



FlexKrete™

Technologies

A div of Protective Products, Inc.



"You won't believe it until you see it"

www.flexKrete.com

FLEXNEWS

JUNE 25, 2004

THEY BELIEVE IT NOW! Can you imagine how MUCH LABOR, TIME AND MONEY THE JOB BELOW SAVED THIS CUSTOMER? It's easy and looks great! The rusty rebar was cut out, the risers were rebuilt with FlexKrete, it was broadcast using FlexKrete and blasting sand, then, sealed with FlexSealer 1000. Completion from start to finish, took four hours, and was put into service in an hour. This made a happy cus-

This city bridge not only had rebar exposed, but the concrete was worn, porous and "punky". The crew used hand grinders to grind it clean and to remove the soft material, and the rebar was fully exposed and coated with FlexPrime. (FlexPrime is a polymeric primer with super penetrating ability, used for rusty steel and damp surfaces). The rest of the area was primed with FlexKrete. Using a large plastic bucket, or "muck" bucket, FlexKrete was catalyzed, mixed with blasting sand and screeded into place, then troweled smooth with a fressno. Hand trowels were used for touch-up. The overall depth was approximately, 1/8" to 1/4". This is a heavily traveled city thoroughfare.



THESE STAIRS WERE
BACK IN SERVICE
WITHIN AN HOUR
AFTER COMPLETION!

children's
MEDICAL CENTER



TAPE AROUND
AREA AND
PRIME.



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MIX
FLEXKRETE
AND BLAST
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INTO PLACE.

tomer, which will lead to much more business. VERTICAL WORK is everywhere; parking facilities, hospitals, warehouses, tollways, bridges, power plants, and every manufacturing plant in the United States, PLUS, all the horizontal work!

THE
CITY OF
PLANO
TEXAS



MORE TIPS FROM GREG

When considering FlexKrete repairs, always take a close look to determine what may have caused the failure in the concrete initially. Picture #1 could be deceptive on first inspection; however, on a closer look, you can clearly see the crack, which starts at the curb and continues around the upper left-hand corner of the slab. Then, in photo #2, looking from across the street, it is apparent that



the crack extends the entire width of the street. One can also see that the whole slab has been replaced at one time. This, of course, is evidence of more serious movement problems. There is no rigid type material that will hold these two, separately moving pieces together. The problem has to be addressed below the slab.

The demonstration below amplifies this point. This “band-aid” application is very temporary. A better approach would be to route and clean the

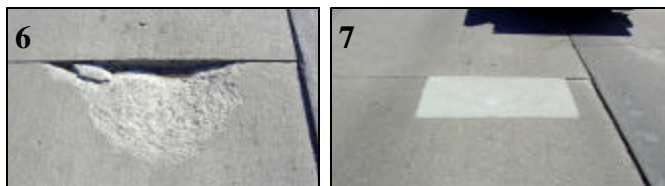


crack with a masonry saw, then fill it with Poly-ureaSeal 100, an elastomeric joint and crack filler that allows for good elongation, while still firm enough to support traffic, (even fork lift traffic). This seals the crack, to prevent more wash-out below.

As in photo #5, always make sure that any loose material is removed or compacted into the base very tightly, and that all the joints are retained to accept the movement. It is sometimes easier to repair the entire area first with FlexKrete, then cut the joints back in and fill them.



Although FlexKrete is the most forgiving material we have ever seen, surface prep is always of prime importance. The more demanding the environment, the more important the surface preparation. We should train our contractors to



clean the surface as well as possible. A white, rough, concrete surface should be the goal. Remove oils by flushing with acetone and grinding clean.

FlexKrete is feather-edged onto the flat surface of streets and highways less than 1/4" in thickness without cutting out with a saw. This was done on the Dallas North Tollway over two years ago with more than 500,000 cars and trucks per week. And it is still in great shape! Unparalleled in the concrete repair business!

OTHER MATERIALS ARE STILL BEING USED THAT REQUIRE THE CONTRACTOR TO CUT OUT THE OLD CONCRETE 1" TO 3" IN DEPTH BEFORE THEY INSTALL IT. You don't even need to take a saw to the job site with FlexKrete! **AND, you can put traffic on it in ONE HOUR OR LESS!** With FlexTemp, we have actually put cars and truck traffic on it in 15 minutes. If this concept can't be sold as a big savings in time and dollars, then we are speaking with the wrong individuals! Further, FlexKrete works in those tough situations better than any product we've seen in the past 30 years! That is a fact!

As soon as our customers realize the ease, speed and time savings of FlexKrete, there is no question as to what material is used in the future.

We now have four complete years of FlexKrete experience. It has been used in the coldest and the warmest areas of our nation, all with tremendous success. (And no, those freeze/thaw cycles do not affect it.) It has been used where other products would not last a week without cutting the concrete, and we don't even need a saw. FlexKrete works great in fork lift traffic to repair floors and joints. With FlexTemp it will set up in about an hour in cold rooms and freezers. It is even being used with great success to repair the floors of huge coal-fired power plants, where the chemicals have eaten the concrete.

TRY IT!
“YOU WON'T BELIEVE IT UNTIL YOU SEE IT!”