



# SEALMASTER ASPHALT-BASED PAVEMENT SEALER

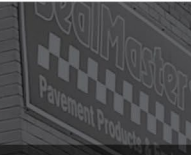
# Why are we here?

1. We want you to fully understand what asphalt sealer is.
2. We want you to know how to properly apply asphalt-based sealer with success.
3. Know that SealMaster is here to ensure your business succeeds when using asphalt-based sealer.

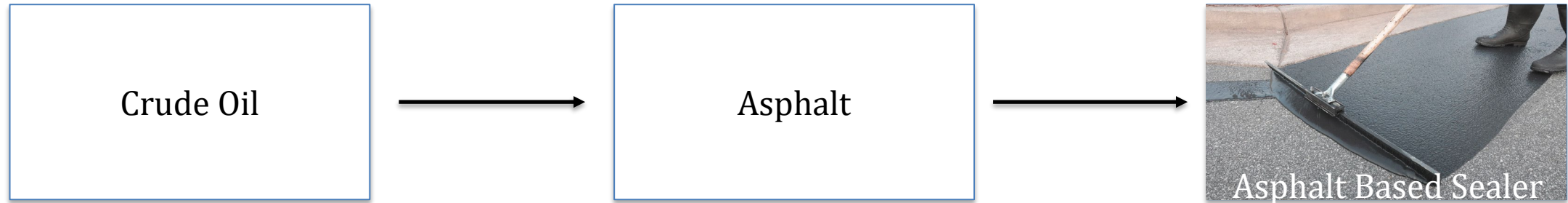


## Our Advantage

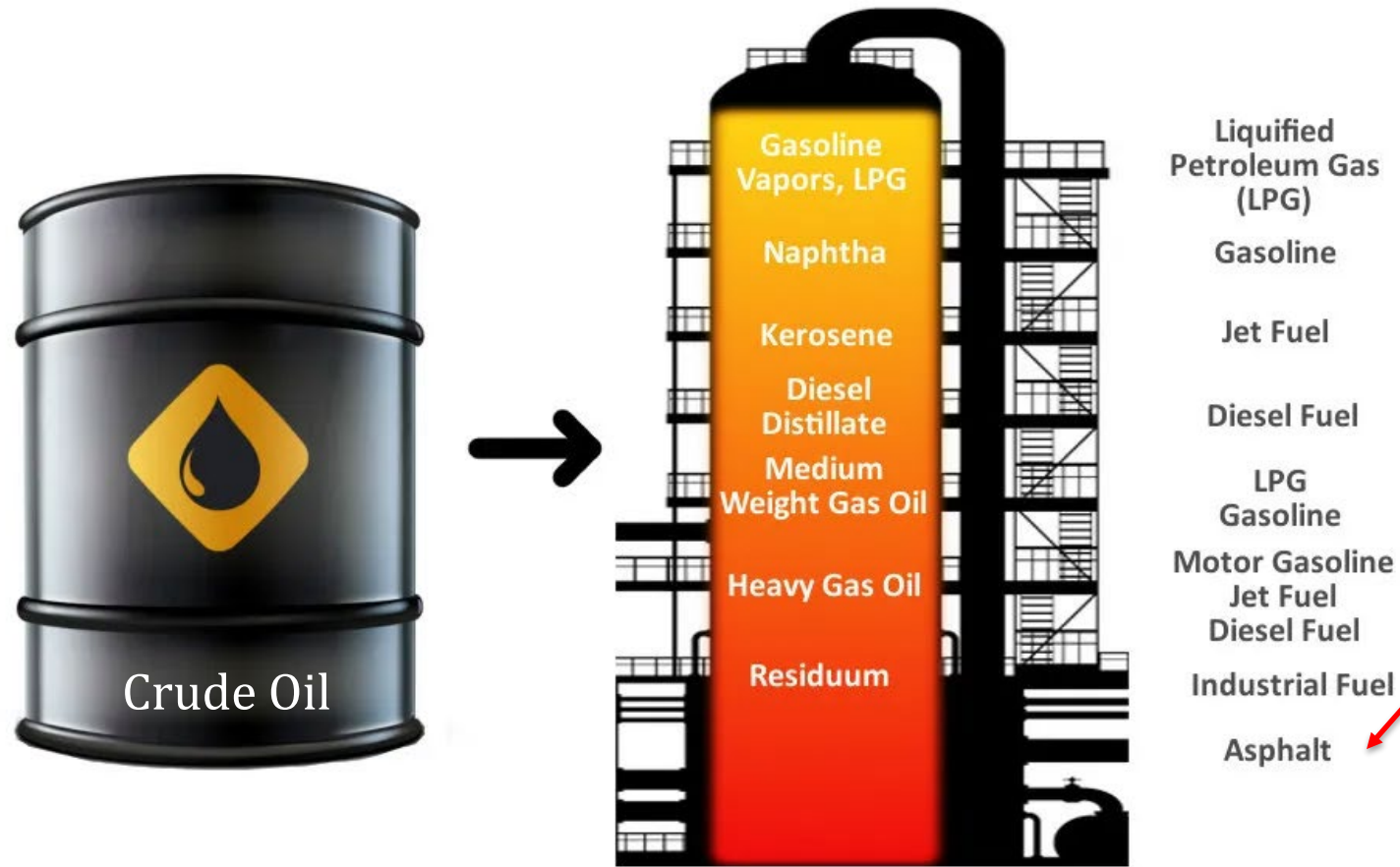
- SealMaster has successfully produced asphalt-based sealer since 1990.
- Decades of research and development has put SealMaster as a leader in asphalt-based sealer technology.



