

QPR[®]

QUALITY PAVEMENT REPAIR

Field Usage Guide



High performance
PERMANENT
pavement material
for industrial
strength repairs
on potholes,
utility cuts and
damaged asphalt

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Earthco Projects Pty Ltd



OVERVIEW

As customers from both the public and private sector look to improve results, while at the same time lowering costs, they have discovered that QPR is the repair material of choice for surface repair professionals and homeowners alike. Used by local government, civil contractors and utility providers, QPR has proven a fast, **permanent** and cost effective repair material for decades.

A high quality product, along with a sales and support team that is second to none, has provided QPR with unparalleled growth for years on end. Our growth throughout the industry is a testament to our product, staff and customers (like you), and has answered the fundamental question of surface and road repair.

Very simply, that answer is QPR.

WHO USES QPR?

- Electrical and Gas Utilities
- Local Government
- Private Contractors
- Property Managers
- Airports
- Housing Projects
- Apartment Complexes
- Schools
- Fuel Chains
- Shopping Centres
- Caravan Parks
- Industrial Yards

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WHAT IS QPR?

COLD PATCH RAPID RESONSE EMERGENCY REPAIRS - PATCH AND LAST

QPR is a high performance permanent cold patch. 'Cold mix' is a generic term used to describe a variety of asphalt based surface maintenance products. Most customers tend to think of cold mix as a material of low quality, used for temporary and unimportant jobs. Traditionally, cold mix was used as a replacement for hot asphalt, which generally becomes unavailable when outside temperatures drop below 55°F.

The inability to use hot asphalt to make repairs led to the development of a product that does not require heat to be manufactured. Obviously, as weather conditions deteriorate, rain, snow, ice, and other weather conditions develop, so the need for repair material increased. It is from this dilemma that cold mix was born. It is also from these situations that some cold mix materials die. Unable to perform under the rigours of harsh, difficult, and demanding conditions, resulting in rutting and shoving and the cold mix being stripped out of the patch, cold patching needed a better solution.

If reworking a patch more than twice, cheap cold mix becomes very expensive.

The inventors observed this phenomena in the USA, Europe and Australia, and decided that there needed to be a longer lasting solution of 'patch and last' with only one visit to a patch, which would reduce reworks and costly revisits, and save the customer up to 50% on costs. QPR was born.

Quite simply, QPR has nothing in common with traditional cold mix. Our combination of stone, asphalt cement, and anti-stripping agents provides our customers with a high performance product that performs a **PERMANENT** repair that adheres not only to asphalt, but concrete and steel as well.

This makes QPR the logical choice for utility cuts, pothole repair, bridge deckings, driveways, and general surface repair. QPR requires no mixing, tacking, or mechanical compaction. This eliminates not only additional material and equipment costs, but labour costs as well.

ENVIRONMENTAL SUSTAINABILITY

QPR, the world's #1 pavement repair material manufacturer, has made a genuine commitment, both to our customers, and to our environment.

"QPR is committed to continually improving our environmental performance. We aim to use energy and natural resources more efficiently, minimise the production of waste, air emissions, water consumption, and wastewater discharges, while seeking ways to preserve heritage, landscape, and biological diversity".

That promise is based upon the following mission statement:

In connection with this commitment, QPR now utilises a formulation which provides the same level of permanence and performance our customers have relied on for over a decade, while at the same time protecting ground water supplies, aquifers, and storm water runoff.

To that end, QPR has been tested and analysed by a leading independent US testing organisation.

Findings of the research group include:

- "Upon review of the analytical results and comparison with the standards of the MOE, the material is classified as a nonhazardous material. Toxicity testing of surface water runoff through the QPR product indicates that the sampled material is biologically nontoxic".
- "Results of analysis for the toxicity indicate a 0% mortality rate of *Daphnia magna* at 100% effluent concentration".

LIFETIME PERFORMANCE GUARANTEE



“QPR, when applied according to instructions to deteriorated concrete or bituminous pavement surfaces, is guaranteed to adhere PERMANENTLY to the repaired area, or until the surrounding pavement fails. QPR will replace actual volumes of QPR used at no charge, if for any reason, our repair material should ever ravel, release, or otherwise fail in a properly repaired area.”

	QPR PAVEMENT REPAIR	STANDARD COLD MIX
PERFORMANCE TESTED	✓	
QUALITY CONTROLLED	✓	
GUARANTEED	✓	
ENVIRONMENTALLY SUSTAINABLE	✓	
OPEN TO TRAFFIC IMMEDIATELY	✓	
ANTI-STRIP AGENTS	✓	
CONSISTENT MIX	✓	
USABLE TEMPERATURE	-20 deg celcius to 40 deg celcius	10 deg celcius - 27 deg celcius
SHELF LIFE	6+ MONTHS	1 - 3 MONTHS

INSTALLATION INSTRUCTIONS

BITUMOUS OR CONCRETE SURFACES

QPR is SPECIFICALLY designed to remain somewhat pliable after application. This allows our material 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 10 to 20 mm of sand and re-compact to 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.

POTHOLE REPAIR

Using **QPR** is as easy as 1, 2, 3....



STEP 1. CLEAN

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 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.



STEP 2. APPLY

Pour material directly in to the area to be repaired. Add material up to a depth of approximately two inches. When you have a two inch base, use a tamp or the back of a shovel to firmly compact the material to create an even and solid surface. Continue your application in 50 mm increments until the repair area is filled.



STEP 3. COMPACT AND GO

When the hole is filled, apply a small crown of QPR 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 OR WATER MAIN 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 repair material to the existing asphalt or concrete road surface.

QPR should be placed or poured in no more than 50 mm lifts and compacted using recommended procedures for each 50 mm increment.

A 20 mm crown on the repair is recommended to accommodate future traffic compaction of the repaired area.

