

Poured In Place Suggested Instructions

Buffings Layer

1. Make sure sub-strata (concrete) is swept and free of oil and excess debris.
2. Mix a 50/50 blend of binder and solvent (acetone, xylene, etc.) for primer application.
3. Apply primer onto surface with a thick-nap paint roller.
 - Enough primer to just coat the surface.
 - Let primer sit until tacky-approximately 5 –10 minutes.
 - Prime only enough area that will be covered in buffings in the next $\frac{1}{2}$ - $\frac{3}{4}$ hour and continue to prime areas as you move along.
4. Mix buffings and binder-16% binder to the weight of the buffings.
 - Mixing to be performed in a mortar mixer for at least 3 minutes (until all buffings are well coated).
5. Pour mixture into wheelbarrow and transport to primed surface.
6. Spread buffings over primed area at desired thickness. (Many installers will cut boards to desired thicknesses and use a screed bar to perform this function)
7. Trowel the buffings with light to medium pressure for a generally smooth surface, making sure of correct thickness.
 - When troweling, use diesel fuel as a “trowel lubricant” by swiping the trowel with a diesel fuel soaked rag. You will feel the trowel “grab” the surface when you need to swipe it with the rag.
8. Continue steps 3 – 7 until entire surface is covered with buffings at the appropriate thickness.
9. Vapor Mist the entire surface with water to help activate moisture-cured binder. (Too much water will cause the surface to foam)
10. Allow Buffings Layer to cure before proceeding to the Top Coat Section. (You should be able to walk on the surface without leaving indentations)

Top Coat

1. Mix a batch of primer for application around the border of the surface to be covered.
2. Apply primer to the outer-perimeter border (12 – 18” wide) of the surface where you are to begin applying the top coat in the same manner as the primer was applied for the buffings.—Again, only prime as much border as will be covered in $\frac{1}{2}$ - $\frac{3}{4}$ hour. Some installers will prime the entire surface, others only prime the border.
3. Mix rubber and binder-20% binder to the weight of the rubber.
 - Mixing to be performed in a mortar mixer for at least 3 minutes (until all granules are well coated).

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Top Coat-continued

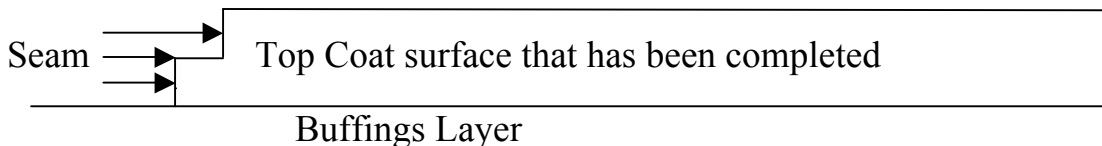
4. Pour mixture into wheelbarrow and transport to area to be surfaced.
5. Spread rubber out roughly over the area, a little thicker than the desired thickness.
6. Roughly trowel the rubber out using medium pressure, to the desired thickness until you have a compact, fairly smooth surface-swiping the trowel with the diesel fuel soaked rag as needed.
7. Checking the thickness as you go, trowel the rubber with light to medium pressure working in all directions until the surface is smooth and tight knit- (the surface will have the appearance of smooth asphalt).

Note-A well lubricated trowel is very helpful for getting a smooth, tight surface. However one must be careful to not “slop” the diesel fuel as too much may jeopardize the integrity of the surface.

8. Continue steps 2 – 7 until the entire surface is complete.
9. Vapor Mist the entire surface with water to help activate moisture-cured binder. (Too much water will cause the surface to foam)

If the entire top coat can not be completed in one day, it is suggested that a staggered seam be made.

This stagger should look like this:



The next day, the freshly applied surface will adhere to this stagger. This will help to create a stronger seam. Make sure great care is taken to feather the seam together for a smooth surface appearance.

At the end of each day, a thorough clean up of equipment with diesel fuel highly recommended.

Midwest Elastomers Inc. are not installers of these types of surfaces. These instructions are based on industry standards. The above information is to be taken as suggestions only. Midwest Elastomers Inc. will not be held responsible for any surface failures.