

Overband Sealing

Whilst there are many ways of sealing cracks and joints, the best choice for both preventative and routine maintenance is overband sealing. Overbanding has the benefit of both filling the crack (as it plugs into the crack) and high adhesion as the 50mm band holds firmly onto the pavement. It also has the added benefit of being flexible, keeping it's seal if the pavement moves. It is easily the lowest cost per metre, and best value, of all types of crack repair.



4 Step Mobile System

Our mobile system is safe and efficient. By constantly moving, our crews can install large volumes of metres in very little time. This means reduced labour costs and traffic control setup times, and little disruption to both local residents and traffic flow. We can work both during the day and at night.



CLEAN

Each crack is prepared by cleaning with either compressed air, heat or both. We consider cleaning an essential step which is unfortunately often skipped by others. Air is forced into the crack, removing road debris. This creates two advantages. Firstly, removing incompressible materials means the crack is less likely to widen after sealing as expansion becomes possible. Secondly, sealant can now fall into the crack, creating a plug, which increases adhesion and forms a better seal.



SEAL

Sealant is applied over the crack via a heated hose and wand unit. Our swivel head tip follows the changing road surface and a neat, 50mm band is formed. The operator uses a trigger to activate the on-demand, computer controlled pump. This minimises waste, is more efficient and makes a more uniform seal, increasing both the quality and appearance of the repair. The material used is a polymer modified bituminous sealant with rubber fillers. It is long lasting, flexible and specially formulated to suit the local climate.



MEASURE

Measuring is an important part of the process that not only provides the actual number of lineal metres sealed, but allows for our supervisor to check each and every seal for quality. If a seal is missed or not up to our high standard, our site supervisor will stop the crew immediately and correct it. Measuring whilst sealing also gives our clients the flexibility to work within defined budgets as we can stop at any predetermined number of metres.



DE-TACK

Whilst our material cures in minutes at normal temperatures, and this step is not always required, there are times when vehicles or pedestrians need to be allowed to traffic over the seal almost immediately. In this instance, our supervisor will spray a liquid, water-based De-Tack solution over the seal. This quickly cools the material and leaves a thin barrier over the seal to prevent pickup on tyres. Transverse cracks, or roads with heavy volumes are often de-tacked.