
Main important instructions for SL CAST-80/90:

- Mix always Component 1 (Black stuff) before adding component 2 for at least 2 minutes to get a homogenous distribution of the PU material from the bottom to the top of the can. Otherwise the curing process can be disturbed and you will get uncured areas. Fill the hardener (component 2 transparent stuff) in the bigger can and mix both components properly for round about 90 seconds
- Avoid always high RPMs because air will be mixed in and you will get air bubbles end of the day.
- There is a less water sensitivity for SL Cast-80/90 and therefore you need dried slots. Otherwise the bond function is not optimal and will be disturbed
- Avoid low pavement temperatures to get the optimal cross link of the material which ensures the right hardness and elasticity.

Main important instructions for Sensor Installation:

- Clean the slots very carefully to ensure proper bonding of SL CAST-80/90
- We recommend SL CAST-80 for concrete installation and the harder SL CAST-90 for asphalt because that harder material will better withstand in softer asphalt
- The slot width is most important point for sensor sensitivity. We recommend 25-26 mm for single wheel, dual tire and motor bike detection. Wider slots will not help.
- Avoid air encapsulation during embedding because the pressure transfer to the sensors will be disturbed than and you could get less sensitive zones. Our recommended embedding methods 1+2 in our installation manual ensures that air encapsulation will not happen. If you will avoid the pre casting in principle please fill the slot after sensor adjustment from one side only and slowly.
- Please take care that the sensor is in the middle of the slot and also in the right depths. Use our wooden adjustment tool for height adjustment applied on your sensor mounted rubber clips.
- Before starting to fill the slots check if the sensor or its feeders were not damaged during insertion. Check if light goes through the sensor (daylight will be enough).
- You need at least a flat surface to have the right pressure transfer from tires. 1 mm more will result twice higher sensor sensitivity - 0.5 mm less will reduce the sensitivity a few times. Do not care for sensor durability they are really strong and this isn't an overload. Use thicker tapes to ensure the flatness at least and remove the tapes just in time (after 5-10 minutes). But please avoid to much overstanding material like 5 mm or more because then the total axle load will be applied for the sensors and that will decrease the durability
- If you have to compensate the final layer to get a flatness at least do it quickly before curing of the first layer is finished. The cross link happens during curing only and the bonding of a second layer alone will have insufficient mechanical resistance.

Good luck and I cross my fingers!