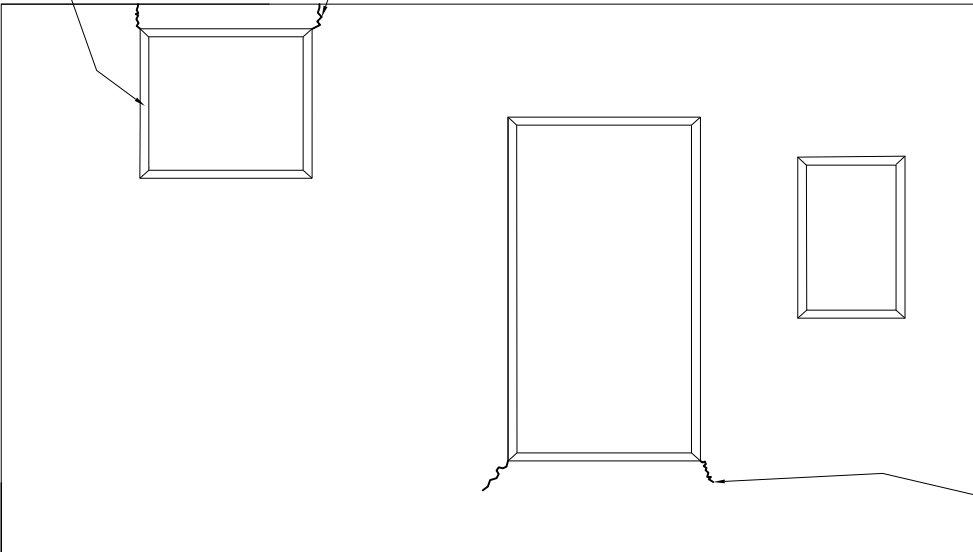


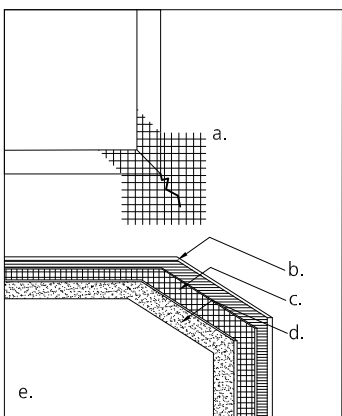
WINDOWS ARE RECESSED ACCORDING TO THE THICKNESS OF THE INSULATION

COMMON NARROW WIDTH FRACTURES



COMMON STRESS CRACKS

1. EXISTING POLYSTYRENE CLADDING CHECK:
 - CHECK FOR CRACKS AT JOINERY REVELS, CORNERS AND GARAGE DOOR OPENINGS
 - CHECK NARROW WIDTH FOR FRACTURES
 - CHECK EXISTING JOINERY
 - CHECK FOR IMPACT DAMAGE
 - CONTROL JOINTS ARE REQUIRED VERTICALLY EVERY 20 LINEAR METRES AND HORIZONTALLY WITH THIRD STOREY OR EVERY 6 METRES EXCLUDING GABLES.
2. EXISTING ALUMINIUM JOINERY CHECK:
 - CHECK JOINERY MITRES FOR LEAKS AND RESEAL AS REQUIRED, TO BE CARRIED OUT BY JOINERY INSTALLER
 - CHECK JOINERY HAS uPVC JAMB AND SILL FLASHINGS - HEAD FLASHINGS
 - CHECK JAMB AND SILL/CLADDING HAS A PERIMETER SEALANT
 - CUT OUT POLY AND INSTALL FLASHINGS / MS SEALANT AS REQUIRED
 - REINFORCE ANY CRACKS WITH STOLASTIC FILL RF MESH
3. APPLICATION - SS106R STOARMAT REMEDIAL PLASTER SYSTEM:
 - a. STOLASTIC FILL/STO RF MESH CRACK ADDRESSMENT
 - b. IF REQUIRED LEVELLITE BASECOAT PLASTER TO LEVEL TEXTURE
 - c. STOARMAT MESHED REINFORCEMENT PLASTER
 - d. STOLIT K COLURED FINISHING RENDER
 - e. STOCOLOR MAXICRYL OR STOLASTIC COLOR FACADE PAINT



REMEDIAL PLASTER SYSTEM	SS106R - STOARMAT REMEDIAL PLASTER SYSTEM OVER EXISTING PLASTERED POLYSTYRENE	SAR-100
		JULY 2010

The information contained in this detail is based on our experience and testing and represents the latest information available at the date of issue. This detail is intended for use by the design professional and users of Sto products to assist in developing specific project details to be used in conjunction with a Sto Specification. We reserve the right to alter or update information at any time without prior notice & it is the responsibility of the specifier and/or the project manager to insure that they have the current Sto details and specifications.