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I. System Overview

General
StreetBond Pavement Coating Systems are designed to enhance the appearance of asphalt surfaces and to protect the asphalt from degradation resulting from exposure to UV rays and water intrusion. StreetBond Systems can also be applied to enhance the appearance of concrete substrates. StreetBond Systems offer the following benefits:

- **Durability:** StreetBond Systems resist traffic wear, are resistant to water damage, and have excellent adhesion properties.
- **Composition:** StreetBond Systems have a very low volatile organic content with UV-stable pigments that are fade resistant when exposed to harsh sunlight.
- **Resistance to Contaminants:** StreetBond Systems are resistant to damage and deterioration when exposed to fuel, engine oil, and deicing agents.
- **Friction Properties:** StreetBond Systems have excellent friction properties, resulting in slip and skid-resistant surfaces that exceed many government-regulated vehicle skid-resistance requirements.
- **Resistant to Tracking:** StreetBond Systems have a low odor signature and won't track onto adjacent surfaces like coal tar or asphalt emulsion-based products.

StreetBond 90
StreetBond 90 Pavement Coating is a two-component water-based epoxy modified acrylic formula designed to preserve and protect parking lots that have asphalt pavement surfaces. StreetBond 90 is an excellent alternative to coal-tar or asphalt emulsion-based asphalt pavement coatings that typically have a shorter life and produce compounds that can be tracked onto adjacent clean surface areas. StreetBond 90 is available in Asphalt Gray color.

StreetBond 120
StreetBond 120 Pavement Coating is a two-component (plus supplemental colorant), water-based, 100% acrylic polymer formula designed to preserve and protect pedestrian areas, playgrounds, plazas, streetscapes, and other asphalt paving and concrete substrates subject to pedestrian traffic. StreetBond 120 is pigmented using StreetBond Colorants that are available in a wide variety of colors, including solar reflective shades for enhanced visibility.

StreetBond 150
StreetBond 150 Pavement Coating is a two-component (plus supplemental colorant), water-based, 100% acrylic polymer formula designed to preserve and protect crosswalks, parking lots, medians, traffic circles, pedestrian areas, driveways, streetscapes and other asphalt paving and concrete substrates subject to pedestrian and light vehicular traffic. Like StreetBond 120, StreetBond 150 is pigmented using StreetBond Colorants.

StreetBond 150 AL
StreetBond 150 AL is an "airless" version of StreetBond 150 that is formulated without the larger silica aggregates so that it can be applied with standard airless spray equipment. It has friction properties that are suitable for pedestrian and low-speed traffic. StreetBond 150 AL has excellent hide properties, allowing for higher coverage rates on low-wear applications.

StreetBond Premium System
The StreetBond Premium System utilizes StreetBond 150 Pavement Coating plus the StreetBond FrictionCoat Aggregate System Friction Coat to provide a protective coating designed to preserve and protect asphalt paving and concrete substrates subject to heavier vehicular traffic. The addition of StreetBond FrictionCoat enhances durability and provides additional skid resistance.

StreetPrint Templates
StreetPrint Templates are wire rope cable stamping templates used to texture and imprint new asphalt paving. The templates are constructed of 3/8" swaged wire rope pieces welded together to create a pattern. Template designs can range from traditional brick patterns to customized motifs and logos. After stamping, all imprinted surfaces are coated with StreetBond Pavement Coating to preserve and protect the asphalt surface.
## II. Product Guide

