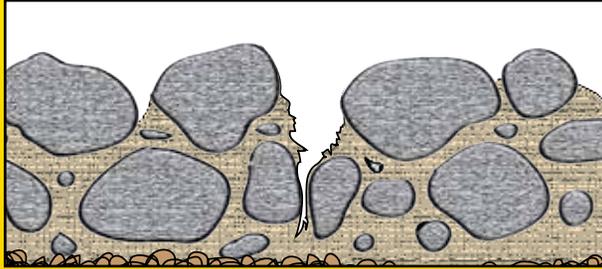


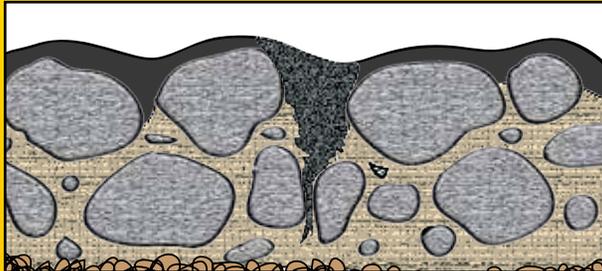
HOW SEALING WORKS

Sealcoating is called such because it seals in the asphalt, preventing it from being damaged by water, oils, sun or other elements that degrade its cohesive properties. CTE creates a smoother finish and locks in the small pieces of aggregate that could otherwise erode. In addition, cracksealer fills in small cracks in the surface, preventing water intrusion into the sub base.

BEFORE SEALCOATING & CRACK REPAIR



AFTER SEALCOATING & CRACK REPAIR



For more information on the advantages of sealcoating, please contact your local sealcoating contractor:

Protect Your Pavement Investment!

DEMAND COAL TAR EMULSION SEALER!

Coal Tar Emulsion (CTE) Sealers are the proven and preferred method of beautifying and protecting your pavement. Only CTE offers true resilient protection against the elements and environment that are destroying your parking lot.

	CTE	AE
Proven Performance	✓	Asphalt Emulsion (AE) coatings have recently emerged in our region, simply as a result of the desire for a product that has a lower cost and a greater profit than Coal Tar Emulsion (CTE). Their savings is at your cost. Unlike AE, CTE has been used effectively to protect pavements like yours throughout the United States for over 50 years.
Fade Resistant	✓	CTE has greater resistance to UV light, which prevents early fading or graying that is common with AE coatings. Only Coal Tar stays blacker longer.
Fuel Resistant	✓	Oil and other petroleum products destroy your parking lot by degrading the chemical bonds that hold the asphalt together. One of the functions of "sealing" is to prevent oils from contacting and penetrating the vulnerable asphalt. Only CTE is resistant to petroleum products and can be considered a true "sealer".
Wear Resistant	✓	CTE has superior adhesion to the pavement surface and cohesion to itself. This results in a much longer lasting protective coating for your pavement.
Weather Resistant	✓	Besides UV light and petroleum products, the next greatest threat to your pavement is the weather environment. Sun, rain, heat, cold and even wind contribute to its deterioration. CTE far exceeds AE is resistance to these and other environmental elements.

SEALCOATING YOUR PARKING LOT: Protecting Your Investment

*How a Little Maintenance Now
Can Save a Lot of Money Later*



PUBLISHED BY:
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888.717.7771
www.pppcatalog.com



WHY SEALCOAT?

Your parking lot or driveway is a significant investment in your property. There are many reasons you should keep it maintained. Sealcoating with Coal Tar Emulsion (CTE) sealer is how to do so with great results and minimal cost to you.

EXTENDS THE LIFE CYCLE

Sealcoating with CTE makes asphalt last longer ... period. As soon as asphalt is laid, it begins to deteriorate. Chemicals such as gasoline and oil destroy the binder in asphalt and UV light, water and oxygen dry it out. This leads to fading, cracking and loss of aggregate. CTE sealer locks the binder in and seals the destructive elements out.

SAVES MONEY

Because sealcoating preserves asphalt longer, it reduces or eliminates the need for more expensive repairs, such as asphalt patching and replacement.

APPEARANCE

Sealcoating renews the rich black surface of asphalt to make it look like new. A dark, well-cared-for lot projects a positive image of your company.

LIABILITY

Owners of parking lots are liable for damages due to potholes on their property.

