

PRODUCT DATA SHEET

1. PRODUCT NAME

Advanced Formula J-16®
Pavement Sealer

2. MANUFACTURER

Maintenance, Inc.
P.O. Box 408
1051 West Liberty Street Extn.
Wooster, OH 44691

Phone: (330) 264-6262

(800) 892-6701

Fax: (330) 264-2578

(800) 264-2578

Website: www.maintinc.com

3. PRODUCT DESCRIPTION

Advanced Formula J-16® Pavement Sealer is a modified coal-tar pitch emulsion coating for asphalt pavements. It is modified with high molecular weight copolymer and plastic geotextile fiber for greater resistance to gas, oil, water, weather, and abrasion compared to ordinary sealers. It is designed to extend the service life and to reduce maintenance costs of off-street pavement. Its rich slate-black color improves the appearance of the pavement and helps speed up ice and snow melting.

Applicable Standards:

- Federal Specification R-P-355(E) Pitch, Coal-Tar Emulsion (Coating for Bituminous Pavements)
- ASTM D 3320 Emulsified Coal-Tar Pitch (Mineral Colloid Type)
- ASTM D 4866 Coal-Tar Pitch Emulsion Pavement Sealer Mix Formulations Containing Mineral Aggregates and Optional Polymeric Admixtures
- ASTM D 3423 Application of Emulsified Coal-Tar Pitch (Mineral Colloid Type)

4. TECHNICAL DATA

Physical Composition: Within the following limits when determined by ASTM D 2939 procedure:

	MAX.	MIN.
Water %	50	48
Non-Volatiles %	52	50
Ash of Non-Volatiles	38	34
Specific Gravity	—	1.20

Drying Time: Set to touch in 1 hour and exhibit final set in less than 8 hours when determined by ASTM D 2939, Section 14 with a wet film thickness of no more than 1/32" (0.8mm).

Non-Flammability: Shows no tendency to flash or ignite when determined by ASTM D 2939, Section 12.

Resistance to Standard Gasoline: The cured coating exhibits no penetration or loss of adhesion after 48 hours immersion when determined by ASTM D 466.

Resistance to Jet Fuel: The cured film exhibits no penetration or loss of adhesion after 48 hours immersion when determined by ASTM D 466.

Resistance to Rain Water: The cured film exhibits no penetration, blistering, loss of adhesion, or tendency to re-emulsify after immersion for 14 days when determined by ASTM D 466.

Resistance to Salt Water: The cured film shows no sign of penetration, blistering, loss of adhesion, or tendency to re-emulsify after immersion for 14 days when determined by ASTM D 466.

Resistance to Heat: The cured coating shows no sign of sag or blistering when heated at 212°F (100°C) for 1 hour when determined by ASTM D 2939, Section 15.

Flexibility: The cured coating shows no flaking, cracking, or loss of adhesion when determined by ASTM D 2939, Section 16.

Resistance to Irradiation: The cured coating shows no visible damage or gas evolution when subject to 100 megarep of cobalt gamma radiation.

5. INSTALLATION

Preparation for Old Asphalt Surfaces: Repair and patch all pavement defects. When new asphalt is used, allow a minimum of 30 days for curing prior to sealcoating. If a solvent containing cold-applied material is used, allow a

minimum of 90 days to permit solvent escape before sealing. Consult Maintenance, Inc. for patching alternatives that do not require long cure times.

Repair all cracks 1/8" wide or greater with Lastek® 33 or Lastek® CP-3405 cold applied crack sealants, or Lastek® 36DF hot pour crack sealant. Consult Maintenance, Inc. Follow preparation and application instructions carefully.

Clean the surface of all loose dust, dirt, leaves, and other foreign matter by sweeping, flushing with water, blowing, or a combination of these.

Remove oil and grease that has not penetrated the asphalt pavement until a water break-free surface is obtained after thorough flushing with water. If cleaning does not result in a water break-free surface, and if the size or condition of the area does not warrant replacement, treat the area with MINCO® Oil Spot Sealer.

Treat old parking and traffic control lines with primer or Maintenance, Inc. Block Out Paint. If lines are excessively built up from multiple applications, abrade to the pavement surface before application of the prime coat.

Treat old, badly oxidized asphalt pavement (pavement that has lost binder leaving exposed aggregate) by priming with Oxi-Bond® Latex Primer.

On new asphalt surfaces, allow conventional hot-mix asphalt surfaces to cure a minimum of 30 days prior to the application of Advanced Formula J-16®. Extend the cure time for new asphalt during cool or cold weather.

Clean the pavement as described for old asphalt surfaces.

