessive blistering may be indicative of more serious underlying problems and should be cut out and the substrate examined to establish the cause. All repair work to a mastic asphalt surface should be performed by a qualified mastic asphalt operative. If it is necessary to remove an area of mastic asphalt, the line of the cuts should be covered with molten mastic asphalt until the underlying material has softened. The mastic asphalt should not be removed until this has taken place. In no circumstances should hammer and chisel be used to cut cold mastic asphalt. Alternatively, a disc cutter may be used to remove mastic asphalt. When the area is sufficiently soft, it should be removed carefully.

When jointing new mastic asphalt to existing mastic asphalt, the principle of the lapped joint should be observed. The perimeter of existing mastic asphalt should be softened to permit removal of material to a depth of half its thickness for a width if not less than 75mm. Due to the hardness of mastic asphalt paving, electrical or mechanical disc cutters may be used in the removal of defective areas. The use of a forced flow hot air torch or the controlled use of a gas gun may be acceptable for specific requirements; in the case of the latter extreme care should be taken to avoid contact between the naked flame and the mastic asphalt.

Projects

We would like to thank all the architects and builders who have choosen to select our products on all the projects that we have carried out. Some of the systems used in this manual are referenced here:

Project B:Hive, 72 Taharoto Rd
Architect Jasmax
Builder Leighs Construction
System Podium system
Size 1800 m²

Project Victoria Residences, 75 Victoria St West
Architect Leuschke Group
Builder Dominion Construction
System Roof system & decks and terraces
Size 700 m²

Project Bellus Apartments, College Rd/Scoria Cres
Architect Warren & Mahoney
Builder Kalmar Construction
System Podium terrace roof system
Size 2550 m²

Project TVNZ,100 Victoria St West
Architect Warren & Mahoney
Builder Fletcher Interiors
System Roof system & terraces and decks
Size 2600 m²

Project Park Residences, 35 Albert St
Architect Leuschke Group
Builder Naylor Love
System Roof system & decks and terraces
Size 800 m²

Project Chambers & Station, 62 Valley Road
Architect A Studio Architects
Builder Watts and Hughes
System Green roof system
Size 600 m²

Project 33 Broadway, Newmarket
Architect Formis Architects
Builder Mansons TCLM
System Roofing system
Size 400 m²

Project Rose Gardens, 25 Don MacKinnon Dr
Architect Context Architects
Builder CMP
System Podium terrace roof system
Size 1400 m²

Project The Orchards, 123 Stanley Road
Architect Arline Architecture
Builder Aspec Construction
System Carpark system
Size 1200 m²

Project Queens Square, 438 Queen St
Architect Leuschke Group
Builder Scarbro Construction
System Podium system
Size 400 m²

Project Ivory Apartments, 8-10 Lion Pl
Architect Leuschke Group
Builder Argon Construction
System Podium terrace roof system
Size 670 m²

Project NZI Building , 1 Fanshaw Street
Architect Jasmax
Builder Newcrest
System Roof system
Size 1000 m²

Contact

Asphaltech Limited

30B Parkway Drive,
Mairangi bay,
Auckland 0632

09 475 9725
admin@asphaltech.co.nz
www.asphaltech.co.nz



