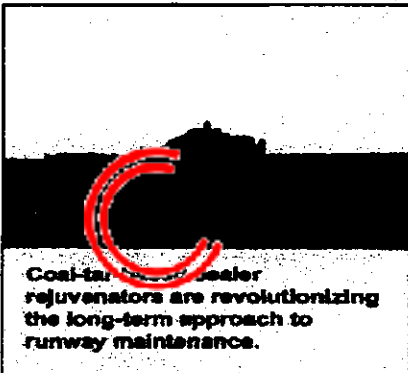


## Rejuvenating sealers come of age *RejuvaSeal*

At the Canadian forces base, CFB Moose Jaw, in Alberta, Canada, the asphalt runway was showing advanced signs of ageing. While structurally sound, it was losing fines and aggregate at an increasing rate. It was feared that the runway would not survive the oncoming harsh winter and the attendant removal of snow with mechanical brooms.

In response, the Department of National Defense (DND) decided to use a three-component coal-tar-based rejuvenator sealer. Test patches of RejuvaSeal, one of the world's leading asphalt sealer rejuvenators, had been placed at the



base three years ago and had undergone extensive testing with great success. In addition, the DND had used the product at two other Canadian air bases and was aware that RejuvaSeal had been successfully used in the USA and in Brazil for several years.

An overwhelming amount of empirical evidence was available confirming that insitu chemical rejuvenation could improve a runway's flexibility and reduce the loss of fines. Rejuvenation is possible because RejuvaSeal, unlike seal coats, fog seals or other surface coatings, is designed to penetrate the surface of asphalt. Once it has penetrated, RejuvaSeal dramatically reduces the viscosity and brittleness in the top half-inch of asphalt while significantly increasing ductility and flexibility.

In addition to their ability to rejuvenate, three-component coal-tar rejuvenators are very effective sealers. The capability to penetrate gives them unique sealing characteristics:

- Treated Asphalt surfaces are fuel, water and chemical resistant.
- The surface structure of the

asphalt is unchanged. Grooved runways or roads do not have to be re-grooved, nor is PFC asphalt degraded.

- Rejuvenators become an integral part of the asphalt, undergoing the same thermal expansion/contraction rates. Unlike traditional seal coats, they will not peel, spall or delaminate.

In the summer of 1999, over 400,000 M2 of asphalt runway were sealed and rejuvenated by the DND, with minimal operational interruption. Since then, testing and observations have once again confirmed the viability and practicality of using sealer rejuvenators. With benefits to airport runways and to airport budgets apparent, the DND will treat an 1,000,000 M2 in the summer of 2000.

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