# What Is Asphalt-Based Sealer?



# Where does asphalt come from?



Asphalt is made from oil.



# Asphalt-based pavement sealer is the future of sealcoating.

- User-friendly – no burning
- Low to no odor
- Environmentally friendly (Near zero PAHs)
- Coal Tar availability is scarce and banned in many cities and states.
- More flexible – won't check crack
- Dries faster and blacker
- Readily available



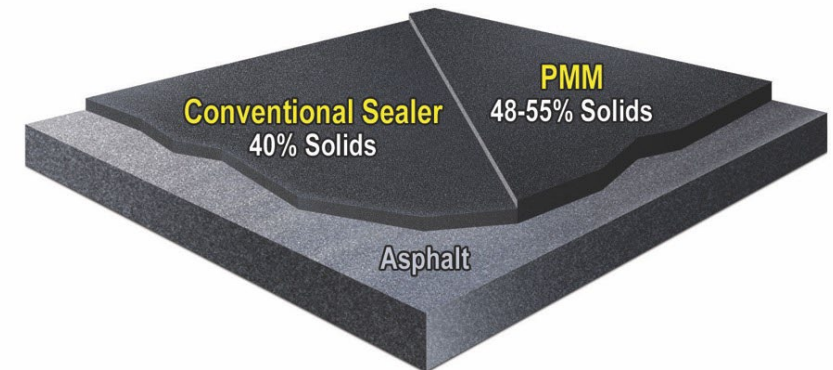
## SealMaster asphalt-based sealer meets:

- ASTM D8099/D8099M specifications
- FAA P623 specification
- SealMaster asphalt-based sealer passes the FAA Fuel Resistance Test

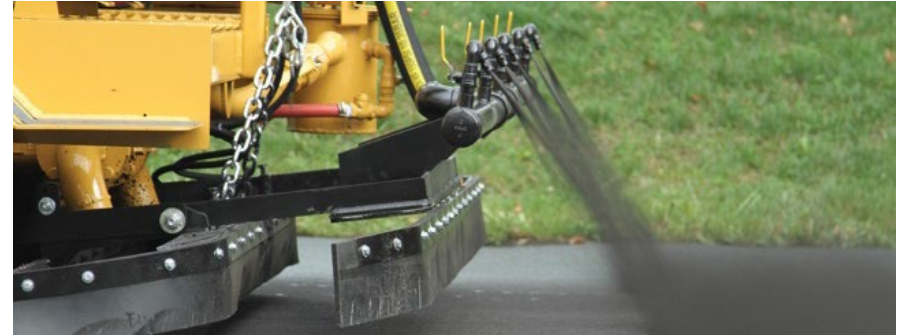


# Polymer Modified MasterSeal (PMM)

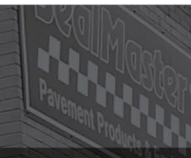
- SealMaster's most popular asphalt-based sealer.
- Polymer and water are hot blended during manufacturing making it user-friendly and gives property owners assurance they are buying a good product.
- Applied with higher solids than conventional sealers.







