

The Pro-Phalt Infrared Road Repair System



Contracting

A longer-lasting repair in around 20 minutes

Road defects are a costly nuisance, and often lead to accidents. With over 15 million potholes on South African roads alone, it's no wonder there is a maintenance backlog across the country. Add the holes on privately-owned facilities, rising injuries and compensation claims, and it becomes clear that road defects are a problem in search of a better answer.



Pro-Phalt Contracting offers the next-generation solution for your surfacing repairs, including ancillary services and car park management. Because the Pro-Phalt Infrared Road Repair System is faster than traditional methods, the same number of defects are repaired in

a shorter space of time, giving you maximum convenience and cost-savings. Our vans are 'self-contained' for the entire process, eliminating the need for multiple vehicles and equipment.

Fast response, quality repair

Pro-Phalt repairs are carried out by Pro-Phalt Accredited System Operatives, using an approved process. We can have a representative on site within 24 hours to assess your requirements and offer a guaranteed Service Level Agreement as standard.

Our patented Infrared Road Repair System eliminates waste and dust and generates less than a seventh of the CO2 emissions of traditional repairs¹.

Did you know ?

The maintenance backlog for local authority roads could take over 20 years to clear using traditional methods.



The Pro-Phalt Infrared Road Repair System is effective for potholes, trench surface repairs, and reinstatement of failed joints and seams (particularly around ironware and street furniture).

Potential cost savings

- ✓ No waste means no recycling or waste disposal costs
- ✓ Faster repair means the area is operational again quickly
- ✓ Minimal new material required to complete works
- ✓ Longer-lasting, seamless repairs could reduce accident compensation claims



The Pro-Phalt Infrared Road Repair System has been proven to reduce costs by up to 40% when compared to traditional repair methods.

Pro-Phalt Contracting is ideal for reactive response to repairs and multi-site projects.

¹SISTech Carbon Footprint Report of the Pro-Phalt process, 2007

Call Pro-Phalt today on **0027 (31) 9032021** for a free, no-obligation quote, or email info@prophalt.com for more information.

Pro-Phalt versus traditional methods

The Pro-Phalt Infrared Road Repair System offers considerable time, cost and CO₂ savings compared to traditional methods:

Traditional method²

- 1 Travel to repair location
- 2 Identify repair
- 3 Carry out risk assessment and complete Health and Safety paperwork
- 4 Set out cones and temporary traffic signs; the area closed off will be greater than the Pro-Phalt system requires as there is more plant, labour and vehicles involved in the traditional repair approach
- 5 Check over the repair area with a Cable Avoidance Tool scan to ensure no buried services are disrupted
- 6 Unload plant and equipment from lorries
- 7 Saw cut existing tarmac to create a clean cut/joint around the repair area
- 8 Break out the existing tarmac material to the repair area
- 9 Excavate the existing tarmac material and load onto tipper lorry for disposal off site
- 10 Take delivery of new material
- 11 Paint vertical faces of tar joints
- 12 Lay and rake new hot rolled asphalt
- 13 Roll and compact repair area
- 14 Reload plant and equipment from lorries
- 15 Uplift traffic management from the repair area
- 16 Travel to landfill site to dispose of redundant excavated material.

The Pro-Phalt System

- 1 Travel to repair location
- 2 Identify repair
- 3 Carry out risk assessment and complete Health and safety paperwork
- 4 Set out cones and temporary traffic signs
- 5 Unload heater and roller from the van
- 6 Set the heater to operate a single heat cycle
- 7 Remove the heater and re-work the existing surface material
- 8 Add new material to fill the hole
- 9 Roll and compact repair area
- 10 Load heater and roller back into the van
- 11 Uplift traffic management from the repair area.

²Illustration of average traditional road repair method. Methodology varies by supplier.

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