Preparation of Advanced Formula J-16®: Stir to uniform consistency prior to use. Dilute as necessary with clean, potable water at a rate of 0 to 25 gals. of water per 100 gals. of J-16® (0 to 95 L of water per 370 L of J-16®).

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When specified, add clean, dry silica sand having an AFS rating of 50 to 95. (Gradation specification is available from Maintenance, Inc.)

Application on Asphalt Pavement: Unless previously primed, uniformly dampen the clean pavement surface with clean water to provide maximum adhesion. The surface is properly dampened when no free water appears on the palm of the hand after firmly pressing against the pavement, yet the pavement has a wet appearance.

Refer to the table for application rates and number of coats suitable for various types of traffic. Actual coverage rates will depend on the texture and porosity of the pavement.

Allow J-16[®] to dry and cure sufficiently before applying subsequent coats. Sheltered or shady areas will normally require a longer drying time. Normally, the surface need not be dampened prior to the application of subsequent coats.

Apply a second coat at right angles to the first coat. Application of J-16[®] may be made with a squeegee, plastic bristled squeegee brush, self-propelled sealing machine, or spray applicator designed for the application of sealcoating.

Application Precautions: Advance Formula J-16[®] should not be applied during rainy or wet weather or when rain is anticipated within 8 hours after the application is completed.

J-16[®] should not be applied unless pavement temperature is at least 45°F (7°C) and the air temperature is 45°F (7°C) and rising. J-16[®] is best applied when the air and pavement temperatures are 70° to 80°F (21° to 27°C) and at least 3 hours of sunlight remain upon completion of the application.

The completed application should be reopened for traffic only after a trial shows it to be cured sufficiently to accept regular traffic. Under good weather conditions, this will normally be 12 to 24 hours.

Complete technical data, application specifications, and MSDS are available upon request.

Advanced Formula J-16[®] must be stored at 40°F (4.4°C) and above.

6. AVAILABILITY AND COST

Availability: Advanced Formula J-16[®] Pavement Sealer is available through warehousing distributors and applicators located in many principal cities throughout the United States. These concerns also have qualified contract service facilities to assure efficient application.

Cost: Range is rather wide depending upon porosity and texture of a given pavement surface and the system of application required to provide best performance under specific field service requirements. However, nearby members of authorized distributor and dealer organizations will be glad to furnish estimates based on individual situations.

7. WARRANTY

There are no express warranties which extend beyond the description contained herein. Manufacturer disclaims any implied warranties of merchantability or of fitness for any particular purpose. Since manufacturer cannot control the manner or use of its products after their sale, manufacturer will not be responsible for any consequential or indirect damages. Rather, manufacturer will, at its option either replace the products sold or refund the purchase price. No warranties will apply if the products are in any way altered or modified after delivery by manufacturer.

8. MAINTENANCE

Occasional flushing with water will help to retain attractive appearance. Oil drippings may be removed with mild detergent or oil-absorbing materials. Longer service may be obtained if the sealed pavement is kept free of loose sand and stones. If coating in time becomes worn or damaged under traffic or abuse, it usually can be easily touched-up or recoated.

9. TECHNICAL SERVICES

Manufacturer: Complete product and application specifications, as well as assistance with special situations and field service (in continental United States), are available upon request.

Authorized Distributors and Dealers: Above services are also offered by local distributors and dealers. They have qualified contract service facilities to assure efficient applications.

Type of Area		Advanced Formula J-16 [®] Pavement Sealer*	Sand
Low Traffic • Home Driveways • Parking Stalls • Play Areas • Bicycle and Golf Cart Paths	1st coat	0.08-0.12 gal/sq yd	0-5 lbs/gal
	2nd coat	0.08-0.10 gal/sq yd	None
Moderate Traffic • Driveways • Airfield and Highway Shoulders • Parking Lots • Service Station Aprons	1st coat	0.10-0.15 gal/sq yd	5-6 lbs/gal
	2nd coat	0.08-0.10 gal/sq yd	None
High Traffic • Industrial and Commercial Driveways • Parking Lots • Airfield Taxiways • Service Stations • Steep Grades	1st coat	0.10-0.15 gal/sq yd	4-6 lbs/gal
	2nd coat	0.08-0.12 gal/sq yd	4-6 lbs/gal
	3rd coat (opt)	0.08-0.10 gal/sq yd	None
Refueling Areas • Airfield Service • Gas Stations • Truck Terminals	1st coat	0.10-0.15 gal/sq yd	4-6 lbs/gal
	2nd coat	0.09-0.12 gal/sq yd	4-6 lbs/gal
	3rd coat	0.08-0.12 gal/sq yd	None

3rd coat with AFR Plus Additive - Refer to Maintenance, Inc. Technical Data G-A

*Quantity of Undiluted Materials