## What are the keys to successfully apply asphalt-based sealers?



# Steps to Apply Asphalt Sealer

1. Properly cleaning and prepping the pavement with a wire broom (scrubbing) and blower.
  - *May require removing tree sap/fertilizer and any other residue with cleaner and pressure washing.*
2. Properly treat gas and oil stains (use Prep Seal or burn off oil with a torch).
3. Edge the perimeter of the area being sealcoated, ensuring that you only lay out enough material that can quickly be applied within **30 seconds**. Do not overwork.
  - Do not lay out a bead of sealer exceeding what that individual can brush out within 30 seconds especially when the pavement is really hot.
  - *Spread as soon as the bead is laid. (Otherwise, the sealer will ball and roll up and will not adhere to the pavement)*



# Applying Asphalt Sealer

4. Spray or squeegee the first coat of sealer, starting at the entrance or highest traffic areas, and work towards the back or lower traffic areas when possible.
  - *The 1st coat must dry for a minimum of 4 hours before the 2nd coat is applied.*
  - *4 hours is crucial under ideal conditions.*
  - *Ideal conditions are when the pavement temperature is 60 degrees and rising with low humidity.*
5. Apply second edge coat.
  - *This is highly recommended vs coal tar.*
6. Spray or squeegee the second coat of sealer.
  - *The 2<sup>nd</sup> coat must dry a minimum of 4 hours before you stripe.*

For added durability, a third coat may be applied to high traffic areas, such as parking lot entrances, exits, and drive lanes. **Allow sealer to cure for 24 hours before opening to traffic.**



SEALMASTER TRAINING

# Equipment Recommendations

- Strainer baskets must be cleaned by washing, scraping etc. Just dumping it out is not sufficient; the holes must be cleaned and opened.
  - **We suggest keeping a spare strainer basket in a bucket of water with you.**
- Use 80/70 or 80/100 spray tip (ceramic sprays best)
- Use 75' Hose (shorter sprays better)
- Keep pump and hoses full of liquid (sealer or water) to prevent sealer sticking in pump.
- Remove tip and install plug in the wand when not spraying. When not in use, soak spray tips in solvent.
- **Lower pump pressure (80-90psi) actually sprays better and is less likely to clog**
  - Sealer is less likely to bounce off pavement, prevents sealer from drying before it hits the pavement, and reduces tips streaming and clogging.



# Time Between Coats

**Best:** Applying the second coat 24 hours after the first coat.

**Good:** Apply 2 even coats same day with recommended dry time.

**Conditions when time is a constraint:** Apply a lighter 1<sup>st</sup> coat, allow time to fully dry then apply 2<sup>nd</sup> coat. **Dry time between 1<sup>st</sup> and 2<sup>nd</sup> coat is more critical than dry time after 2<sup>nd</sup> coat.**

**Failure:** Sealing the pavement with only 1 heavy coat.



# Highly Recommended Practices

- Asphalt-based sealer has much higher solids than coal tar, which makes it heavier-bodied. Do not add water to make it thinner. If you think water needs to be added, consult your sales rep for guidelines.
- Asphalt-based is heavy-bodied, so softer brushes do not work as well as the firmer aluminum applicator brushes.
- Do not apply asphalt-based sealer when pavement temp is below 60 degrees. A coalescing agent must be added to sealer for it to properly adhere to pavement in cooler temperatures.
- Asphalt sealer tears easier than coal tar, which is why it is critical to let first coat completely dry before applying second coat and opening to traffic.
  - Asphalt sealer does not “stain” the aggregate like coal tar. Therefore, power steering marks are more prevalent.



# Highly Recommended Practices

- High relative humidity drastically slows drying (dew point must be at least 12 degrees lower than ambient temperature at a minimum for sealer to dry properly). Coal Tar chemically dries, but asphalt-based does not.
  - Example 1: If the ambient temp is 80 degrees, but the dewpoint is 72 degrees, sealer will *not* dry.
  - Example 2: If the ambient temp is 80 degrees, and dew point is 66 degrees, sealer will dry.
- Start sealing at the property entrance (highest traffic) and work to the back (lowest traffic). This will allow the critical areas to dry longer before second coat.



***“We used to shit in outhouses.  
Now we have indoor plumbing.”***  
**- Chad Saylor (SM GA/AL)**





Thank you!

