

American Road Patch (ARP) Installation Procedure 2026



Instructions:

1. Remove broken crumbled asphalt material out of the pothole to where the side and base of the pothole is solid. If base is loose compact the base.
2. Clean surrounding surface; remove all dust and debris. If loose dust and debris remain, these contaminants will negatively affect the bonding performance of the ARP.
3. Clean off any other contaminants such as salt, motor oil, or anything that would prevent the ARP from adhering to the road surface.
4. Fill and seal intersection cracks (most importantly those extending beyond the perimeter of the ARP. Water ingress from cracks under the installation will reduce the life of the repair.
5. Insert into the pothole a cold or hot asphalt fill mix. This material must be compacted so that the surface of the fill is slightly above the road surface (approx. 2/3mm) (allowing for further compacting by traffic).
6. If any moisture remains, it will negatively affect the performance of ARP installation. Remove all moisture from, in, or around a pothole with the use of a propane torch or infrared flatbed heater.
WARNING DO NOT apply heat directly to the ARP as this will affect the performance of the product and melt the modified polymer asphalt. Heat should be applied to the road surface ONLY around the perimeter of the pothole to activate the modified polymer/bitumen compression adhesion as described below.
7. If hot mix is used for the pothole repair, allow the hot mix to cool to below 95 °C before applying the ARP. — If the ambient temperature of the road surface during application is 95 °C (the Installation Temperature), but below 104 °C proceed to steps 8 - 10.
8. If the ambient road surface temperature is below 95°C, apply propane torch or infrared flatbed heater to roadway surface (asphalt or concrete), The temperature should be constantly measured with an infrared thermometer during installation.
Maintaining the surface temperature around the pothole to a temperature between 95 °C and 104 °C during the application of the ARP is critical to ensure that the bitumen/polymer fully activates and adheres to the existing road surface.
9. Cut ARP to extend beyond the existing pothole by at least 10cm on all sides. If for example 2 pieces of ARP are required to cover the pothole, there should be a minimum of 7.5cm overlap of the pieces of ARP which will bond to each other **(do not heat ARP to ARP joints directly)**.

Note: It is easier to cut ARP from the back/film side versus the side with granules (aggregate) with a simple razor blade knife.

Peel the release film off the back of ARP before installing it on the existing road surface.

10. Apply ARP and roll, tamp, or compress the sheet down to the clean, Installation Temperature, dry road surface. **WARNING DO NOT use a vibration plate (whacker plate) on the ARP during or after installation, as this will affect the retained surface texture performance of the product.**
11. As a final step, it is recommended to seal the edges of the ARP with a bitumen cold joint sealer such as SCJ Ultra Crete - BBA Approved.
12. Expose to traffic is immediate after the installation is complete. Traffic will aid the ARP in further bonding to the existing road surface.
13. Ensure that the date, time and batch number of the ARP are recorded on the installation record.

ARP is a specific pothole repair application product and not a general surface dressing for larger areas of highway.

It is recommended that ARP be applied as an additional long-term seal for pothole repair areas or smaller areas of surface cracking - up to a maximum of 4m²