APPLICATION INSTRUCTION SHEET: FOAR PAVERON 3320

Fuel Resistant Coal Tar Based Emulsion Sealer (Ready To Use)

Surface Assessment

It is important to assess the general condition of the pavement surface before undertaking sealing of runways, taxiways, and aprons.

Major defects on surfaces must be rectified before application of any sealcoat material. Major defects include but are not limited to major cracking, sinking/defective base, severe damage due to chemical exposure and/or weathering.

Surface Preparation

FOAR Paveron 3320 can only provide effective protection only when the surface is made ready for sealcoating.

- The surface must be swept clean of sand, dust, and loose particles.
- All grease and oil deposits are removed by thoroughly washing these areas with an all-purpose cleaner.
- After cleaning, the area is flushed with water and allowed to dry thoroughly.
- Heavy grease and oil deposits can be removed by lightly burning the areas with a small blowtorch and scraping loosened deposits from the surface.
- Small cracks (less than 6 mm wide or deep) should be sealed with a crack filler, allowing it to cure for 72 hours before continuing with sealing.
- Larger cracks (up to 12 mm wide or deep) may be sealed with a pourable crack filler. Chuck holes and areas of loose pavement should be repaired with a cold patching mix.

General Instructions

- FOAR Paveron 3320 is applied with standard squeegee or airless spray equipment
- The true application rate is best determined by actual application of 100 square meters at the designated job site.
- At temperatures above 32 °C, application is made easier and better penetration is achieved by dampening the pavement with water (also known as a fog coat) before application.
- If a fog coat is not applied when ambient temperature is above 32 °C the applied sealcoat may not have enough curing time
- When applying a fog coat leave no standing water or puddles. Also do not wet down such a large area that the surface becomes dry before the sealcoat is applied.
- Sealcoat application should begin at the highest elevation of the surface to be coated.
- Pour the sealcoat material in a line across the pavement and draw it down with a brush or squeegee.
- The sealcoat material should be “scrubbed in” with a brush right after it is drawn down to prevent puddles and thick buildups.
- Failure to remove these puddles (from depressions in the surface) and thick buildups can cause tracking problems.
- When additional sealcoat material is poured, overlap the new material onto the “wet edge” of the sealcoat material just applied to prevent lap marks and insure uniform coverage.

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APPLICATION INSTRUCTIONS: PAVERON 3320 (cont'd)

Precautions and Weather Limitations

- Stored sealcoat will freeze below 2 °C
- Sealcoat material should not be applied if ambient temperature is below 10 °C
- Sealcoat material should not be applied without prior dampening of surface at temperatures above 32 °C
- Sealcoat material should not be applied in rainy or foggy weather or if these conditions are expected within next eight hours
- Do not apply sealcoat material over new asphaltic surface until it has fully oxidized. Oxidation typically takes 60-90 days in hot climates and 120-150 days in cold climates.
- Ideal conditions to apply sealcoat is if ambient temperature is 20 °C and rising, the surface is getting direct sunlight, and relative humidity is below 60%.

ASTM D 3320 Application Methodology

- The emulsion shall be of suitable consistency for application by brush, squeegee, roller, or suitable spray equipment. The material shall be used as received. It shall not be diluted with water or thinned by heating. It shall bond firmly to properly prepared damp or primed surfaces.
- Pavement and ambient temperature should be not less than 7 °C at the time of application and for at least 12 hours thereafter, with no precipitation of rain, snow, etc., until the emulsion has dried.
- The product shall be of smooth, uniform consistency without settlement or segregation in storage to the extent that it cannot be readily dispersed by ordinary stirring.
- The material, after stirring to homogeneity, shall be suitable for application by the selected method in single coats of approximately 0.3 to 0.4 L/m^2.

Recommended Application Methodology

A properly applied sealcoat begins to lose its efficacy after three years. In many cases the ideal 36 month maintenance sealing/resealing cycle is not strictly followed. Under such circumstances the manufacturer recommends the application methodology stated below instead of the one specified in ASTM D 3320.

Runway sealing requires at least two coats as most pavements are excessively oxidized because of long intervals between subsequent sealcoatings or no sealcoating at all. This two coat (three if needed) application is typically preceded by either a fog coat or a prime coat.

As FOAR Paveron 3320 is factory diluted it should NOT be further diluted under any circumstances. Sealcoat application rates may vary depending on surface conditions.

Fog coat: In hot and dry weather it is necessary to fog spray the surface with clean water before applying the two (or three) coats of ready to use sealcoat material.

Prime coat: A prime coat is normally necessary for old surfaces. FOAR Paveron 3320 and potable water is mixed in the ratio of 1:3 respectively to make a prime coat. This mix is then applied at the rate 0.25-0.45 L/m^2.

First coat (new surface with no irregularities):
Apply at the rate of 0.5 L/m^2

First coat (old surface with minor irregularities):
Apply at the rate of 0.6 L/m^2

Second coat: Applied perpendicular to the dried first coat at the rate of 0.5 L/m^2.

Third coat (optional): Applied perpendicular to the dried second coat at the rate of 0.5 L/m^2.

Third coats are applied to surfaces subject to heavy wear & tear and/or heavy fuel spillage.

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