<table>
<thead>
<tr>
<th>Type</th>
<th>Product</th>
<th>Description</th>
<th>VOC (g/L)</th>
<th>Solids By Volume</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Pavement Coatings</strong></td>
<td></td>
<td>ion coverage rates on low wear applications.</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>StreetBond 150 Pavement Coating</td>
<td>&lt; 50</td>
<td>59%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>A two-component, water-based, epoxy-modified acrylic coating for both pedestrian and vehicular pavement surfaces. Developed for use over imprinted or flat pavement surfaces, StreetBond 150 Pavement Coating bonds to pavement surfaces to provide both an enduring, aesthetic finish and a low-maintenance surface that helps protect and extend the life of the pavement.</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>StreetBond 150 AL Pavement Coating</td>
<td>&lt; 50</td>
<td>59%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>StreetBond 150 AL is an “airless” version of StreetBond 150 that is formulated without the larger silica aggregates so that it can be applied with standard airless spray equipment. It has friction properties that are suitable for pedestrian and low speed traffic. StreetBond 150 AL has excellent hide properties, allowing for higher coverage rates on low wear applications.</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>StreetBond 120 Pavement Coating</td>
<td>&lt; 50</td>
<td>57%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>A two-component, water-based, epoxy-modified acrylic coating for pedestrian pavement surfaces. Developed for use over imprinted or flat surfaces, StreetBond 120 Pavement Coating bonds to pavement or concrete surfaces to provide both an enduring, aesthetic finish, and a low maintenance surface that protects and extends the life of the pavement.</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>StreetBond 90 Pavement Coating</td>
<td>&lt; 50</td>
<td>57%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>A specialty two component water based epoxy modified acrylic coating formulated for asphalt preservation and protection. Designed to enhance the appearance of pavement surfaces, StreetBond 90 pavement coating also protects the asphalt from degradation due to oxidation from exposure to UV rays and water.</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>StreetBond Premium System (FrictionCoat) Aggregate System</td>
<td>&lt; 50</td>
<td>N/A</td>
</tr>
<tr>
<td></td>
<td></td>
<td>A specially formulated aggregate system. In conjunction with StreetBond 150, StreetBond FrictionCoat Aggregate System creates a highly durable and skid resistant coating.</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>StreetBond StreetPrint® Templates</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td></td>
<td></td>
<td>A wire rope cable stamping template for textured, imprinted, and stamped asphalt. The templates are constructed of 3/8” (9 mm) swaged wire rope pieces welded together to create a pattern.</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>StreetBond Adhesion Promoter Concentrate</td>
<td>&lt; 120</td>
<td>N/A</td>
</tr>
<tr>
<td></td>
<td></td>
<td>A concentrated liquid adhesion promoter, that enhances the adhesion of StreetBond coatings applied over asphalt pavement surfaces with polished aggregates.</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>StreetBond CemBase Asphalt Fortifier</td>
<td>&lt; 50</td>
<td>60%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>A high-performance, cementitious, epoxy-modified acrylic based, waterborne surfacing product designed for application on stamped (textured) asphalt pavements (not for use on unstamped asphalt).</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>StreetBond WB Concrete Primer</td>
<td>&lt; 120</td>
<td>10.6%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>A clear, single-component epoxy primer specifically designed to increase the bond of StreetBond coatings to concrete surfaces. Used on new, aged, and patched concrete with proper surface preparation.</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>StreetBond QS Concrete Primer</td>
<td>&lt; 380</td>
<td>53%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>A two-component, epoxy polyamide pretreating primer specifically designed to increase the bond of StreetBond coatings to concrete surfaces. Its low viscosity allows it to penetrate into the surface, creating a tenacious physical and chemical bond.</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>StreetBond Sealer Concentrate</td>
<td>&lt; 100</td>
<td>21%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>A high-quality sealer that creates a semi-gloss finish over StreetBond Pavement Coatings and reduces dirt and tire pick up in hot climates.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
III. Personal Protection

Refer to the Safety Data Sheet (SDS) for each StreetBond product for specific PPE information. Do not ingest the products, and avoid contact with eyes, skin and clothing. Wear suitable gloves, skin and eye/face protection during handling and application. Wash thoroughly after handling the products. Keep all StreetBond products out of the reach of children. First aid information is available on StreetBond product SDS documents.

IV. Storage & Handling

Store StreetBond products indoors at temperatures between 40°F and 90°F (4°C and 32°C). Store product in a well-ventilated, dry area away from direct sunlight and heat sources. Do not expose StreetBond products to freezing temperatures. StreetBond products that are allowed to freeze will be rendered unusable and will require appropriate disposal.

Refer to the Commercial Product Data Sheets for information on the shelf life of specific StreetBond products.

V. Tools & Equipment

The following equipment is appropriate for optimal application of StreetBond coatings. Other equipment may not be suitable and could compromise the performance of the StreetBond coatings and/or reduce crew productivity.

NOTE: Airless Sprayers CANNOT be used to apply many StreetBond coatings due to high aggregate content. Refer to the Commercial Product Data Sheet for each StreetBond product for application guidelines.

