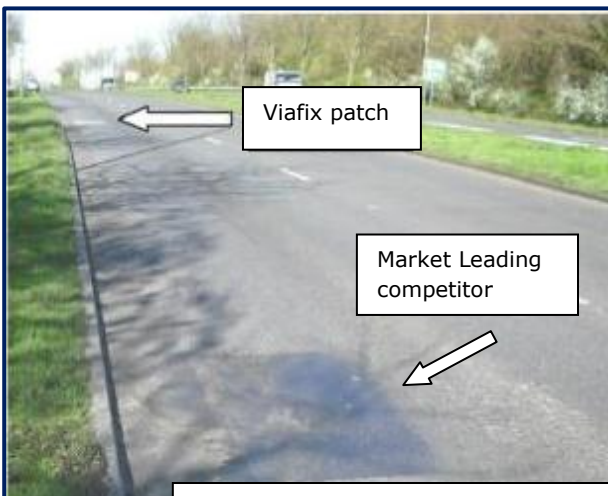


VIAFIX: Water activated cold surfacing material
Trial: Installed April 2007 – revisited July 2012



Above: Viatec repair at +4 years after a monitored and audited trial, class 2 dual carriageway. Viatec demonstrates excellent long term stability and skid resistance.
Below: Market leading permanent cold surfacing material, at 1 year post repair on the same location. Images demonstrate severe failures including lack of rut and skid resistance and loss/migration of binder and aggregate.



“Market Leading” permanent solvent-based cold surfacing material – catastrophic failure after a 12 month period.

This trial installation, for both Viatec and the ‘market leader’, was undertaken by the county maintenance contractor (overseen and supervised by Surrey County Council materials laboratory) on the same day and under the same conditions. Full details of this trial including comprehensive laboratory analysis of samples and site reports taken at six-month intervals are available from Viatec – contact details below.



Surrey Highways – Two Year Trial Results

The Surrey Highways Material Testing laboratory carried out a proprietary material trial for Viafix, against standard close graded macadam (AC10 close surf) and an existing BBA/HAPAS approved PCSM. The full 24 month report is available on request, however their conclusions follow:

0/10 Viafix

Excellent performance when compared to the control material, a standard hot mix (0/10CGSC) AC10 close surf. The 0/10 Viafix performed better than the control material with regard to retained surface texture and RLAT (Repeated Load Axial Test) but slightly less well with regard to ITSM (Indirect Tensile Stiffness Modulus)

The 0/10 Viafix material when installed correctly can perform very well and although not as stiff as the control material it is less likely to deform. Visually neither material appeared to deform to any degree.

0/6 Viafix

Good performance for a 6mm material with similar RLAT figures to the control AC10 close surf material, but with less stiffness. The 0/6 Viafix performed as well as the control material with regard to RLAT (Repeated Load Axial Test) but slightly less well with regard to retained surface texture and ITSM (Indirect Tensile Stiffness Modulus).

The 0/6 Viafix material when installed correctly can perform well and although it is not as stiff as the control material it is similarly unlikely to deform. Visually neither material appeared to deform to any noticeable degree.

0/10 BBA/HAPAS approved PCSM

This materials performance was surprisingly poor. Only on the least trafficked site did the material retain its integrity. With the higher traffic volumes the material on the two other sites very quickly fattened up and deformed to such an extent that it could have become a danger and require replacement before the end of the trial. Fortunately the patches just retained enough material not to reach the replacement criteria. Throughout the duration of the trial several attempts were made to core the material, it was not possible to extract any core suitable for testing.

AC10 close surf (10CGSC)

This well proven tried and tested control material performed consistently well throughout the trial.

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