



# GuardTop® LSTR Tire Rubber Modified Asphalt Based Sealcoat

Revised 1/21/21

## GuardTop LSTR Tire Rubber Modified Asphalt Based Sealcoat Product Specification for Arizona

GuardTop LSTR Tire Rubber Modified Asphalt based Sealcoat is specifically formulated from whole ground, recycled tire rubber asphalt, and mineral aggregates. GuardTop LSTR is designed to protect and beautify existing asphalt surfaces. It contains no harmful PAH's and is environmentally friendly. GuardTop LSTR is engineered to make it tougher and longer lasting.

Specifications	Minimum	Maximum	Test Method
Typical Density, lbs./gal	9.0	11	ASTM D 2939.07
Nonvolatile Components by Weight	40%	50%	ASTM D 2939.08
Asphalt Content by Weight	15%	30%	ASTM D 2939.21
Fine Aggregate Content by Weight	20%	50%	GuardTop Report
VOC Content by Volume	0%	3%	ASTM D 244-89
	Requirements	Results	
Accelerated Weathering (2 yrs)	No Material Deterioration After Exposure	Passes/Excellent	Federal Spec TT-C-555B
Resistance to Wind Driven Rain (98mph)	No Leaks or Weight Gain	Passes/Excellent	Federal Spec TT-C-555B
Ultraviolet Resistance (12 yrs.)	No Cracking, Peeling, Chipping, or Flaking	Passes/Excellent	
Color as Received	Black	Pass	GuardTop Report
Cured Film	Deep Black	Pass	GuardTop Report
Material Uniformity	Uniform	Pass	ASTM D 2939.05
Flashpoint	160°F	Pass	ASTM D 2939.12
Drying Time, firm set	Within 8 Hours	Pass	ASTM D 2939.13
Resistance to Heat	No Sagging or Slipping	Pass/None	ASTM D 2939.14
Resistance to Water	No Cracking	Pass	ASTM D 2939.15
Flexibility	Pass	Pass	ASTM D 2939.16 (1)
Direct Flame Test	No continued combustion or slippage and run-down	Pass/None	ASTM D 2939.20
Wet Film Continuity	Uniform consistency	Pass	ASTM D 2939.22
Wet Flow	Uniformly homogenous	Pass	ASTM D 2939.19 (2)
Wet Track Abrasion Test (1 hr.)	0	15	ASTM 3910
Wet Track Abrasion Test (6 day)	0	15	ASTM 3910

### Test on Tire Rubber Asphalt

Specifications	Minimum	Maximum	Test Methods
Ground Whole Tire Rubber, by Weight (Typical 10.5%)	5%	20%	Asphalt Supplier Report
Penetration	15	30	ASTM D 5
Softening Point °F	>200	>200	ASTM D 36
Solubility %	98.5	100%	ASTM D 2042

(1) Flexibility test (ASTM D 2939.16) performed at 23° C.

(2) Wet flow test (ASTM D 2939.19) performed at an angle 10° above horizontal.

### Surface Preparation

- Clean and fill all cracks 1/4" and larger with crack filler. Larger cracks may require several applications. For best results, it is recommended that all broken asphalt be removed and patched with new asphalt. It is also suggested that extreme low spots be filled with new asphalt. **New asphalt patches should cure for 30 days and replaced asphalt 4" or more**



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**in depth should cure for 180 days minimum before application of GuardTop.**

2. Sealcoats will not adhere to surfaces with excessive oil and grease. For a quality job, clean all oil and grease deposits with a degreasing solution using a stiff bristle broom or a power operated cleaner. Areas completely saturated are recommended to be removed and replaced with new asphalt. Then apply GuardTop Oil Seal to all oil and grease stained surfaces with a small broom insuring full coverage over the stain.
3. After all pavement repairs have been completed, the surface should be clean and free of all dirt, debris and loose graveled particles. Please note that dirt and loose debris will restrict the adherence of the sealcoat. To clean the surface, use a power broom, power blower and/or flush the surface with high pressure water.
4. It is recommended that the surface be sprayed with a mist of water in an amount that will leave the surface damp and free of standing water or puddles. The misting procedure is critical when the ambient temperature is hot and on bright sunny days or when the pavement is excessively aged and porous.
5. For excessively weathered surfaces, a primer or fog seal should be applied to the surface. The primer should consist of a 50/50 mixture of SS1-h and water. Apply the mixture to the surface by spray and let dry before applying GuardTop material.

### **Application**

1. GuardTop LSTR material should be mixed with water to obtain a desired consistency before application. It is recommended that the maximum dilution should be 25 gallons of water to 100 gallons GuardTop material. Apply GuardTop using a truck mounted tank, wheeled container, or can. Spread in continuous parallel lines by means of rubber faced squeegees, brooms or spray technique. On excessively rough areas consult your manufacturer's representative.

**It is recommended that two coats of GuardTop LSTR be used during application to ensure a long- lasting surface.**

2. GuardTop should be allowed to dry a minimum of 24 hours before heavy traffic is permitted. Please note that when asphalt is cold, in shade or the ambient temperature is below 75°, drying time may need to be extended. GuardTop should not be applied in temperatures below 55° and extra care should be taken in temperatures exceeding 100°. Material should not be applied within 48 hours of forecasted rain, as rain may affect curing of asphalt sealcoat products.

### **Application Rates for Dilute GuardTop LSTR**

The following table can be used as a guideline of GuardTop coverage per square feet of surface area. This table is based on two coats of dilute product. Please note that this is only a guideline and exact coverage depends upon both the condition of existing pavement and the surface condition desired after application.

Surface	Recommendation Per Sq. Foot	Per Sq. Yard
Extremely smooth surface	0.02 Gallon	0.18 Gallon
Smooth dense surface	0.0235 Gallon	0.225 Gallon
Medium surface	0.03 Gallon	0.27 Gallon
Rough, aged surface	0.035 Gallon	0.315 Gallon
Excessively rough surface	Consult manufacturer's representative	Consult manufacturer's representative

**Caution:** Do not store in extremely warm conditions. Keep from freezing.

**Packaging:** Bulk, 5 gallon pails and 55 gallon drums.