

PRODUCT NAME

Jennite®

MANUFACTURER

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- Application Specification NJ-S3 provides guidelines for applying Jennite coal tar pavement sealer on heavy traffic areas.
- NJ-S3 requires three applications of Jennite slurry (Jennite with 5-6 pounds of sand per gallon of undiluted Jennite) and one application of Polyprime penetrating pavement primer.
- Application Specification NJ-S2 is also available for moderate traffic areas.
- Customized CSI format application specifications are also available upon request.

PURPOSE

To provide a protective surface coating for sound asphalt pavements against damage caused by spillage of fuels, or damage from salts, sun and water using Jennite, a refined coal tar emulsion.

1.0 GENERAL

1.1 The contractor shall furnish all labor, material, equipment, services and supervision required to complete this project complying with the outlined specifications.

1.2 The contractor shall examine the work site prior to submitting a bid. The submission of a bid shall be evidence that this requirement has been met. Failure to inspect the site prior to bidding will not relieve the contractor of the responsibility of performing all work included in this contract.

1.3 Work related rubbish shall be removed and the job site shall be kept clean, neat and orderly at all times.

1.4 All buildings, walks, steps, fences, trees, etc., shall be protected. Any damage done by the contractor shall be repaired by him at no cost to the owner.

1.5 If directed by the owner or his representative, the contractor shall furnish a certificate of insurance and evidence of compliance with state workmen's compensation regulations.

2.0 MATERIALS

2.1 Refined coal tar emulsion must be Jennite as manufactured by Neyra Industries, Inc. and meet all the applicable standards as outlined in Jennite Product Data Sheet 100. Jennite must be rubberized and the rubber must be hot blended into the refined coal tar base prior to emulsification.

2.2 The refined coal tar emulsion shall be prepared from a high temperature refined coal tar conforming to the requirements of ASTM D490 and of Federal Specification RT143. Oil and water gas tars shall not be used, even though they comply with RT143.

2.3 If directed by the owner or his representative, the contractor shall certify that the product to be delivered and applied is Jennite manufactured by Neyra Industries, Inc. and Neyra Industries, Inc. shall certify that Jennite meets the requirements of this specification and Jennite Product Data Sheet 100.

2.4 If directed by the owner or his representative, samples of the emulsion that the contractor proposes to use shall be submitted by the contractor.

2.5 Mineral aggregate shall be added at 5 - 6 lbs./gal. of undiluted Jennite. The mineral aggregate shall be clean and dry silica sand free from foreign matter.

This mineral aggregate shall have an American Foundry Society Grain Finesness Rating of 50 to 70, with no more than 2% retained on 30 mesh or coarser; no more than 10% passing 140 mesh and no more than 0.3% passing 200 mesh.

2.6 Minimal dilution with water may be required for workability when sand slurry Jennite is used. Any water used for mixing shall be clean and potable and shall be added in the minimum quantity sufficient for good application consistency, but not in excess of 10% of the volume of undiluted Jennite.

3.0 SURFACE PREPARATION

3.1 The pavement surface to be coated must be sound and surface cured to obtain maximum performance. To be sound, the pavement surface course shall be oil free and properly compacted over base and subbase courses that are well drained and sufficiently stable to resist traffic loads for which the pavement is to be used without deflection.

To be surface cured, new pavements must be allowed to age so that they are free of light oils and present a waterbreak free surface when water is poured over them. To perform this test, cast one or two gallons of clean water

from a suitable clean container (such as a 5 gallon pail) out on the surface. The water should sheet out and wet the surface uniformly without ribboning, crawling or showing oil rings. If the clean water does not wet the surface uniformly, the asphalt is not ready for coating and should age longer.

3.2 Minor pavement repairs can be made with hot mix asphalt. Areas that have been softened by petroleum derivatives or that have failed due to any other cause shall be repaired according to applicable regional specifications.

3.3 Vegetation shall be removed from all surfaces to be sealed.

3.4 Surfaces to be sealed shall be thoroughly cleaned to remove all foreign debris (dirt, silt, gravel, leaves, etc.) using a mechanically powered forced air sweeper and steel bristle hand brooms.

3.5 Mud areas shall be scraped thoroughly, scrub-washed and/or pressure rinsed with clear fresh water.

3.6 Oil spots shall be scraped of excess oil. After cleaning, oil spots shall be coated with Petrobond acrylic oil spot primer (Product Data Sheet 152) to achieve superior Jennite adhesion and prevent bleeding.

3.7 Treat all surfaces to be sealed with a coat of Polyprime penetrating pavement primer (Product Data Sheet 155).

3.8 Cracks should be sealed according to applicable specifications using Plyolastic pourable crack filler (Product Data Sheet 131). For longer lasting protection, use one of the Thermo-Seal crack/joint sealants such as PLS (Product Data Sheet 145) or Spec+Plus DF (Product Data Sheet 146).

4.0 APPLICATION OF MATERIAL

4.1 Three applications of Jennite slurry shall be applied uniformly over the entire pavement surface, prepared as described in Section 3 and shall be free of holidays and pinholes. To insure a better bond, fog spraying the pavement with fresh clean water may be used to maintain workability and assure

even spreading of the Jennite product.

4.2 Jennite shall be applied at a total minimum application rate of 0.10 gallon per square yard per coat based on undiluted Jennite.

Application Rate per Coat

	Gal/SY	Gal/SF
Concentrate	.10	.011
Mix	.12 - .15	.013 - .016
Primer	.015	.0016

4.3 Application must be made when ambient temperatures and pavement temperatures are above 50°F. Good drying conditions above 50°F are required during the subsequent 8 hours and no temperatures below 50°F should be anticipated for 48 hours.

4.4 Adequate time shall be allowed for each application to dry thoroughly (tack free) prior to each additional application. It is not recommended that the primer coat and the three successive coats of Jennite slurry be applied within one working day. Upon completion of the third application of Jennite, all traffic will be excluded from the coated surface. It is recommended the coating be allowed to cure for at least 24 hours of good drying conditions before opening to traffic.

4.5 The contractors shall barricade from traffic the sealed areas until material is thoroughly dried. Area should be tested for trafficability before opening to use.

5.0 METHOD OF APPLICATION

5.1 The machine that is used to apply Jennite shall have adequate agitation to keep material in proper suspension at all times. It should be equipped with a water fog bar so that the pavement can be dampened (but without puddles) when emulsion is applied if temperatures are above 85°F or in bright sun.

5.2 Any spray distributor or squeegee machine used for application of the coating shall be self-propelled, equipped with pneumatic tires, have

full sweep agitator blades and be capable of applying the required coat weight of sand-reinforced Jennite evenly over the entire width of the application mechanism to provide a uniformly coated surface.

6.0 STRIPING

6.1 If pavement marking is required, Aexcel, an acrylic latex striping paint (Product Data Sheets 172 & 173) is recommended. When using a latex paint, allow the sealcoat to dry before striping. Organic solvent base paints shall not be used because they tend to discolor and can also cause shrinkage cracks.

7.0 MAINTENANCE

7.1 As a rule, a clean, well-marked parking lot is safer and will last longer. Occasional flushing with water or the use of a contract cleaning service will help to retain an attractive appearance. Care should be taken with snow removal techniques, since improperly operated steel blade snowplows can damage the coating as well as the asphalt pavement. Overuse of strong de-icer products or sand/salt blends can also accelerate wear of the pavement surface.

ADDITIONAL INFORMATION

Neyra Industries, Inc. offers application specifications to fit every need. Application Specification NJ-S2 is available for moderate traffic areas. Custom specifications are also available upon request. For further information, please contact us.



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