



PERMA-PATCH®

PERMANENT PAVEMENT REPAIR

DEMONSTRATION GUIDE

Perma-Patch is proven to be the most durable road patch repair material under Federal Highway Administration testing.

Across the World, road crews, utility contractors and maintenance personnel rely on Perma-Patch to make the most durable repairs in asphalt, concrete roads and sidewalks. Perma-Patch is also an excellent choice for ramps around road features such as manhole covers, temporary repair plates and valve access points. As with any professional product, some preparation is important in order to conduct the best product demonstrations.

This guide will ensure your success with Perma-Patch.

EQUIPMENT

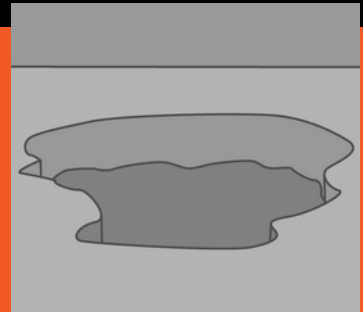


While no special equipment is required, many people find it helpful to have a rake or shovel handy to help Perma-Patch spread in larger repair areas. We also recommend wearing gloves to keep your hands clean.

Tip: For cleanup of tools, we recommend vegetable oil. Never clean tools with kerosene, mineral spirits or other solvents prior to use with Perma-Patch.

SITE SELECTION & PREPARATION

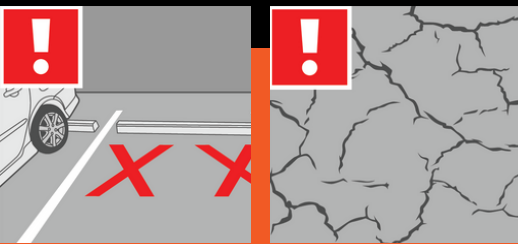
Perma-Patch can be used to permanently repair most road and pavement applications. Make sure to seek out areas with a solid base beneath the pavement. No edge-cutting is needed. Simply clear out any large debris and you are ready to spread Perma-Patch. For best results in a demonstration, select a repair spot that is contained. (i.e. there is pavement all around to contain the patch.) The repair area does not need to be dried before Perma-Patch is applied. In fact, Perma-Patch can even be placed directly into water filled potholes with no adverse effects. Take note that there must be a road base surrounding the pothole, not just dirt or gravel.



Tip: It is best to choose areas with high traffic rolling across the patch in one direction.

AREAS TO AVOID

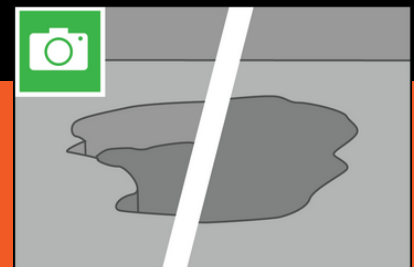
Avoid areas such as Parking Spots & "Alligator Cracking."



- Potholes in Parking spots near Wheel Stop Blocks may not give vehicles enough room to roll their tires over the repair patch area. This will result in improper compaction. Full compaction should be achieved before heavy vehicles are allowed to turn on the patch.
- Alligator cracking is a sign of a weak base below the road, requiring the existing pavement and base material to be removed down to fully compacted soil. Once the base is replaced, Perma-Patch can be used in these areas. Usage of Perma-Patch over pavement with a weak base that is "pumping" with traffic will result in improper hardening. While some patch materials claim they can be used to repair alligator cracks, all such repairs will be temporary and the weak base must be replaced.

BEFORE & AFTER PICTURES

We recommend taking "before" and "after" pictures of your patch demonstration area. Make sure to include surrounding "landmarks" to ensure the exact location of the patch is identified by your picture.

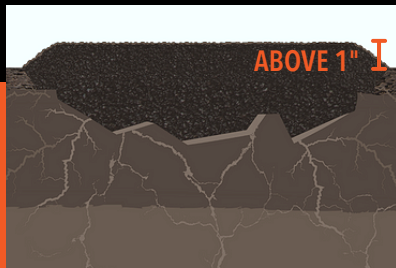
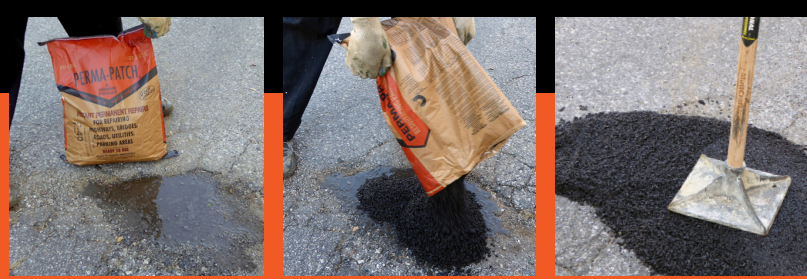


Please email your before and after pictures to: pothole@permapatch.com

PLACEMENT

Open. Pour. Done.

Perma-Patch can easily be poured from the bag or pail into the repair area. Perma-Patch will flow and naturally level itself.



FOR HOLES 2-3" DEEP

Fill pothole completely with Perma-Patch so that the material is 1 inch above the surface before compacting. (See picture to left.)

Tip: The raised area should extend all the way from edge to edge before compaction.



FOR HOLES DEEPER THAN 3"

Apply Perma-Patch in multiple "Lifts." After each individual Lift, make sure to compact the material before adding the next Lift. Each Lift should be approximately 2-3 inches. (See picture to left.)

COMPACTION

The simplest and most effective way to compact Perma-Patch is to drive over the patch with a pneumatic vehicle tire. Any road vehicle is appropriate, even a golf cart. Forklifts with narrow hard rubber tires provide too high of pressure for initial compaction but can drive across Perma-Patch once it has been well compacted. If the repair "sinks" below the desired level, add more Perma-Patch and re-compact.

Note: While not required, a "jumping jack" compactor will achieve high compaction of Perma-Patch. A plate compactor can also be used. However, we recommend this tool mostly for providing a smoother finish in comparison to harder compaction.

Tip: Need Faster Hardening? Apply a thin layer of Portland Cement to the top of the repair after compaction. The patch should then be compacted one more time to harden the surface.



SEALING

No edge sealing is required. Perma-Patch is self-sealing. It will continually re-seal itself with changes in pressure and temperature of the road surface.

This is one of the keys to the high durability of Perma-Patch.

MONITORING

Following demonstration, the Perma-Patch repair area will not need any additional attention. However, it is helpful to view the patch regularly to observe performance over time. In the first week or so after application, it can be helpful to drive over the patch every day to help it achieve maximum compaction.