

Petrol Resistant PaveCoat®

(PR200 clear, PR210 coloured)

Description

Nutech Petrol Resistant Concrete Sealer is specially formulated for surfaces exposed to petrol and mild solvents. Available in clear and a limited colour range, Light Grey, Earl Grey and Black.

Typical Properties

Appearance:	Single Pack Clear colourless or coloured viscous liquid
Total Solids Content:	22.5%
Per Cent Volatiles:	> 70% (Highly Flammable)
Solubility In Water:	Immiscible
Minimum Film Forming Temperature:	10°C
Minimum Dry Film Thickness:	100 microns
Recommended Application Rate:	Two coats @ 4 square metres per litre per coat

Applications & Features

Nutech Petrol Resistant Concrete Sealer is a high quality semi-gloss acrylic coating for concrete or masonry surfaces. The sealer has exceptional durability, chemical, mild solvent and petrol resistance. This product has been manufactured to provide a concrete surface treatment for service stations, workshops and factory floors where petrol and chemical spills can be hazardous with conventional concrete sealers. Standard acrylic concrete sealers usually become very slippery and dirty when contaminated with petrol or solvents. This is avoided by using petrol resistant sealer. Designed as a two coat system on high density surfaces, the sealer provides excellent protection against fading or leeching of oxides in concrete and staining or marking due to contaminants including grease, oil and dirt. The sealer is recommended for service stations, workshops, driveways, factories and garage floor workshops. It has excellent pigment dispersion and can be cut in various appropriate solvents.

Application Guidelines

Refer to the Nutech Petrol Resistant PaveCoat® Material Safety Data Sheet and the Nutech Concrete Sealer Application Guidelines for complete product and safety information before using the product. Nutech Petrol Resistant PaveCoat® is highly flammable and skin contact should be avoided. Ensure adequate ventilation at all times. Seek immediate medical advice if safety or health issues arise.

Application by broom, roller, brush or spray is recommended subject to suitable surface preparation.

Sealing New Concrete Surfaces

It is very important to clean all new concrete before applying Nutech Petrol Resistant PaveCoat® sealers. The best method is to high-pressure water blast (>2000 Psi) to remove concrete salts and dust (efflorescence), dirt and contamination. On smooth concrete and hardened surfaces it is also necessary to acid etch the surface to improve surface porosity. This includes slate impression concrete, polished or ground concrete, stone dust and colour hardened concrete, steel towelled concrete and smooth towelled joint and borderlines. A mixture of 1 part Hydrochloric Acid to 15 parts clean water is broomed over the concrete and allowed to penetrate for several minutes. Thoroughly flush the surface with water to remove the acid solution and allow to dry completely before sealing. The first coat of clear or coloured sealer must be diluted with Nutech PR Solvent to assist penetration into the concrete. Ensure first coat saturation to assist penetration into the concrete surface and guarantee satisfactory adhesion. Adding between 2 to 4 litres of Nutech PR Solvent to 20 litres of Nutech Petrol Resistant PaveCoat® on plain concrete and up to 50% Nutech PR Solvent for hardened, topping coloured and smooth steel towelled concrete is recommended. On very porous concrete thinning of the first coat is not required. More than two coats of a light coloured sealer may be required on concrete or when over coating a darker surface. The second coat of sealer does not require thinning. If the sealer is being applied in hot weather the addition of 2 litres of Thinners per 20 litres of Nutech Petrol Resistant PaveCoat® will reduce surface bubbling. PaveCoat®, Cure & Seal, UV Clear and Colour Seal may be applied on fresh curing 'green' concrete the same day, provided it is not saturated with water and can be walked on. This may not be possible in winter. If the first coat of sealer is not applied on the same day it is poured, it is important to wait until the surface is sufficiently cured to enable surface

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preparation as recommended above. In winter concrete is usually cold and wet on the surface for at least 2-3 days and sometimes for up to one week. Sealing of this concrete is not recommended until the surface has started to whiten indicating adequate curing. If inadequate sealer thickness is applied on new concrete, some efflorescence (salt whitening) may occur for a short period. This white powder can usually be washed off easily and should cease after several months. The application of one or two additional coats of sealer can prevent the appearance of white salts. Although Nutech Petrol Resistant PaveCoat® will prevent surface powdering of the concrete, sealers do not appreciably increase the hardness of the concrete surface. Soft or damaged concrete should not be sealed with Nutech Petrol Resistant PaveCoat® without special surface treatment to stabilise and harden the concrete.

Sealing & Resealing Old Concrete

It is important to remove all grease, oil, food, contamination and flaking paint before sealing or re-sealing. Nutech Grease Magic should be used to remove oil and grease. Soaking heavy stains with Grease Magic before high pressure water cleaning is recommended. All cleaners, chewing gum, food, silicon and acrylic paint should be completely removed from the concrete before Nutech Petrol Resistant PaveCoat® is applied. Thorough testing is recommended before applying Nutech Petrol Resistant PaveCoat® over a previously sealed surface to ensure compatibility. Before applying Nutech Petrol Resistant PaveCoat® do not acid etch the concrete if there is an existing sealer or coating on the surface because coating delamination will occur. Very old, hard sealer or problem and delaminating sealer surfaces should be thoroughly scrubbed with Nutech Seal Repair Solution before re-sealing (refer SRS application instructions). It is recommended that a small area is tested using this method and left to weather for at least 4-6 weeks. If the new sealer on the test area fails, stripping the old sealer, acid etching and high pressure water cleaning will be required before applying new coats of Nutech Petrol Resistant PaveCoat®.

Slip Hazard

Sealing of smooth and sloping concrete surfaces will reduce pedestrian and vehicle safety. Adding one or two 300gram packets of Nutech Anti-Slip Additive per 20 litres in the final coat of Nutech Petrol Resistant PaveCoat® will reduce slipping and improve pedestrian safety. Nutech Anti-Slip Additive is not adequate on steep concrete therefore Nutech Petrol Resistant PaveCoat® is not recommended for sealing very steep and smooth concrete. Refer to your Nutech specialist for alternative coating recommendations on steep smooth surfaces.

Curing Time

Curing time is dependant on temperature. At 25°C Nutech Petrol Resistant PaveCoat® will touch dry in 30 minutes. Allow a minimum of 1 hour between coats in warm weather and longer in cool weather. In cold weather allow additional time. Full curing is not achieved for up to one week. Avoid parking vehicles for several days in cold weather and 3-4 days in very hot weather. Do not park vehicles with hot tyres on newly applied Nutech Petrol Resistant PaveCoat® for at least five days.

Application Warnings

Do not apply Nutech Petrol Resistant PaveCoat® late in the day as the risk of surface damage caused by dew and condensation increases. Sealer affected by moisture loses gloss and may appear milky. Nutech Petrol Resistant PaveCoat® contains flammable solvents and suitable safety precautions must be taken during handling and application. Ensure Nutech PR Solvent is used for thinning etc, not standard Nutech Thinners. Ensure adequate ventilation if applying in enclosed spaces. Avoid contact with naked flames, sparks, pilot lights and other sources of ignition. Avoid contact with eyes and skin. Read 'Safety Directions' on container.

Refer to Nutech Material Safety Data Sheet for additional safety and user information.

Important Note

The information given on this data sheet is based on many years experience and is correct to the best of our knowledge. However since the use of our product, surface conditions, weather and a number of other factors are completely beyond our control, we can only be responsible for the quality of our product at the time of dispatch. For more information please contact our Company. As this information is of a general nature, we cannot assume any responsibility in individual cases.