8000 Watt Generator (For Mixer and/or Texture Sprayer)
- Capable of supplying 7500 watts
- Smaller RTX sprayers need less power; refer to sprayer manual

Masking Materials
- Duct tape
- Plastic/paper/masking board

Coating Distribution Tools
- Soft bristle broom
- Quickie 18" (457 mm) Bulldozer Push Broom
- Handles
- Thick nap rollers (can be used to provide texture to non-stamped surfaces)

NOTE: Contact Siplast Technical Services for specific equipment information.
## VI. Coating Selection Guide

<table>
<thead>
<tr>
<th>Purpose</th>
<th>Application</th>
<th>Asphalt Substrate</th>
<th>Concrete Substrate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Protective Coating</td>
<td>Combined Vehicular &amp; Pedestrian</td>
<td>StreetBond 150 Pavement Coating</td>
<td>StreetBond 150 Pavement Coating</td>
</tr>
<tr>
<td></td>
<td>Heavy Vehicular Traffic</td>
<td>StreetBond Premium System (FrictionCoat) Aggregate System</td>
<td>StreetBond Premium System (FrictionCoat) Aggregate System</td>
</tr>
<tr>
<td></td>
<td>Pedestrian &amp; Light Vehicular Traffic</td>
<td>StreetBond 150 AL Pavement Coating</td>
<td>StreetBond 150 AL Pavement Coating</td>
</tr>
<tr>
<td></td>
<td>Pedestrian &amp; Light Vehicular Traffic</td>
<td>StreetBond 150 Pavement Coating</td>
<td>StreetBond 150 Pavement Coating</td>
</tr>
<tr>
<td></td>
<td>Pedestrian Traffic</td>
<td>StreetBond 120 Pavement Coating</td>
<td>StreetBond 120 Pavement Coating</td>
</tr>
<tr>
<td></td>
<td>Asphalt Preservation &amp; Protection</td>
<td>StreetBond 90 Pavement Coating</td>
<td>n/a</td>
</tr>
</tbody>
</table>

## VII. Placement Guide

<table>
<thead>
<tr>
<th>LOCATION</th>
<th>PRODUCT</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>StreetBond 150</td>
</tr>
<tr>
<td></td>
<td>StreetBond 120</td>
</tr>
<tr>
<td></td>
<td>StreetBond 150 over StreetBond CemBase*</td>
</tr>
<tr>
<td></td>
<td>StreetBond 120 over StreetBond CemBase*</td>
</tr>
<tr>
<td></td>
<td>StreetBond 90 Pavement Coating</td>
</tr>
<tr>
<td></td>
<td>StreetBond CemBase*</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Location</th>
<th>Stamped</th>
<th>Flat</th>
<th>Stamped</th>
<th>Flat</th>
<th>Stamped</th>
<th>Flat</th>
<th>Stamped</th>
<th>Flat</th>
</tr>
</thead>
<tbody>
<tr>
<td>No Vehicular Traffic (pedestrian, cycle paths, sidewalks)</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>×</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Very Low Vehicular Traffic (driveways, medians, plazas)</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>×</td>
<td>✓</td>
<td>×</td>
</tr>
<tr>
<td>Medium Vehicular Traffic (traffic crossings, traffic entries, cycle paths in traffic)</td>
<td>✓</td>
<td>✓</td>
<td>×</td>
<td>×</td>
<td>✓</td>
<td>×</td>
<td>×</td>
<td>×</td>
</tr>
</tbody>
</table>

*StreetBond CemBase is an option for locations where scuffing is a concern. Scuffing is typically a result of two factors: Poor asphalt stability and stationary vehicles turning their tires.

✓: Product is ideal for this application.

✗: Product is not suitable for this application.
### VIII. Primer Substrate Guide

<table>
<thead>
<tr>
<th>Substrate Type (Situation)</th>
<th>Product Needed</th>
</tr>
</thead>
<tbody>
<tr>
<td>StreetBond Adhesion Promoter Concentrate</td>
<td>StreetBond WB Concrete Primer (Water Based)</td>
</tr>
<tr>
<td>Newly Installed Stable Asphalt</td>
<td>✔</td>
</tr>
<tr>
<td>Stable Aged Polished Asphalt (Vehicle traffic has exposed and polished the high points of the aggregate)</td>
<td>✔</td>
</tr>
<tr>
<td>New Concrete</td>
<td>✔</td>
</tr>
<tr>
<td>Spalled Concrete (Spall repair may need to be addressed prior to priming)</td>
<td>✔</td>
</tr>
<tr>
<td>Concrete Requiring Primer During Cool Weather Conditions (Cloudy, humid, nighttime applications)</td>
<td>✔</td>
</tr>
<tr>
<td>Exposed Aggregate Concrete (Concrete installed with exposed polished aggregate)</td>
<td>✔</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Proper Usage of StreetBond Primers</th>
</tr>
</thead>
<tbody>
<tr>
<td>• StreetBond Concrete Primer (WB or QS) MUST be used on any concrete work.</td>
</tr>
<tr>
<td>• StreetBond Adhesion Promoter Concentrate is NOT to be used over any type of concrete substrate. If StreetBond Adhesion Promoter Concentrate is used for concrete applications, the StreetBond coating may not remain adhered over time.</td>
</tr>
<tr>
<td>• Primer is not required on newly installed, stable asphalt pavement.</td>
</tr>
<tr>
<td>• If StreetBond Concrete Primers are not used over concrete substrates, the StreetBond coating may not remain adhered over time.</td>
</tr>
</tbody>
</table>

