



ROAD WORK AHEAD

Construction Supply Inc.
 729 Commercial Ave., Twin Falls, ID 83301
 (208) 734-4444 Fax (208) 734-8899
www.roadworkaheadonline.com

14 April 2016

SKID RESISTANCE TEST RESULTS

BRITISH PENDULUM (ASTM E303)

To obtain frictional loss/gain due to the use of Pro Spec Asphalt Sealant pavement coatings on differing asphaltic surfaces RWA used a British Pendulum test method (ASTM E303) and compared the results of before and after treatments of within a test area of three different sampled areas on three different asphalt surfaces (24"x24"). The areas were tested both before and after treatment using the manufacturer's recommended installation procedures. The following table displays the results of the test:

British Pendulum Number					
Sample Number	Swing Number				Average
	1	2	3	4	
After Seal 1	72	74	73	75	73.5
After Seal 2	73	71	68	70	70.5
After Seal 3	68	73	67	73	70.25
Before Seal 1	80	72	76	81	77.25
Before Seal 2	64	68	71	65	67
Before Seal 3	72	75	73	69	72.25

DFT Ratio 1	0.95
DFT Ratio 2	1.05
DFT Ratio 3	0.97

The test results show a variation of frictional values indicating an average of a slight reduction in values after installation of the protective coatings. The British Pendulum Number (BPN) has been correlated to general automotive traffic and a BPN of over 65 indicates safe use for fast traffic in most weather conditions. Based on the above testing, Pro Spec Asphalt Sealant shows a frictional loss within the required specification limits.

Based upon the above results, Pro Spec Asphalt Sealant shows acceptable slip and skid resistance for use for pedestrian traffic or other rubber tired vehicles (i.e.: motorcycles, bicycles, etc.).

Sincerely,

Robert Thatcher