

ARMOR SEAL HEAVY DUTY PAVEMENT SEALER #A-100

TWO (2) COATS WITH OPTIONAL AGGREGATE FOR ASPHALT PAVEMENTS



PREPARATION:



Immediately prior to sealing, all asphalt surfaces must be thoroughly cleaned and contain no loose material, dirt, dust, and/or deicing chemical residue, etc. Surfaces that are impacted with hard clay, dust, and silt, that cannot be removed by mechanical sweepers or blowers must be pressure washed. If dirty surfaces are not properly cleaned, the sealer cannot bond or grip to the surface and de-bonding of the coating will occur. Sources of water run off such as landscape irrigation should be shut off, and the asphalt surface must be completely dry prior to application. New asphalt surfaces must cure a minimum of thirty days before application.

Prior to final clean up and seal coat application, all asphalt patching, paving, crack filling, or other repair and construction work must be completed. Potholes, severely cracked areas, and similar surface defects must be repaired as needed with a suitable hot mix asphalt. Treat all grease, oil, gasoline, and similar petroleum build-up or stains with Prep Seal oil spot primer #A-500. Cracks in excess of 1/4" wide shall be cleaned and filled with Dura-Fill H.S. (Heat Stabilized) hot applied crack filler #A-420 or approved equal.

MIXING



Concentrated Armor A-100 can be mixed with up to three pounds of #30 to #80 gradation silica sand per gallon. During application, A-100 and silica sand (if added), must be kept agitated and in a constant state of uniform suspension. Sand can be added to one or both coats. Prior to application, concentrated Armor A-100 may be mixed with water from 15 to 20 percent depending upon surface conditions. A-600 (Maxi-Tuff) can then be added to the diluted mix based upon a ratio of 1 to 3 percent per gallon of undiluted A-100. Refer to chart A-1.1.

APPLICATION:



Concentrated Armor Seal and specified water dilution should be applied in parallel ribbons with a squeegee or approved spray application equipment. Two coats should be applied. Where possible, the first coat of sealer should be allowed to dry for 12 hours prior to the application of a second coat. Multiple coats should be applied in cross directions. It is recommended that Armor Seal A-100 be allowed to cure for 24 hours before opening to traffic. New (less than 60 days old) or heavily oxidized surfaces, should be prime coated with CSS1h, or A-100, diluted 100 percent (1 to 1) with water prior to the application of the first coat of sealer.

COVERAGE:

Coverage (or yield) will range from 40 to 120 square feet per gallon, per coat, depending on surface conditions. Please refer to the following chart for recommended specifications.

Chart A-1.1 A	Traffic Frequency	Application Sequence	S/F per gal. of undiluted A-100	Armor A-600 (Maxi-Tuff)
	<u>Light Traffic</u> Residential Driveways; Paved Play Grounds; Bicycle & Golf Cart Paths; Light Use Parking Lots.	1st Coat 2nd Coat	90 - 110 s/f per gallon 100 - 120 s/f per gallon	Optional: 1% per gal. of undiluted A-100
	<u>Moderate Traffic</u> Residential Streets; Multi-Family Housing; Light to Moderate Use Retail & Commercial Parking.	1st Coat 2nd Coat	70 - 80 s/f per gallon 70 - 80 s/f per gallon	Optional: 1% per gal. of undiluted A-100.
	<u>Heavy Traffic</u> Industrial and Commercial Facilities; Rail and Port Facilities; Heavily Used Parking Areas; Airport Taxiways & Shipping Terminals.	1st Coat 2nd Coat 3 rd Coat (Optional)	40 - 60 s/f per gallon 40 - 70 s/f per gallon 80 - 90 s/f per gallon	Optional: 1% per gal. of undiluted A-100. (same as above)

CLEAN UP: Clean up tools and equipment with water. Use diesel fuel if material has hardened.

CAUTIONS: Stir and mix thoroughly before using. Do not apply when temperature is below 60° F. Do not apply if rain is expected within 24 hours of application. Keep from freezing. Close containers when not in use. Do not store containerized sealer in direct sunlight or above 100° F. Do not expose containerized sealer to open flame.

NOTICE: The methods and techniques described in this application bulletin represent some that have been used successfully to obtain the desired results. All variations in asphalt, climate conditions and equipment cannot be anticipated by Armor Mfg. The decision to use any of these methods and techniques is entirely at the election and responsibility of the user.

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ARMOR MANUFACTURING COMPANY

A-100 HEAVY DUTY PAVEMENT SEALER

PRODUCT DATA BULLETIN



PRODUCT: Armor Seal #A-100 Concentrated Asphalt Base Pavement Sealer.

A-100 is designed to seal and protect asphalt pavements such as roadways, airports, parking lots and playgrounds. A-100 will add a long lasting, dark black, like new appearance to any asphalt surface and is designed to outlast all other asphalt sealers on the market. If all handling and application instructions are followed, A-100 will extend and preserve asphalt pavement for many years.

PRODUCT DATA: A sampling of test results and independent laboratory analysis.

Type (ASTM D-2397 & AASHTO M208)	CSS1-H Asphalt Emulsion and Selected Fillers
Uniformity (ASTM D-977-91 & 97 & AASHTO M140-88)	Homogenous
Pounds per gallon (ASTM D-244)	10.5±
Residue by evaporation (ASTM D 2939)	55% to 60%
Color when dry	Dark Black
Odor	Mild
Flammability (ASTM - MNL #9)	Non-Flammable
Flash Point (ASTM - MNL #9)	None
Effect of freezing (While In Liquid Storage State)	Damaging
Storage life	One Year
Cone Penetration @ 77° F. (ASTM D-217)	Passes
Wear/Scrub Resistance (D-2486 - Modified)	
Unconditioned 6,000 cycles minimum	Passes
Conditioned 4,000 cycles minimum	Passes
Wet track abrasion test after six day water soak (ISSA-A105-T100)	6.12 gm. per sq. ft.

SOURCES: AASHTO (American Assoc. of State and Highway Officials).
 ASTM (American Society of Testing Methods).
 ISSA (International Slurry Seal Association).

PACKAGING: 5 Gallon Pails, 55 Gallon Drums & 5,000 Gallon Bulk Deliveries

APPLICATION: See reverse side for application instructions.

FOOTNOTES: The following is a general endorsement from the 'Asphalt Institute' regarding asphalt sealing technology: *"If one does not seal, fine hair line cracks appear in the pavements surface...and this is the start of a maintenance problem... By sealing we then extend the life of the pavements... if one seals immediately, and providing other variables that lead to pavement failure do not come into play, you should be able to extend the pavement life almost indefinitely..."*(Excerpt from letter by Carl W. Lubold, Jr., District Engineer, for the Asphalt Institute.)