**NOTE:** New concrete must be acid etched prior to primer application for adhesion and it is highly recommended that aged concrete also be acid etched prior to primer application. Refer to the International Concrete Repair Institute (ICRI) for additional guidelines.

See product data sheets at streetbond.com for more information on these products and how they are applied. If your situation is unique and does not appear, contact your local Streetbond representative.
IX. Coating Application Guide

<table>
<thead>
<tr>
<th>Product</th>
<th>Application</th>
<th>Minimum Number of Layers Required</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Hot Dry Climate</td>
</tr>
<tr>
<td>StreetBond 120</td>
<td>Pedestrian only</td>
<td>3</td>
</tr>
<tr>
<td></td>
<td>Residential driveway</td>
<td>3</td>
</tr>
<tr>
<td>StreetBond 150</td>
<td>Vehicular traffic up to 2000 cars per day per lane</td>
<td>4</td>
</tr>
<tr>
<td></td>
<td>Vehicular traffic 2000 to 3000 cars per day per lane</td>
<td>4</td>
</tr>
<tr>
<td></td>
<td>Vehicular traffic greater than 3000 cars per day per lane</td>
<td>No warranty is provided for traffic levels above 3000 cars per day per lane</td>
</tr>
</tbody>
</table>

Product application rate: 600 ft² (55.74 m²) per nominal 5-gallon kit of Part A, Part B, and Colorant (150 ft² per mixed gallon).

1 unit = a nominal 5-gallon (19 L) pail comprised of Part A, Part B, and Colorant.

- Coverage rates for StreetBond 150 AL is 200 ft² per mixed gallon.
- Coverage rates are affected by pattern density and pavement porosity. There will typically be less coverage with the first layer and higher coverage with subsequent layers.
- Surface build is achieved through layers. A layer of coating is a spray pass, using the textured spray gun, that is allowed to dry before the next pass is applied. Building the coating thickness in layers has proven to provide the best coating performance, as the coating can dry and cure more quickly than a single thick pass.
- Additional layers of StreetBond 150 coating may be used to provide additional build thickness in high wear areas such as vehicle wheel paths and turning areas.

A maintenance program may be required for applications exposed to:
- Abrasive materials (such as salt and sand)
- Abrasive equipment (such as snow removal equipment)
- Studded winter tires

Check with Siplast in advance to confirm the recommended application for the climate conditions at the project location.

X. General Substrate Conditions

The condition of the asphalt substrate will impact the performance of the StreetBond coatings. A highly stable asphalt pavement, free of defects, is recommended. A durable and stable asphalt pavement mix design installed according to best practices over a properly prepared and stable substrate is a prerequisite for all long-lasting asphalt pavement surfaces. The application of StreetBond coatings does not change this requirement.

XI. Key Asphalt Substrate Properties

Stable Sub-Grade and Base

A stable base and sub-grade underneath the HMA (hot mix asphalt) surface are necessary for proper HMA pavement performance.

Sub-Grade: Sub-grade is the layer of natural earth on which the pavement is built. Sub-grade needs to be removed to a stable layer that can be prepped and compacted. Proper moisture content is important for compaction. If the sub-grade is too moist or too dry, it
will not compact properly and can result in settlement issues. Settlement can cause cracking in the asphalt, lowering the decorative value and performance of the StreetBond coating.

**Base:** Base refers to the aggregates that are placed on top of the sub-grade to build the pavement to the correct height. Typically made up of crushed aggregates, this layer is graded and compacted to form the foundation for the asphalt layer. Thickness and compaction of the base course is important to avoid settlement.

**Proper HMA Mix Design (for the intended use)**

HMA is engineered/designated for specific use by modifying ingredients such as aggregate particle size and asphalt cement (AC) content and grade. The specific way HMA ingredients are combined may affect the stability, durability, and workability of the pavement. HMA is typically designed for specific uses ranging from driveways to highways. Each mix design has been developed for the best performance for the intended use. Since StreetBond is a topical treatment for asphalt, it is extremely important that the appropriate mix designed for the intended traffic use is installed; otherwise, common asphalt issues like scuffing, shoving, and rutting can affect the StreetBond coating.

