THE FIRST TRULY “ULTRA THIN” MICRO SURFACING TREATMENT FOR BOTH ASPHALT AND CONCRETE

AIRPORTS AND BRIDGE DECKS

ENDURABLEND™ POLYMER CEMENT SURFACING

SEALS PROTECTS ENDURES
THE BEST SURFACE TREATMENT FOR ASPHALT AND CONCRETE.

When it comes to asphalt and concrete surface overlays, it is their durability that matters most. In an effort to make pavement stand the test of time, some contractors apply sealers and various types of coatings. But what if there were an ultra-thin durable coating that was environmentally friendly and stable, economical, will increase friction and provide an eye-pleasing finishing look to the pavement? The good news is that such a one-of-a-kind micro-surfacing surfacing solution has been around for more than ten years with proven results both domestically and internationally and Pavement Surface Coatings would like to introduce it to you. Endurablend is a surfacing material intended not only to enhance pavement durability but to make it second to none. Endurablend features a unique combination of components including; polymers, natural and engineered fibers, aggregate, additives and Portland cement, making it the best option for heavy traffic applications. Endurablend can be used as both an asphalt and concrete micro-surfacing treatment to protect pavements from cracking and spalling for years to come while repairing existing deterioration of these substrates.

AIRPORT APPLICATIONS

TAXI-WAYS
HOLDING AREAS
GATE AREAS
DE-ICING AREAS
RE-FUELING STATIONS
PAVEMENT MARKINGS

Endurablend was originally developed as a micro-surfacing treatment for airport pavements to protect the asphalt and concrete surfaces from petroleum products in the re-fueling areas. Subsequently, it has been refined to be used for colored markings, asphalt and concrete preservation, rehabilitation and antiskid surfacing in gate areas and taxiways.
BRIDGE DECKS

Endurablend is an "Ultra-Thin" micro-surfacing treatment for concrete and asphalt bridge decks. Endurablend is applied at a thickness of 1/8 inch and will seal the surface from salts, de-icing materials, petroleum, and most chemicals. Endurablend is UV stable and can be pigmented to any color. Black is a popular color for bridge decks because it helps retain heat in the winter months to help minimize ice formation. In addition, we can apply Endurablend with a hexagonal pattern which allows rainwater to run through the grout lines which helps reduce hydroplaning. Aggregates can also be added to help increase friction.

BEFORE

PAVING SEAMS

AFTER

HEX PATTERN

ENDURABLEND FEATURES

- Seals and protects surface
- Extends life of pavement
- Improves friction
- Excellent bond to both asphalt and concrete
- Not affected by salts, de-icing materials, petroleum, and most chemicals
## ENDURABLEND SYSTEMS
### SPECIFICATIONS SHEET

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>TEST METHOD</th>
<th>VALUE</th>
</tr>
</thead>
<tbody>
<tr>
<td>COMPRESSIVE STRENGTH, (AT 28 DAYS) 1</td>
<td>ASTM C-109</td>
<td>&gt;3,100 PSI</td>
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<tr>
<td>TENSILE STRENGTH 1</td>
<td>ASTM C-190</td>
<td>&gt;700 PSI</td>
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<tr>
<td>BOND STRENGTH WITH ASPHALT 1,2</td>
<td>ASTM C-1583</td>
<td>&gt;250 PSI</td>
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<tr>
<td>BOND STRENGTH WITH CONCRETE1 SKID RESISTANCE</td>
<td>ASTM C-1583-13</td>
<td>&gt;250 PSI</td>
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<tr>
<td>LENGTH CHANGE1</td>
<td>ASTM E-1911</td>
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<tr>
<td>SOLAR REFLECTIVE INDEX 3,4</td>
<td>ASTM E-274</td>
<td>&gt;40</td>
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<td>FLEXIBILITY 5</td>
<td>ASTM C-157</td>
<td>&gt;0.29</td>
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<tr>
<td></td>
<td>ASTM C-1549</td>
<td>&gt;1/2&quot;</td>
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</tbody>
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1/2" THICK BEAM UNDER STATIC LOAD—MAX. DEFLECTION

1. The data shown is representative of laboratory test 28 day cured samples at 50% humidity.
2. Test sample must be prepared by overlaying 1/4" (6mm) of product on 12.5 HMA sample.
3. A SRI of greater than 29 can be obtained by using pigments or changing the color index of the aggregate. It is not applicable where color pigments are requested.
4. Only applicable for projects where a LEED certification credit is a requirement of the surfacing or where a reflective surfacing is specified.
5. Use the same loading rate as for the ASTM C-109 test above.