

**Perma-Patch®**

Premium  
Asphalt Products

Fast and Easy Use in Any Weather

•Parking Lots •Roads •Bridges •Utilities

**Just pour it in... It's Done!**

**•Permanent Repair**

Surface hardens to maintain a tight closure. Prevents water seepage.

**•Saves Money**

No equipment needed.  
No repeat labor.

**•Saves Time**

No mixing. No preparation of the hole.

**•Easy to Use**

Just pour it in... it's done!

**•Use in Any Weather**

Can be applied to wet pavement or water filled potholes. Use in temperatures of -15 F to 100 F

**•Pressure Sensitive**

Cures faster with greater volumes of traffic

**•No Waiting Time**

No curing time needed after compaction. No closed roads or traffic tie-ups.  
Just pour and drive on.

**•Bonds**

Bonds to steel, stone, wood, asphalt and concrete but does not stick to rubber tires.

**•Long Shelf Life**

In excess of two years.

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Premium  
Asphalt Products

**National Research Council  
Strategic Highway Research  
Project Finds Perma-Patch®  
Best In Durability\***

Perma-Patch®

Made In The U.S.A.

Phone: 1-800-847-5744 • Fax: 410-764-7137

[www.permapatch.com](http://www.permapatch.com)

*\*"The most important indicator of performance for the repairs placed during the project is the percent surviving."  
(SHRP-H-353)*

## "Materials And Procedures For The Repair Of Potholes In Asphalt-Surfaced Pavements"

*Perma Patch®*, a permanent cold patch for instant repair of potholes, is a material that was used in the extensive tests and reports undertaken in Project H-106. "Innovative Materials Development and Testing".

October 1993

*In an important decision, necessitated because of the need to repair roads economically, rather than completely rebuilding them, the Federal Department of Transportation obtained five million dollars from Congress on the advice of the National Research Council, to study the best materials and equipment for repairing potholes. This resulted in publication of SHRP-H-348 (Strategic Highway Research Project) under the auspices of the National Academy of Sciences, United States Government, and the American Association of State Highway and Transportation Officials, known as Project H105 and H106.*

### Excerpts from Strategic Highway Research Program SHRP-H-348 of the National Research Council

In Project H-105, "Innovative Materials and Equipment for Pavement Surface Repair", the researchers conducted a massive literature review and a nationwide survey of highway agencies to identify potentially cost-effective repair and treatment options. The information and findings from this study were then used in the subsequent field experiments conducted under Project H-106, "Innovative Materials Development and Testing".

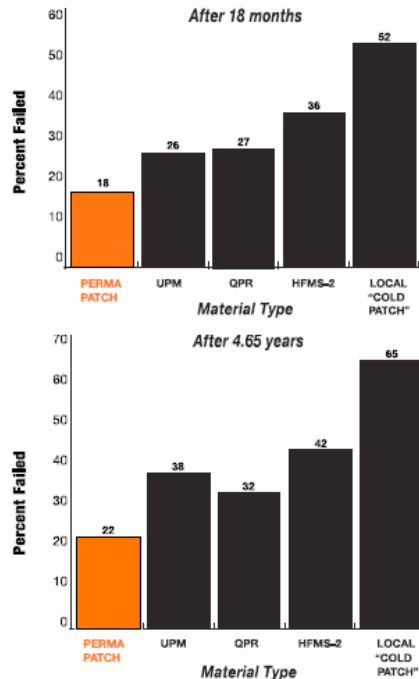
In the H-106 project, the installation and evaluation of many different test sections were conducted to determine the cost-effectiveness of maintenance materials and procedures. Test sections were installed at 22 sites throughout the United States and Canada between March, 1991 and February, 1992, under the supervision of SHRP representatives. The researchers collected installation and productivity information at each site and periodically evaluated the experimental repairs and treatments for 18 months following installation.

As asphalt pavements age and deteriorate, the need for corrective measures to restore safety and rideability increases. Funding for rehabilitation and overlay of these pavements is not likely to keep up with the demand, requiring more agencies to use the most cost-effective methods when patching distressed areas. The patches will also be expected to survive longer and carry more traffic loadings.

The cost most commonly associated with pothole patching is the cost of purchasing material. This is usually one of the least significant contributors to the overall cost of a patching operation. However, the material used for patching does impact the cost of the overall operation when there are differences in performance. More expensive materials that are placed with less effort and last longer can reduce the cost of the initial patching effort, as well as the amount of repatching needed. This reduces the labor and equipment cost for the overall operation.

Further information is available from Perma-Patch, LLC  
Phone: 1-800-847-5744 Fax: 410-764-7137  
[www.permapatch.com](http://www.permapatch.com) - Attention: Robert Storrs

## SHRP shows *Perma-Patch®* with Lowest Failure Rate among commercially available material types tested



### FAILURE RATE OF COMMONLY USED POTHOLE PATCH MATERIAL

The chart shows *Perma-Patch®* to have the superior durability of all the innovative materials tested.