



ASPHALT COLD PATCH

- All Season- High Performance Cold Patch

Whether it is repairing utility cuts or patching that reoccurring pothole, GoGreen® Asphalt Cold Patch is rapidly becoming the material of choice.

GoGreen® Asphalt Cold Patch is approved as a high performance patching material.

GoGreen® Asphalt Cold Patch is Eco-Friendly with very low VOC emissions.

GoGreen® Asphalt Cold Patch is permanent, fully guaranteed against any failure, and most important, does the job right the first time.



Permanent Asphalt Repair

Excellent results in summer heat, bitter cold or wet conditions!



"Pavement Preservation Products"

V9

PLEASE READ BEFORE USING

Go Green contains oil based products, so please

- Use only in a well ventilated area.
- Do not breathe fumes excessively.
- Avoid eye contact or prolonged contact with skin.
- Keep out of reach of children.

A full Material Safety Data Sheet is available from our website.
www.go-green.com.cn



1. PRODUCT DESCRIPTION

Go Green® asphalt cold patch is a superior, permanent road repairing material, uses a high performance polymer formulated to enhance the good workability during handling and to improve the adhesion, water resistance properties during its service life.

Go Green® is used in places like potholes, utility cuts, overlays and manhole covers. It's permanent and it's guaranteed.

Go Green® can be applied in all weather conditions, does not require the application of a tack coat and is a one application product. Go Green® can be opened to traffic immediately after compaction.

2. FEATURES

"Go Green offers a fast and permanent solution for all your pothole repair needs!"

- Works in all weather conditions: wet, cold or hot.
- Pothole repair can be driven on immediately.
- No mixing, mechanical compaction or tacking.
- Approved, used and tested by utilities and governments.
- Cost effective with no messy clean-up or time constraints.
- Permanently adheres to asphalt, concrete or steel.
- Perfect for bridge, drain, utility cuts and cutter work.
- Proven non-hazardous.
- All season, use in summer or winter.

3. ENVIRONMENTAL BENEFITS OF MANUFACTURE

Go Green® is manufactured and tested under stringent quality controlled conditions at ISO 9000 accredited asphalt mixing plants. This product also has very low Volatile Organic Compound (VOC) emissions and is a result of Go Green's continuous focus to develop eco-friendly pavement repair products.



- **Energy Conservation in Manufacturing** - Approximately a 70% decrease in fossil fuel consumption due to lower manufacturing temperatures
- **Contains NO Petroleum Derivative Cutbacks** - A 100% decrease over conventional Cold Mix Asphalt which contains dangerous amounts of the carcinogens benzene, kerosene, diesel, toluene or naphthalene.
- **Biodegradable Solvents** - Our solvents are derived from natural, biodegradable products that come from a sustainable source.
- **Recyclability** - Go Green® Asphalt cold patch can be easily recycled.



4. SIZES

Go Green® Asphalt Cold Patch is available in 5mm, 10mm and also 14mm aggregate sizes.

5. PACKAGE

Go Green® Asphalt Cold Patch is available in:
20kg plastic bags (50 bags in a pallet).
20kg plastic buckets (48 buckets in a pallet).
Ton bags (1 ton bag in a pallet).

6. STORAGE

Shelf life unopened: 2 year. Reseal container when not in use.



**EASY ON THE ENVIRONMENT
TOUGH ON POTHOLES**



7. JOB QUANTITY

60 kg of Go Green® will cover up to a hole of 1m² by 25mm deep; Go Green® has a density of 2.4 tonnes per cubic meter. The recommended layer thickness for placing Go Green® is 50mm. If thicker layers need to be placed, these should be placed and compacted layer by layer.

8. SAFETY AND HANDLING

Always wear gloves when handling and avoid contact with eyes. Wash skin thoroughly with water after handling. In case of eye contact, wash with plenty of water for at least 15 minutes.

RECOMMENDED INSTALLATION PROCEDURES

Application

Go Green® Asphalt cold patch is the ideal product for carrying out maintenance activities.

It can be used in concrete or bituminous pavements to repair [potholes](#), [utility cuts](#), [road edges](#), [water main breaks](#), also be utilized as [permanent asphalt patch](#), [trench reinstatements](#), and [man hole adjustments](#).

Go Green® can be used in all weather conditions and is workable at temperate from -25 degree to 50 degree.

HOW TO USE

Potholes Repair

It is so simple anyone can do it

Step 1. Clean the hole of loose debris.

Step 2. Pour out the contents of the bag or bucket.

Step 3. Compact with tamper, shovel or even a car tyre.

Step 4. Accept traffic immediately.



Step 1

Brush out debris



Step 2

Fill in hole with Go Green
Cold Asphalt Patch



Step 3

Tamp down



Step 4

Ready for immediate
trafficking

Quick Tip:

- ① If the pothole is full of water, Go Green cold patch can be placed without removing the water and the material will still compact, bond, and provide adequate performance. Go Green is designed for "throw and go" applications to be left for traffic to provide compaction.
- ② Avoid dry turning tires on patched area for at least 24 hours (longer in cold weather).

Clean out the pothole or area to be repaired. Remove all loose debris and clean and square the edges if possible. For larger potholes, or utility cuts, should be filled in no more than 50mm lifts, compaction of each 50mm lift of Go Green® is highly recommended. Compact the material before adding additional material, re-apply in 50mm increments until the repair area is at the required level. In some soil conditions, it is necessary to place sufficient material to form a 10mm crown to allow for latent compaction by traffic.

Surface Repair

- Clean out the area to be repaired by removing all the loose debris and squaring the edges if possible.
- Place Go Green® in the area that is to be repaired leaving a 10mm crown above the final desired level.
- Compact Go Green® and add more if needed to achieve a level surface.

Road Cuts or Water Main Breaks:

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 the Go Green Asphalt Cold Patch to the existing asphalt or concrete road surface. Go Green should be placed or poured in no more than 50mm lifts and compacted using recommended procedures for each 50mm lift. Best performance will be realized if a vibratory steel wheel roller to achieve compaction for all material lifts. A 10mm crown on the repair is recommended to accommodate future traffic compaction of the repaired area.

Trip Point Repairs:

A trip point is the result of frost heave in a concrete or asphalt sidewalk, walkway, or golf course cart path. Prepare the area by removing loose material such as sand or dust. Spread Go Green Asphalt Cold Patch over the repair area to form a sloped ramp to the highest point. Compact the area using a hand or plate tamper. To eliminate "pick-up" that may occur on pedestrians' shoes, cover the freshly repaired area with a thin layer of Portland cement or mortar.

Recommended methods of compaction :

Throw and Go: Let the traffic compact the repair. This is the least expensive installation method.

However, high-speed traffic may cause excessive raveling 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.

Hand Tamp: This is a quick and easy method with very low equipment cost. 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.

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.

Ride on or Walk Behind Compactor: This method is the most expensive from an equipment perspective 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.

WARRANTY

Go Green Industrial (Shanghai) Co., Ltd warrant this product to be of merchantable quality when used or applied in accordance with the instructions herein. The product is not warranted as suitable for any purpose or use other than the general purpose for which it is intended. Liability under this warranty is limited to the replacement of its product (as purchased) found to be defective, or, at the shipping company's option, to refund the purchase price. In the event of a claim under this warranty, notice must be given to Go Green Industrial (Shanghai) Co., Ltd in writing. This limited warranty is issued and accepted in lieu of all other express warranties and expressly excludes liability for consequential damages.

Package & Container Loading



Application



Repair both concrete and bitumen roads



Utility cuts



Parking lots repairs



Trench reinstatements/
backfilling



Cold patch used as
waterproofing layer.