For example, if a smooth and sandy mix design, engineered for pedestrian use, is used in a traffic environment because a smooth finish is preferred, the mix may be unstable. This can cause the performance of asphalt to rut, shove, and/or scuff, and can affect the StreetBond coating.

Always ensure a stable mix design, engineered for the intended traffic use, is used with the StreetBond coating.

**Correct HMA Installation**

The proper installation of HMA is important because it can affect aesthetics and performance of the StreetBond coating if it is installed incorrectly. The key installation factors that most affect StreetBond coatings are:

**Compaction:** HMA needs to be compacted at a specified temperature, using a specified weight. The appropriate temperature will vary with mix design. Generally, if the asphalt is compacted at too low a temperature, the AC is too tacky and resists compaction. If the temperature at compaction is too hot, the AC will shelve during compaction. In the correct temperature range, the AC acts as a lubricant and allows all materials to compact together. If the asphalt is not properly compacted, it may not be stable and can cause adverse effects, such as scuffing/shoving/rutting on the StreetBond coated surface. Ensure that the HMA is compacted at the proper temperature using the proper compaction equipment.

**Segregation:** Segregation refers to an inconsistent surface texture of the asphalt, usually caused by large aggregates brought to the surface during hand work (raking). These areas can stand out more when coating is applied. Remove large aggregates from the surface when hand working the asphalt (rather than broadcasting them on top of the surface). This will produce a more consistent surface texture.

**Finishing Detail:** The detail of workmanship around things like curbs, manhole covers, and edges affects how StreetBond coatings look. Care should be taken to ensure that asphalt finishing into a curb or landscaping is completed in a clean, consistent way. Straight, clean, and level finishing should be done with aesthetics in mind.

**NOTE:** Generally, all new HMA projects (regardless of mix design) will produce black tire tracking between the new and old surface until the fresh asphalt cement has had time to fully cure. New asphalt tracks will be especially noticeable on lighter colored StreetBond coatings.

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**XII. Substrate Assessment**

A StreetBond coating is only good as the surface on which it is placed. If surfaces are highly contaminated, or if surfaces are to be subjected to unusual service conditions, contact Siplast Technical Services for recommendations at 800-922-8800.

**Assessing an Existing Asphalt Substrate**

1. **Age of Asphalt:** If the pavement is more than 5 years old, it may not be suitable to print. UV rays oxidize the AC found in asphalt. Those asphalts may be difficult to print and may inhibit adhesion of StreetBond coatings. Asphalt pavement over 5 years in age should be carefully considered. Extra products and steps may be required for StreetBond coating installations on asphalt pavement older than 5 years.

2. **Finishing Detail:** If asphalt installation is sloppy around walls, edges, curbs, and manholes, it will affect the aesthetics of the finished product.

3. **Polishing of Aggregates:** Polishing occurs when traffic volumes cause the aggregates in the asphalt to wear smooth. Aggregate polishing may
suggest that traffic volumes may be too great for StreetBond coating and that more layers or a different type of coating will be required. Use StreetBond Adhesion Promoter Concentrate on polished surfaces before application of the StreetBond coating.

4. **Surface Texture:** Patch repairs, segregation, and raveling can all affect the finished look of the StreetBond coating as they can create inconsistent textures in the surface. Surface texture may also affect coating coverage rates.

5. **Rutting and Shoving:** Rutting and shoving is a depression or ripple of the pavement in the wheel path. It is a structural failure due to excessive loading of that pavement. Rutting and shoving is a sign of an unstable asphalt pavement experiencing plastic flow, and indicates that the pavement's internal structure is not strong enough to bear the weight of vehicle tires.

6. **Raveling and Potholes:** Raveling is a loss of aggregate from the surface as a result of poor installation and/or lack of AC in the mix. It will appear as a different texture on the pavement surface. StreetBond coating can reduce the amount of raveling and further degradation. Severe pavement fatigue cracking, which results in a total loss of asphalt pavement in a localized area, can create a pothole in the road. Asphalt will need to be replaced or refilled in the pothole.

7. **Bleeding/Flushing:** Consistent impact of vehicle tires on asphalt can cause heat and migration of excessive AC to the surface. If surface texture of asphalt becomes filled with liquid AC, it can create a weakened bond for the StreetBond coating.

