

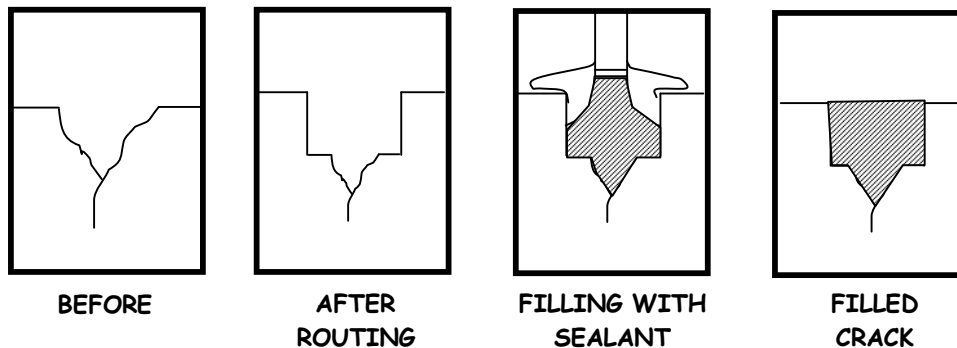
TECHNICAL BULLETIN #50

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CRACK ROUTING AND SEALING

SAMI's three step process gives cracked asphalt, or concrete pavements a superior crack sealing treatment.

- STEP 1:** Consists of routing the crack to give a clean groove that is ready to seal.
- STEP 2:** The groove is cleaned with compressed air to remove any loose debris.
- STEP 3:** A specially tipped wand is fitted into the groove to apply the crack filling (sealant) material.



The router has a variable width between 12 mm and 50 mm and creates a dry groove with a greater surface area for sealant adhesion. A better bond means longer life and better water-proofing. Routing also relieves stresses along ragged edges and at the ends of the crack, thus reducing the chance to crack propagation after sealing.

Over-banding can be applied upon request, but the groove is usually filled to just below the surface to minimise skid resistance problems.

For asphalt pavements no priming is required and this coupled with the elimination of a need for over-banding, will mean less complaints from the public regarding pick up on tyres, shoes, etc. The need for dusting with cement or lime can be eliminated.

The sealant fills the crack completely allowing no chance of the over-banding bridging the crack and subsequently being abraded away by the traffic. This equates to longer life.

Over-banding can create a problem with reflection from:

- Street lights on wet nights.
- Sunlight, causing confusion with line-marking.

The elimination of over-banding therefore increases road safety.

NOTE: Whilst every care is taken in the preparation of this Data Sheet, no responsibility is accepted for the interpretation of information contained herein, nor is any warranty expressed or implied for the suitability of the material for a particular application.