

## DETAILED TIPS FOR USING RESURF® II POLYMER CONCRETE

### FIELD DEVELOPED TIPS FOR QUALITY AND PRODUCTIVITY:

- **Everything** for measuring, priming, mixing, and finishing close by (**before** catalyst is added to resin)
- Resurf resin will be in 5 gal. pails or 55 gal. drums (faucet supplied)
- Resurf catalyst will be in pint scribed measuring bottles and/or gallon jugs for refill
- Resurf II Aggregate Blend will be in polylined, paper bags @ 0.5 cu. ft. (60#). These are **not** waterproof!
- Mixing for **most** jobs is much easier in a wheelbarrow with **any** kind of hoe. Larger pours can use a **mortar** mixer but must be left running during entire mixing operation and inverted while still running until last batch has gelled (become cheesy). Since up to **2** bags (1.0 cu. ft.) can be mixed in a wheelbarrow in about one minute, this is preferred over **mortar** mixer that is **very** difficult to clean. It is very important to have a good **man** mix aggressively and scrape bottom on each stroke.
- Mixing in a bucket with a drill or using a **concrete** mixer are generally **not** recommended!
- Good, quick mixing cannot be over emphasized for ease of finishing but occasional dry spots in the mix can be remixed after dumping
- Bag label **requirements: sound, clean, and dry** concrete is required:  
**Sound:** sound with hammer or folded piece of **large** chain, mark, jackhammer/chip, blow off, **repeat**. Sawing is almost **never recommended!** Highly profiled concrete surfaces are much better than sawed edges. Straight sides allow stresses to transmit along one plane. Resurf II feathered edges extremely well. Often after several cycles of sound and chip, installer **has to** “stop somewhere.”  
**Clean:** sand blasting is a very valuable tool but freshly chipped concrete should, at a minimum, be air blown free of dust and debris. Good scrub thru with brushed-on primer will wet thru reasonable amounts of blown in sand.  
**Dry:** free of visible moisture (if practical). When rain looks likely (cars coming from both directions with lights and wipers on), go ahead and prime cleaned out holes. There is great benefit in primer being on **before** water. **If** caught by rain, keep everything as dry as practical, then work mix somewhat on **wet** side and will set up fine. Having holes primed **before** the bottom falls out **is key**.

- On hot to very **hot days**, it is very important to keep **all materials and tools** as cool as practical. Shade **everything** or park under bridge when practical.
- To **prime: sloppily** wet perimeter and high spots then come back over to paint out puddles onto dry spots. This can be done minutes or several hours prior to filling hole. This technique for priming is very fast.
- **Finishing** can be done with concrete trowels or short pieces of 1x4 or 2x4. **Overfill** the hole (or joint) and tamp, screed, trowel in pretty much one motion (using edge of board).
- These “straightedges” will assure grade even if working against joint forming material that is above grade (next)
- **Joint forming:** can be discussed in detail (anytime 334-412-2440). Material must **not be soluble** in Resurf resin (**if** dissolves in gasoline –do not use –do not use styrofoam i.e.: foamed polystyrene; celotex type foams may be ok.
- It is often necessary to place joint forming materials in layers or shims behind for removal **after bridge deck has expanded** during the day.
- **Tip:** a very good, clean, and cheap bond breaker can be made by dissolving **silicone** caulk in gasoline and painting forms an hour or so prior to using. 2 key points: do all sawing, etc and rough handling **prior** to coating and **never** get this mess on concrete being repaired (watch traffic wind!)
- **Immediately** after consolidation and finishing to grade, it helps to “smear” (pull back with toe of boot) edges of fresh repair toward edge of repaired concrete. (in video)
- The surface of **fresh** repairs can be broadcast to dryness with a small amount of Resurf II Aggregate Blend to assure excellent skid numbers.
- **Concrete riding surfaces should never** be finished above grade but if a repair is above grade, it can be “shaved” to grade during early stages of cure (cheesy period). Also when someone steps in a fresh one, it can be mended with catalyzed resin and aggregate blend mixed in the low spot.
- **After appropriate cleaning, fire spalls** and similar accumulations of small, shallow spalls can be filled to grade by working Resurf II about 25% wetter than label directions and spreading (pulling) to grade with a concrete rake (“concrete come-along”) then broadcast evenly and lightly to remove all shinny spots for excellent skid resistance.
- **Return to service:** bag label says 2 hours. if cannot penetrate surface with thumbnail, it’s ready (especially if it is a pothole –joint may require a little longer. Potholes in **summer** may need less than thirty minutes cure time.
- **Polymer Concrete Inc** tries to match resin reactivity to seasonal, time of day, and work window requirements. When we have this information prior to shipping, all our jobs are easier. Field adjustments are helpful and we can **often** help. Call 334-412-2440 or 334-682-4296. Thanks and Good Luck.