8. **Utility Repairs:** Asphalt is often patched after repair of underground utilities. Most repairs are not installed to meet the asphalt stability requirements needed for their traffic conditions.

9. **Surface Contaminants:** There are many types of surface contaminants that may affect the performance and aesthetics of StreetBond coating. Contaminants can prevent the coatings from adhering to the asphalt. The most common surface contaminants are:
   - **Vehicle fluids:** oil, fuel, and grease can affect the bond of StreetBond coating to the asphalt substrate. These contaminants need to be removed using a degreaser and power washing. If the fluids have soaked into the surface and cannot be washed away, then the pavement must be removed and replaced.
   - **Traffic Markings:** Areas that have existing traffic markings should be avoided. Traffic markings like road paint and thermoplastic may remain visible through the coating and may cause adhesion issues. Removing traffic markings creates a different surface texture that will be noticeable after application of the StreetBond coating.
   - **Asphalt Sealant:** Asphalt surfaces treated with asphalt sealant should be avoided. If StreetBond coatings have been applied on top of the sealant, and the sealant fails, the StreetBond coatings will fail along with it.

10. **Settlement and Cracking:** Cracking occurs due to shrinkage of the sub-grade or asphalt pavement, or excessive bending of the pavement surface. Cracks need to be addressed before coating to avoid further water penetration.

### Assessing an Existing Concrete Substrate

1. **Age of the Concrete:** Newly placed concrete is designed to develop design strength in approximately 28 days. The StreetBond coating application cannot be applied before the concrete has cured and proper preparation has been undertaken.

2. **Surface Contaminants:** There are a variety of compounds that can penetrate into the concrete surface, including release agents, surface hardeners, greases, oils, food by-products, chemicals, a carbonated cap, previously applied coatings, or dust and dirt. If any of these contaminants are present, they MUST be removed so that they do not impede the adhesion of StreetBond coating to the concrete substrate.

3. **Surface Texture:** Concrete that has been troweled smooth may inhibit adhesion of the StreetBond coating. These surfaces must be etched with 10% muriatic acid solution and washed generously with water.

4. **Laftance and Spalling:** Laftance is a residue of weak and non-durable material consisting of cement, aggregate, fines, and impurities brought to the surface of wet concrete by overworking and over-manipulating concrete at the surface while finishing. Spalling occurs when this weak surface layer releases from the main body of concrete. Laftance must be removed before applying the StreetBond coating.
XIII. Substrate Preparation

Preparation of the substrate is the responsibility of the installer, who shall address and correct all of the conditions listed in this section. StreetBond coatings are meant to adhere to the oils in the asphalt pavement. The condition of the substrate will impact the performance of the StreetBond coating. If there is a contaminant on the surface, it may affect adhesion. If surfaces are highly contaminated, or if surfaces are to be subjected to unusual service conditions, contact Siplast Technical Services for recommendations at 800-922-8800.

Cleaning Asphalt Substrates

• Dirt, debris, water, and contaminants sitting on the surface will affect adhesion of the StreetBond coating. Thoroughly clean the surface using a broom and backpack blower/compressed air. Where dirt and debris are severe, a power washer may be required.

• Areas containing chemical contaminants such as vehicle fluids need to be treated using Pro Prep CC or an environmentally friendly degreasing solution. Proper removal of contaminants and degreasing solution is required prior to applying the StreetBond coating.

• Care should be taken to ensure that the asphalt substrate is dry before applying StreetBond coatings.

Cleaning Concrete Substrates

• All concrete surfaces must be clean and free of any dirt, oil, grease, soapy films, surface chemicals, or other foreign contaminants. New concrete should be water-cured in lieu of using a curing compound. Any form of curing compound or release agent must be completely removed, along with any laitance. If concrete is badly spalled, restore surface to a reasonable condition using cementitious patching or resurfacing compound. New concrete that has been previously cured with a curing compound, or concrete that has been smooth troweled, must be cleaned and etched with a 10% muriatic acid solution. In areas where acid etching is not preferred, shot blasting or abrasive blasting may be performed as an approved alternative method for cleaning concrete surfaces. Wash with a biodegradable cleaner and follow with a generous rinse of clean water.

• Prior to applying StreetBond WB or QS Concrete Primers, all loose material, dirt, and dust must be removed by using a power vacuum, stiff-bristled broom or compressed air. Existing stable concrete must be cleaned with a biodegradable chemical cleaner and water. Rinse thoroughly with fresh water to remove all traces of the chemical cleaner. If general cleaning is not adequate, then surfaces should be cleaned and etched as recommended for new concrete.

