



A leader in road maintenance

Asphalt Road Patch (ARP)

Self-Adhesive Asphalt Repair Patch



- * Easy to apply
- * Low cost
- * Excellent performance

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Asphalt Road Patch for Potholes and Cracks



The Asphalt Road Patch (ARP) is a specialised material for the treatment of potholes and cracks of asphalt pavement that is specially developed according to the actual needs of road and highway maintenance.

The product is made of polymer modified asphalt as a waterproof layer and a bonding layer, and the surface is covered with aggregate material made of basalt particles. The self-adhesive layer of the polymer modified asphalt can be well bonded with the asphalt pavement at the beginning of the restoration. Under the rolling and pressing action of the subsequent traffic flow, the basalt particles effectively squeeze into the crack, integrate with the original pavement, and seal the crack and edges of potholes.

After restoration, the tensile strength and rut resistance is equal to or of better standard than that of the new asphalt pavement where they are resistant to weather changes and provide a long-lasting seal. The repair and construction is simple, using minimal machinery and tools. Once it has covered the cracked surface, the road can be open for traffic immediately.

Advantages of Asphalt Road Patch



Easy to apply
without special
equipment



Excellent bonding
to Asphalt &
Concrete



Protected against
further water
damage



No wastage
remains



Reduces rework
significantly =
Cost Efficient



Repair works
without impeding
road traffics



Environmentally friendly = no
heating and gas emissions
during application

Specifications

Description	Unit	Value
Roll Width	M	1
Roll Length	M	7.50
Roll Area	M2	7.50
Roll Weight	KG	50
Thickness	mm	5
Quantity per pallet	Roll	16
Total area per pallet	M2	120

■ If the area is large, it can be customized according to customers' requirement

Properties of Asphalt Road Patch

Performance	Technical Requirements		
	Low Temperature	Severe Cold Temperature	Extreme Temperature
Maximum Tensile Force (N/50mm)		≥500	
Elongation at maximum force (%)		1.0 ~ 10.0	
Low temperature flexibility (φ 30mm)	-20 °C no crack	-30 °C no crack	-40 °C no crack
Heat resistance (°C)	≥80	≥75	≥70
Impermeability (30min, 0.3MPa)		impermeable	
Maximum tensile retention rate (%)		≥80	
Thermal Elongation retention at maximum force aging (%)		≥85	
Mass loss rate (%)		±2.0	
Dimensional change rate (%)		±2.0	

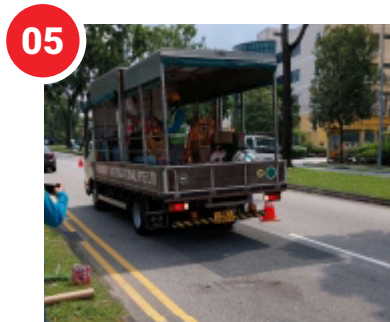
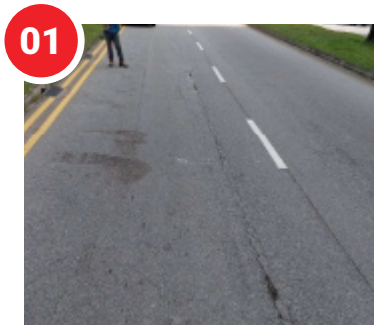
Application Process

Preparation Before Use

- Construction temperature: it should be used above 20 °C, less than 10 °C should not be used.
- Original pavement cleaning: In order to ensure sufficient bonding, mesh cracks must be clean and dry before sealing.
- After the dust or debris is removed, use a air blower to remove the remaining impurities in the seams before sealing, and the bonding effect between the plateau pavement and the mesh crack paste is improved.
- All Moisture must be removed. To remove all moisture around a pothole, a propane torch can be used.

Application Method

- **Step 1:** Clean up the cracks and make sure that the original pavement has no major bumps, depressions or loose surface.
- **Step 2:** Make sure the crack surface and the crack is clean and dry. When the crack width is greater than 5mm, it is recommended to first fill it with one of the following: hot mix asphalt, cold mix asphalt, a clean and dry aggregate or stone chips. Clean up any excess stone chips on the surface.
- **Step 3:** Remove the sticker paper on the back of the Asphalt Road Patch. Face the gravel upwards and place and flatten the ARP patch on the road surface. Cut ARP to extend beyond the pothole by 10cm on all sides. If more pieces of ARP are required to cover the pothole, they can be placed side by side, or with a minimum of 5 cm overlap on the sides.
- **Step 4:** After the ARP patch is attached to the road surface and/or crack surface, it is advisable to use a 4-6 tons small roller to roll for 2-3 times to help ARP patch adhere to the original pavement. During the rolling process, the roller must not make turns or U-turns on the ARP patch.
- **Step 5:** After the construction of ARP patch is completed, traffic can be opened.



Storage

- Products should be stored upright, and protected from the sun and rain.
- When the product is stacked in the pallet, horizontal stacking will squeeze and cause deformation, affecting the quality of the product. Hence, horizontal stacking is strictly prohibited.



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