

## TVC Track Reclamation Services

### Patch Work

Concrete derogates over time; it's that simple. Add the routine of scraping and the traction compounds we use on the surface, which speeds the process up considerably. Degradation often happens at control joints. TVC can replace damaged areas of your race surface using specialized concrete mixes and techniques to replace the affected areas. After the replacement area is ground flat, the entire area is checked for flatness and appropriate texture. These repaired areas have proven to have a seven-year-plus lifecycle. Compared to replacing the entire surface, the cost of repairs depends entirely on how much needs to be replaced. There is a likely chance that we can save you a considerable amount of money while significantly improving your competition surface.

### Profiling

TVC acquired a dual-axis inclinometer longitudinal profiler. What does this mean to you??? NO MORE GUESSING TVC can measure your track and tell you exactly where the bumps and dips are. If we determine that a profile grind is necessary, we have information to grind precisely how much and where. Profile measurements are a true game-changer. Additionally, the profile measuring tool allows us to bump grind your surface only where you need it; this saves time and money and prolongs the lifespan of your racing surface. Also, the walking profiler is used to certify an Inertial Profilers system, as you may see on a pickup truck. In plain English, it is more accurate.

### TRACK GRINDING

There are two methods of track grinding  
Profile Grinding; is a large machine with approximately a 20' wheelbase. The front wheel follows the track's profile (Moving with the bumps and dips), but the rear cutting head stays relatively flat as it is mounted near the rear wheel's fulcrum point. Profile cutting provides a flat cut of the surface even. The surface is then checked with the longitudinal profiler to assure flatness. The profile grind is cut with two heads a very coarse head to move through large amount of material quickly, then a second head is installed and the track is cut once again removing much finer details. Then TVC removes the much to ruff corduroy texture with large remote control diamond rotary grinders with large vacuum systems. This removes any mismatches and leaves a diamond cut texture that holds rubber. the vacums greatly lesson the clean up process.

### HYDRAULIC DIP RASING

It used to be the only way to remove a dip was to grind it, NOW we can raise a dip using hydriodic cement. This process can be completed over the entire competition surface, then the bumps are profile ground, and your race track is flat with MUCH LESS grinding into the aggregates. Or we can raise an isolated dip and grind to flat to surrounding area using our remote control large frame rotary grinders.

### Texture / Bump Grinding

TVC can identify bumps and dips if there are just a few problem areas we can remove those with out using the large profile grinder. We have large format concrete planers and grinders that can quickly remove problem areas. Or possibly your track just does not hold rubber like it use to. TVC can remove a small amount of the top surface leaving a deep diamond texture that has proven to hold rubber.