• Care should be taken to ensure that the concrete substrate is dry before applying StreetBond coatings.

XIV. Masking

1. Masking is done to ensure sharp, aesthetically pleasing edges, and reduce the risk of overspraying.

2. Use duct tape, painter’s tape, masking tape, or comparable tape to mark edges of the area to be sprayed.

3. Mask off areas where coating or overspray is not wanted using plastic sheeting, tarps, coating shield, paper, or other suitable products as shown in Figure 1.

Figure 1: Typical Masking
**XV. Mixing Instructions**

Before mixing, refer to the Commercial Product Data Sheet for specific mixing instructions for the StreetBond products you are using.

1. Shake StreetBond Colorant (sold separately) and Part B to mix pigments and additives that may have separated during shipping and storage.
2. Add contents of StreetBond Colorant and Part B to the 5-gallon (19 L) pail of Part A.
3. Add water using the empty colorant container. If the colorant container is a pint, fill 2 times with water; if the colorant container is a quart, fill halfway once (2 pints [0.95L]). Add to Part A. Depending on temperature, +/- 1 pint (0.47 L) of water can be used. For more information, refer to the Cool and Hot Weather Caution sections of this Installer's Guide.

**Tip:** Transfer some water to the colorant can and Part B, and shake both cans to wash out remaining colorant and Part B.

**Warning:** It is crucial to add no more than the recommended 2 pints (0.95 L) of water. Too much water will result in coating failure, insufficient asphalt hide, and/or reduced coating life. Too little water will result in thick coating, which is difficult to apply.

4. Mix thoroughly using a Jifflex Mixing Paddle and high powered drill for 3 minutes. Properly mixed coating will have no signs of color separation and very small amounts of aggregate settling.
5. Strain coating to remove unmixed clumps of material before applying.

**Important:** Mixed coating containing Part A and Part B must be used within 24 hours. Part B for StreetBond 150, Part B for StreetBond 120, and Part B for StreetBond 90 are formulated differently. Using Part B with the wrong product can result in premature wear of the finished surface. Do not use Colorant with StreetBond 90.

**XVI. StreetBond StreetBond 90**

**General**

1. Apply the StreetBond 90 pavement coating only when the air temperature is 50°F (10°C) and rising and will not drop below 50°F (10°C) within 24 hours. No precipitation should be expected within 24 hours.
2. Before spraying, ensure that the crew understands the equipment. Operation manuals are included with equipment, and overview videos are typically available online.
3. Use the texture spray system or suitable texture coatings sprayers to apply StreetBond coatings.
4. The asphalt pavement surface must be completely dry and thoroughly cleaned prior to application of the coatings. Refer to the Substrate Cleaning section in this Installer's Guide.
5. The coating application should proceed as soon as practicable upon completion of the imprinting of the asphalt pavement, where applicable.

**Primer Application**

StreetBond primers are specifically designed to enhance the adhesion between the coating and the substrate to which it is applied.

1. **Polished Asphalt:** StreetBond Adhesion Promoter should be applied directly to asphalt at a rate of one mixed unit per 500 ft² (46.5 m²). Best practices for applying the diluted Adhesion Promoter include using a garden sprayer can or backpack sprayer and misting the Adhesion Promoter onto the surface creating a continuous, thin, wet layer. Avoid over-application or pooling liquid. Spills should be brushed out to a thin layer before being allowed to dry. Adhesion Promoter dries clear with a slight sheen, which aids in locating application areas. Allow to dry completely prior to the application of the StreetBond 90 pavement coating.
2. **Stamped Asphalt:** A primer is not required.
3. **Concrete Surfaces:** Not a recommended substrate for StreetBond 90.

**StreetBond 90 Application**

1. **StreetBond 90 Application:** Is designed to be applied in a single layer for most areas. Higher Traffic areas may require additional layers.

   **Spray Application:** Hold the spray gun between 24” and 32” (610-813 mm) above the asphalt surface and apply the coating at the proper coverage rate. Additional layers should be applied once the first coat has dried. Back-rolling using a large nap roller is recommended to ensure proper thickness and uniform coverage rates and
2. Actual coverage may be affected by the texture, age, and application method of the asphalt pavement substrate. There will be less coverage with the first layer and higher coverage with subsequent layers. Areas of high traffic, such as drive lanes, entrances, and exits may need additional coats to maintain durability and performance.

3. Properly applied StreetBond 90 coatings should have a uniform texture, color, and appearance with no visible working lines.

