

# FAQ's

## FREQUENTLY ASKED QUESTIONS

**How do cracks form in asphalt?** The effects of sun, moisture, and traffic primarily cause asphalt cracking. The sun oxidizes asphalt cement, causing shrinkage, and creating separations and cracks. Moisture reaches through these separations to the pavement's subsurface causing potholes. Heavy vehicular traffic further accelerates the pavement deterioration.

**What's the difference between crack sealing and crack filling?** Crack sealing is the placement of specialized treatment materials into working cracks to prevent the intrusion of water or incompressible material, such as sand, stone, and dirt. Crack filling is the placement of ordinary treatment materials into non-working cracks to substantially reduce infiltration of water and to reinforce the adjacent pavement.

**What are hot pour sealants?** Hot pour sealants are a blend of asphalt cements, extender oils, thermoplastic rubbers, antioxidants, and fillers. One of the most important characteristics of hot pour sealants is its ability to be relatively unaffected by what caused the pavement to fail. P & T Products manufactures a variety of sealants to meet each pavement maintenance need. P & T Products uses high quality raw materials in order to produce high quality sealants to fit the needs of varying pavements and climates.



**Why should I seal pavement cracks?** Crack sealing is the most economical method to lengthen the life of a pavement. Proper attention to cracks will prevent further problems such as potholes. Dura-Fill prolongs pavement surface life by sealing cracks and surface joints from water penetration.

**Is sealing cracks cost effective?** YES! Crack sealing is the most effective and least costly preventative maintenance program available. Proper crack repair procedures can extend the life of asphalt and portland cement. According to FHWA-RD-99-147 hot pour crack sealants perform for 5-9 years depending on the application and sealant choice.

**When is it best to seal cracks?** The sooner, the better. Any crack in the pavement will allow moisture to penetrate to the subsurface and shorten the life of the pavement. Substrate and air temperatures must be above 40° F and the surface should be properly prepared before sealing.

**What is the proper sealing method?** Proper surface preparation will facilitate a strong adhesion to the surface. P&T Products recommends routing all cracks prior to cleaning and sealing the surface. The maximum extension and compression should not exceed 50% of the width. Best results are obtained when joints are opened at least ½ inch wide. Cracks must be free of moisture, dust, loose aggregate, and other contaminants. At the least, P & T Products recommends using oil free compressed air and heat to clean and dry the joint immediately prior to sealing.

**How long should new concrete cure prior to joint sealing?** P&T Products recommends a minimum of one week cure time before joint sealing on new concrete. As a joint sealant manufacturer, we believe a one week cure time will allow for enough moisture reduction in order for the joint sealant to adhere to a clean joint. P&T Products does not specify the timing of when to make sawcuts. Further, the American Concrete Pavement Association (ACPA) specifies that the time period before joint sealing is not for the purposes of ensuring that the moisture content is low enough for adhesion but rather that the cure period is so the concrete material has enough sufficient strength to prevent raveling of the surface during the sawcutting.

# P&T Products, Inc.

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472 Industrial Parkway, Sandusky, Ohio 44870  
(419) 621-1966 • Fax (419) 621-1988 • (877) 690-4093 • [www.P-TProductsInc.com](http://www.P-TProductsInc.com)