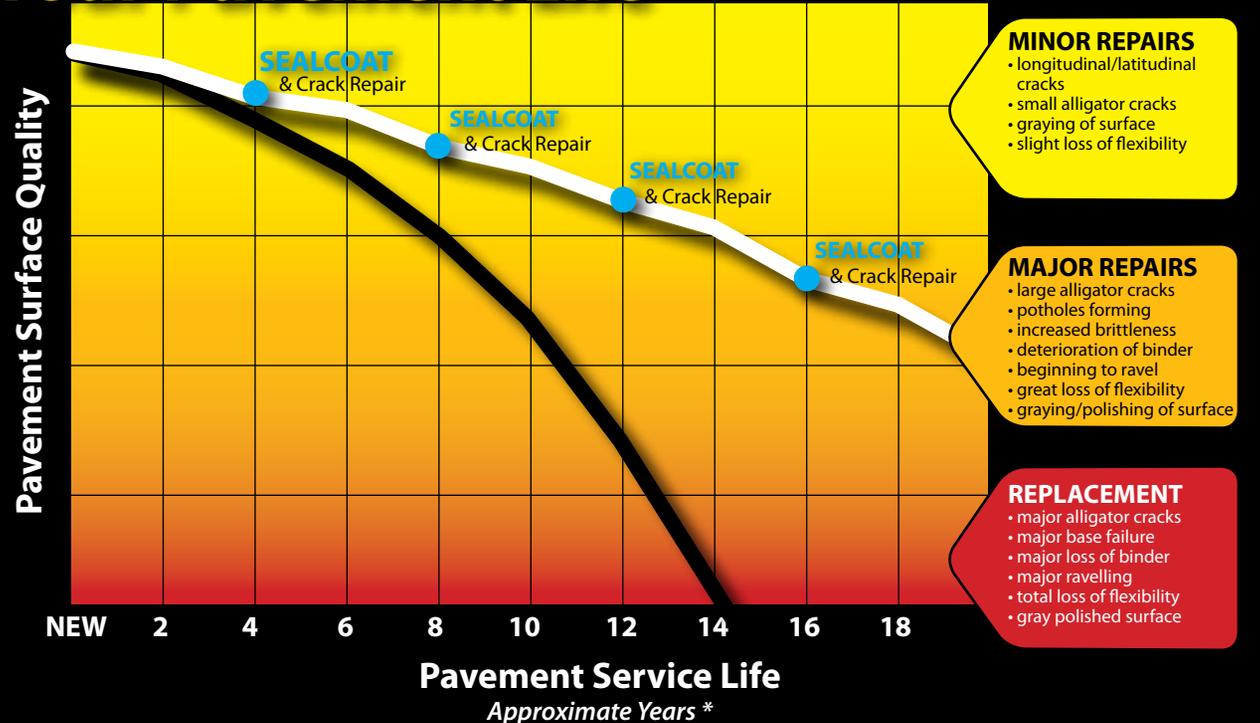


WHEN TO SEALCOAT

Experts recommend sealcoating your new asphalt within the first year of installation, but not before the first 90 days. By sealcoating early in the life of your asphalt and regularly thereafter, you will significantly improve its useful life.

If you have sealcoated your asphalt in the past, it is recommended that you apply CTE again every 2 to 4 years, depending on the wear of the previous applications.

Your Pavement Life



MINOR REPAIRS

- longitudinal/latitudinal cracks
- small alligator cracks
- graying of surface
- slight loss of flexibility

MAJOR REPAIRS

- large alligator cracks
- potholes forming
- increased brittleness
- deterioration of binder
- beginning to ravel
- great loss of flexibility
- graying/polishing of surface

REPLACEMENT

- major alligator cracks
- major base failure
- major loss of binder
- major ravelling
- total loss of flexibility
- gray polished surface

■ = Sealcoated with CTE & Crack Repair
 □ = No Maintenance

* This chart is designed to demonstrate the potential extension of pavement life when properly maintained with CTE sealer and crack repairs. Beyond proper maintenance, actual service life of pavement is dependent upon original construction, environmental conditions and traffic volumes and types.

What Should I ask the Contractor?

What type of Sealer are you applying?

- Asphalt emulsion or Coal Tar emulsion? See the comparison chart on this brochure.

What is your mix design?

- The Pavement Coatings Technology Center (PCTC) recommends that pavement sealers be mixed with water, sand and quality additives prior to application. The water assists in uniformed application, the sand provides a slip/skid resistant surface and a quality additive improves durability, fuel resistance, drying time and color uniformity of the sealer. Over dilution by water is the most common method of cutting costs. Insure your contractor does not exceed the maximum dilution recommendation of the manufacturer.

How many coats of sealer do you apply?

- The PCTC recommends a minimum of two coats and a third coat in high traffic areas. Note that one thick coat is not recommended over multiple thinner coats. Such applications can produce curing, tracking and cracking problems.

What is your application rate?

- Besides the quality, the most significant factor to the sealer's longevity is directly related to it's thickness. The PCTC recommends a minimum of one gallon of properly mixed pavement sealer for every four square yards of pavement.

How will you repair the cracks?

- Crack repair is essential to maintaining and extending the life of your pavement. Pavement sealers are not designed to fill or repair larger than hairline surface cracks. Larger cracks must be repaired with special flexible crack sealers and fillers.