

StreetBond Care, Maintenance and Repair Guide



StreetBond coatings protect asphalt from aging and weathering. Therefore, caring for the project will not only preserve the look of the project, but also preserve its overall lifespan.

1. KEEP THE SURFACE CLEAN

Dirt, Sand and Gravel: If dirt sand or gravel is present at the interface between vehicle tires and the coated asphalt surface, a grinding action will occur. This will result in premature wear of the coating and can chip the impressed pattern in the asphalt.

Oil Stains: Mild oil leaks do not damage the coated surface other than being unsightly. To remove these, use a mild degreaser or detergent such as Simple Green-All Purpose Cleaner.

Leaves: In certain climates, some types of leaves can stain the StreetBond coated surface. Light colored leaves tend to show stains more readily than darker ones. In areas where leaf staining is a problem, regular leaf cleaning is recommended.

Chewing Gum: Removal of chewing gum from asphalt surfaces is difficult. Try freezing the gum, using ice, then chip off the gum with a small paint scraper. Be careful not to damage the StreetBond coating.



NOTE: Pressure washing StreetBond surfaces is acceptable, but caution should be used when using extremely high pressure commercial pressure washers to clean StreetBond surfaces. These extremely powerful water jets can cause the asphalt to delaminate below the StreetBond coating.

2. AVOID SKIDDING AND SCUFFING

Skidding: Skidding to a stop, or spinning of the wheels when pulling away can leave black marks on the surface. In severe cases these actions can even burn through the coating exposing the underlying asphalt. Rubber left on the surface is difficult to remove, however, it does fade and eventually disappear over time. Some success in removing the rubber skid marks is achieved by scrubbing the affected area using a strong degreaser, such as automotive hand cleaner, then washing off with water.

Scuffing: Scuffing occurs during the heat of summer, when the asphalt softens slightly, and when a stationary vehicle is turned on the softened asphalt. This results in the surface tearing under the tire. If scuffing is a problem in your area, be sure to only turn the steering wheel once the vehicle has started to move. This problem tends to only occur on new asphalt driveways.



3. AVOID SHARP, HEAVY OBJECTS

Avoid placing sharp, heavy objects, such as motor bike stands and steel legs from patio furniture onto the asphalt surface. These objects can dig into the asphalt surface, especially on hot summer days when the asphalt softens due to high temperatures. Trailer supports or heavy vehicles that will be kept in the same place for long lengths of time should have some form of load distribution under the stands, such as wood or metal plates.

RECOATING

Generally, the only maintenance required is recoating. StreetBond projects can be recoated at any time to make an old project look brand new. StreetBond coatings have excellent adhesion to asphalt and to existing StreetBond coatings.

If the original stamp has worn away, re-stamping will also be required, before recoating.



Please contact your local Applicator to receive a quote on repairing and recoating your existing project. If you require assistance locating an Applicator feel free to contact us.

The coating lifespan between recoats varies on a number of factors:

1. TRAFFIC TYPE

There are several types of traffic to be considered when working with StreetBond. These include, heavy vehicle (buses, large trucks, heavy equipment) standard vehicles (cars, trucks, SUV's) and pedestrian traffic (walkers, bicycles, hand carts, etc...) In general, the heavier the vehicle the more friction it applies to the ground surface, and the more maintenance it will require.

Heavy vehicle traffic is not recommended for StreetBond, regular vehicle traffic requires some maintenance, and pedestrian traffic requires the least maintenance.

2. TRAFFIC VOLUME

The higher the traffic volumes the more wear that will take place and the more maintenance that will be required.



3. POST INSTALLATION ENVIRONMENTAL CONDITIONS

Climatic conditions that the coating is exposed to post installation can have a variety of effects on the coating:

Hot Climate: Regardless of how stable the HMA (hot mix asphalt) is, excessively hot climates will compromise the structural integrity of the asphalt. Such conditions result in softened asphalt defects like, shoving, rutting, and general wear and tear.



4. DRY TIME BEFORE OPENING TO TRAFFIC

If not permitted adequate time to dry and cure before being opened to traffic, the coating will be more susceptible to premature wear and tear.



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RECOATING

Maintenance for existing projects includes two factors, recoating, and re-stamping. If the coatings have worn away they can be recoated to look like new. Once the asphalt is exposed it will eventually wear away, which will require re-stamping.



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Though StreetBond is a highly durable and long lasting product, it is ultimately at the mercy of the asphalt that it is applied on, and situations will eventually arise that require asphalt repair. The following key factors should always be considered when doing an asphalt repair.

1. ASPHALT REMOVAL

For repairs that require asphalt removal, always use a saw to make cuts within the grout lines if possible, as cuts outside of the grout lines may be visible when the project is finished.

2. DIGGING BELOW ASPHALT

If repair involves digging below the removed asphalt, always replace any base material that was removed and ensure proper compaction to avoid uneven settlement of new asphalt.

3. ASPHALT REPLACEMENT

When replacing removed asphalt, ensure the new asphalt is properly compacted using a roller or plate compactor so it sits flush with the existing asphalt.



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