

**Coverage Rates:**

The following are typical rates based on the above suggested sealer formulations.

**With Sand**

0.08-0.12 gal. of mix per  $\text{yd}^2$  per coat = 8-12  $\text{yd}^2$  per gal. of mix per coat

**Without Sand**

0.10-0.15 gal. of mix per  $\text{yd}^2$  per coat = 6-10  $\text{yd}^2$  per gal. of mix per coat

**Formulation Tips:**

The best FSA formulation will depend on the C.T.P.E. used, the weather conditions and the desired results. The more FSA used the greater the benefit. Consult with the specialists at Maintenance, Inc. to determine the best formula for your application.

**Mixing:**

FSA can be added to any sealer mix (formulation) at any time and in any amount without fear of the mix becoming too thick. You will see a little thickening when FSA is first added but that will disappear quickly with agitation.

**Application:**

Follow pavement preparation procedures, application procedures and recommended number of coats found in Maintenance, Inc. General Application Specification for Advanced Formula J-18 AFJ-392.

A second coat can be applied as soon as the first coat will take traffic without scuffing. After the second coat, test for trafficability before opening the pavement to regular use.

**Precautions:**

FSA modified C.T.P.E. sealcoating should not be applied when the ambient or pavement temperatures fall below 45°F in a 24 hour period. It should not be applied when rain is expected within 24 hours.

Use only waterborne line marking paint such as Vyna-Stripe Traffic Paint on newly sealed pavements to prevent "bleeding" of the sealer.

**Notes:**

When you need improved performance and a viscosity modifier to thicken diluted sealer, use FSA Plus Additive with built-in thickening agent.

For viscosity control use EZ Spray or Tar Gel.

For areas requiring extra fuel resistance such as truck refueling pads, use AFR Plus Additive.

ALWAYS READ THE LABEL BEFORE ATTEMPTING TO USE THE PRODUCT: Additional Technical Data Sheets and/or Material Safety Data Sheets (M.S.D.S.) are available upon request.

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

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