



**ARMORSEAL #A-350 TRS. Tire Rubber Sealer**  
**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-350 can be mixed with up to three pounds of #30 to #80 gradation silica sand per gallon. During application, A-350 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-350 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-350. 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 mechanical 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-350 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-350, 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	Traffic Frequency	Application Sequence	S/F per gal. of undiluted A-350	Armor A-600 (Maxi-Tuff)
	<u>Light Traffic</u> Residential Driveways; Paved Play Grounds; Bicycle & Golf Cart Paths; Light Use Parking Lots.	1st Coat	90 - 110 s/f per gallon	<i>Optional:</i> 1% per gal. of
		2nd Coat	100 - 120 s/f per gallon	undiluted A-350
	<u>Moderate Traffic</u> Residential Streets; Multi-Family Housing; Light to Moderate Use Retail & Commercial Parking.	1st Coat	70 - 80 s/f per gallon	<i>Optional:</i> 1% per gal. of
		2nd Coat	70 - 80 s/f per gallon	undiluted A-350.
	<u>Heavy Traffic</u> Industrial and Commercial Facilities; Rail and Port Facilities; Heavily Used Parking Areas; Airport Taxiways & Shipping Terminals.	1st Coat	70 - 80 s/f per gallon	<i>Optional:</i> 1% per gal. of
		2nd Coat	70 - 80 s/f per gallon	undiluted A-350.
		3 <sup>rd</sup> Coat (Optional)	100 - 120 s/f per gallon	(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.

**WARRANTY AND DISCLAIMER**

The statements made on this technical bulletin are believed to be true and accurate, and are intended to provide a guide for approved construction practices. Armor Manufacturing does not make, nor does it authorize any agent or representative to make any warranty, express or implied, concerning this material as workmanship, weather, equipment utilized, and other variables affecting results are all beyond our control. Armor Manufacturing warrants only that the material conforms to product specifications and any liability to the buyer or use of this product is limited to the replacement value of the product only. In no event shall Armor Manufacturing be liable for any injury, loss or damage, either direct or incidental, special or consequential, arising in connection with material or work performed. Armor Manufacturing shall not, in any manner, be liable for any defects, variations, or change in condition in the substructure over which its products are installed.

# Armorseal A-350 TRS Tire Rubber Sealer

## PRODUCT DATA BULLETIN



**PRODUCT:** Armorseal A-350 TRS: An asphalt base sealer modified with a terminally blended recycled tire rubber.

**DESCRIPTION:** Armorseal A-350 TRS asphalt sealer is made with terminal blended recycled tire rubber for superior durability, petroleum resistance, flexibility, adhesion and color retention.

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

**ASPHALT BASE DATA:** 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)..... 10.1±  
Residue by evaporation (ASTM D 2939)..... 50% to 55%  
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 (ASTM D-2486 - Modified)  
    Unconditioned 10,000 cycles minimum.....Passes  
    Conditioned 10,000 cycles minimum.....Passes  
Wet track abrasion test after six day water soak (ISSA-A105-T100)..... 6.12 gm. per sq. ft.

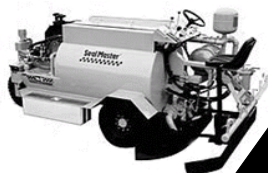
Resistance to heat 80C No Blistering, sag, or slipping(ASTM D 5727 R-P-355e).....Pass  
Adhesion and Resistance to Kerosene No Loss of adhesion or penetration(ASTM D 5727 R-P-355e)....Pass  
Flexibility 73.4F(ASTM 5727 R-P-355e).....Pass  
Flammability..... Nonflammable  
Federal Spec. RP 355E .....Passes\*

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

**PACKAGING:** 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.)



### ARMOR SEAL