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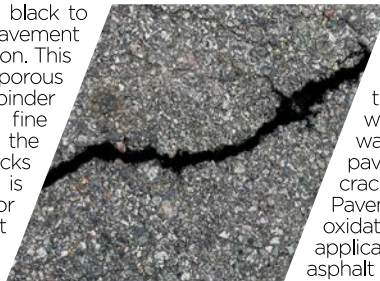
PAVEMENT PRESERVATION

Asphalt pavement parking lots, driveways and streets are a major financial investment for any property owner, home owner or government agency. This large investment makes it a top priority to establish an asphalt pavement preservation program. Asphalt pavement consists of a mineral aggregate blend bound together with asphalt. With a proper preservation program the result is a beautiful black, strong yet pliable, long lasting pavement. As soon as the pavement is installed, the asphalt binder becomes attacked by oxidation, ultraviolet rays, ice melt salts, chemicals, and water. An asphalt preservation program should consist of sealing the pavement with Tuff Coat or Tuff Coat P+, keeping it free of debris, and conducting annual inspections for cracks, bird baths, oxidation damage and water run-off from down spouts, sprinklers, storm drains, etc.; fix any of these issues right away. Always use a qualified, licensed and insured contractor when seeking professional help.

PAVEMENT DETERIORATION PROCESS



When the pavement changes from black to brown, then to gray, the untreated pavement surface has been damaged by oxidation. This will cause the asphalt to become dry, porous and brittle. The top layer of the asphalt binder has been deteriorated allowing the fine aggregate particles to erode, exposing the larger aggregate and leading to small cracks and loose gravel on the pavement. This is referred to as Inter-aggregate loss, raveling or aggregate segregation. A surface treatment of either Tuff Coat or Tuff Coat P+ needs to be applied now to prevent further deterioration.



When cracks appear in the pavement, sealing them is very important. Cracks left untreated leave pavement and its subbase vulnerable to water. As water permeates the pavement through these cracks, it washes out and weakens the subbase. In colder regions, the water in the cracks and underneath the pavement freezes and expands leaving larger cracks, potholes and fatigue cracking. Pavement surfaces with cracks and signs of oxidation should have all cracks filled and an application of Tuff Coat to preserve the native asphalt binder from further deterioration.



Fatigue cracking which is also known as "alligator cracking" is an indicator of structural failure caused by the loss of base, subbase and or subgrade support which is caused by poor drainage, water seeping through cracks, and freeze thaw cycles. The only way to fix this problem is to remove the fatigue cracked pavement, dig out and replace the base, then replace the pavement.



A pothole is a type of failure in pavement caused by the presence of water in the subbase and subgrade structures and traffic driving over the affected area. The introduction of water to the subbase and subgrade first weakens, then erodes the base layers. Traffic will then fatigue and break the poorly supported asphalt surface, along with freeze thaw cycles. Continued traffic action ejects the broken asphalt chunks and base material causing a hole in the pavement. The deteriorating effects that the asphalt pavements receive from the environment can greatly be reduced by proper care and maintenance.

Tuff Coat or Tuff Coat P+ + Tuff Coat and Tuff Coat P+ are high-performance asphalt surface treatments that are engineered to seal out the damaging effects of oxidation, UV rays, water, chemicals and provides frictional characteristics in all weather conditions.

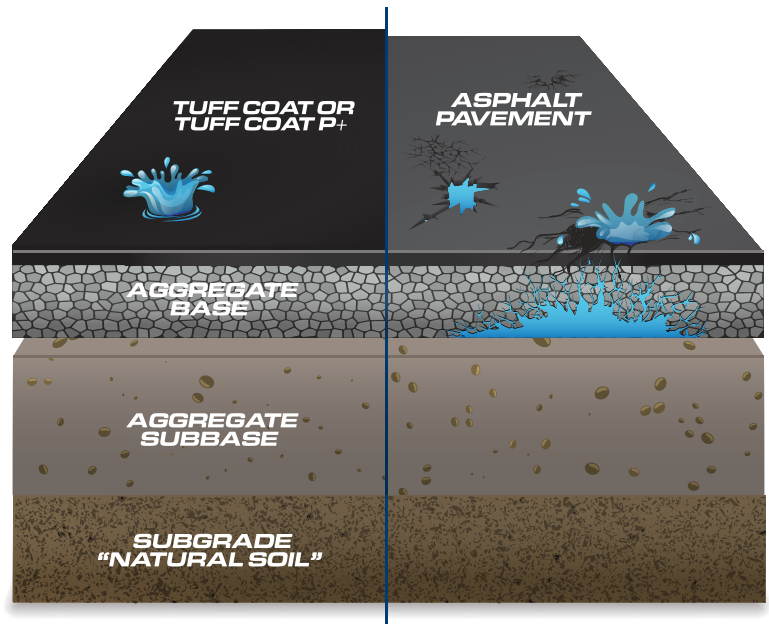
Asphalt pavement Asphalt concrete, commonly called asphalt, blacktop or pavement, consists of a mineral aggregate blend bound together with asphalt.

Aggregate base Aggregate base, also called base course, is composed of crushed gravel usually varying from 0.75 in down to dust particle size. Base course makes it easier to get the proper grade and level.

Aggregate subbase Subbase is composed of crushed stone, crushed slag or concrete. The quality of subbase is very important for the life of the pavement surface. The Subbase is the main load-bearing layer, this layer will bear the heaviest load from the pavement above.

Subgrade "natural soil" Subgrade is the native material underneath a constructed road or parking lot.

SEALED VS. UNSEALED



Asphalt pavement left untreated will start deteriorating rapidly. As the asphalt binder is exposed to oxidation, UV rays, rain, snow, frost and traffic the asphalt pavement becomes dry, porous and brittle. Cracks develop allowing water to penetrate the pavement leading to base and subbase erosion, then pavement failure.

Limiting the damaging effects to the asphalt pavement binder from UV rays, oxidation and moisture intrusion by treating with Tuff Coat or Tuff Coat P+ before damage sets in, leads to an optimum and cost-effective asphalt preservation program. Tuff Coat will greatly extend the life of pavement while enhancing the appearance.