<table>
<thead>
<tr>
<th>STREETBOND 90 COATING COVERAGE AND RATE GUIDE (Approximate)</th>
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Table 1

**XVII. StreetBond 120 Pavement Coatings**

**General**

1. Apply the StreetBond coatings only when the air temperature is 50°F / (10°C) and rising and will not drop below 50°F / (10°C) within 24 hours. No precipitation should be expected within 24 hours.

2. Before spraying, ensure that the crew understands the equipment. Operation manuals are included with equipment, and overview videos are typically available online.

3. Use the texture spray system or suitable texture coatings sprayers to apply StreetBond coatings. Refer to the Equipment section within this Installer’s Guide.

4. The asphalt pavement surface must be completely dry and thoroughly cleaned prior to application of the coatings. Refer to the Substrate Cleaning section within this Installer’s Guide.

5. The coating application should proceed as soon as practicable upon completion of the imprinting of the asphalt pavement, where applicable. Refer to the StreetBond StreetPrint Genuine Stamped Asphalt section within this Installer’s Guide.

6. Coating drying time increases when temperatures are lower. Environmental factors such as sunlight and wind play a major role in drying. StreetBond coatings get harder with age. The longer you wait to introduce traffic, the better the coating will perform.

**Primer Application**

StreetBond primers are specifically designed to enhance the adhesion between the coating and the substrate to which it is applied.

1. Polished Asphalt: StreetBond Adhesion Promoter should be applied directly to asphalt at a rate of one mixed unit per 500 ft² (46.5 m²). Best practices for applying the diluted Adhesion Promoter include using a garden sprayer can or backpack sprayer and misting the Adhesion Promoter onto the surface creating a continuous, thin, wet layer. Avoid over-application or pooling liquid. Spills should be brushed out to a thin layer before being allowed to dry. Adhesion Promoter dries clear with a slight sheen, which aids in locating application areas. Allow to dry completely prior to the application of the StreetBond 120 coating.

2. Stamped Asphalt: StreetBond CemBase Asphalt Fortifier can be used to help resist scuffing. StreetBond CemBase Asphalt Fortifier is applied in two layers at a rate of 300 ft² (27.9 m²)/1 mixed unit as a base coat and must always be covered with at least one layer of StreetBond 120. For example, if a project would typically require four layers of StreetBond 120 on a stamped asphalt surface, a project needing fortification would have two layers of StreetBond CemBase Asphalt Fortifier applied, followed by two layers of StreetBond 120.

3. Concrete Surfaces: StreetBond WB Concrete Primer or StreetBond QS Concrete Primer should be applied and allowed to dry completely prior to the application of the foundation coat layer. StreetBond WB Concrete Primer must be applied at a rate of 0.2-0.25 gal/sq (0.82-1.02 L/10 m²). StreetBond QS Concrete Primer must be applied at a rate of 0.33-0.5 gal/sq (1.36-2.04 L/10 m²).

**StreetBond 120 Application**

1. The first layer of coating must be spray-applied and then broomed to work the coating material into the pavement surface. Hold the spray gun...
between 24” and 32” (610-813 mm) above the asphalt surface and apply the coating using a circular movement. When applying the next transverse pass, allow for 2” (51 mm) overlap onto wet edge.

2. Every additional layer of coating sprayed should be broomed or rolled. Each application of coating material must be allowed to dry to the touch before applying the next layer.

3. Once dry to the touch, the next layers (2, 3, & 4) should be sprayed perpendicular to the previous layer using the same procedure. Changing spray direction for every layer will help with coating uniformity. A roller can be used to create a more uniform texture on flat work.

4. Coating coverage and thickness should be applied using the rates outlined in Table 2 within this Section. Actual coverage may be affected by the texture of the asphalt pavement substrate and the imprint pattern selected. There will be less coverage with the first layer and higher coverage with subsequent layers.

5. StreetBond Coatings can be combined with SR (solar reflective) Colorants to reduce the temperature of asphalt surfaces. In addition to providing more comfortable urban environments, keeping the asphalt cooler extends the life of the asphalt itself and reduces the possibility of rutting or raveling.

6. Properly applied StreetBond coatings should have a uniform texture, color, and appearance with no visible working lines. Grout lines should be well defined with no excess coating.

Coating Sealer Application (Optional)

1. StreetBond Sealer Concentrate can be applied to the surface of newly completed projects to reduce dirt and tire pick up. Using a low pressure handheld or backpack sprayer, spray sealer onto desired area at a rate of 0.33 gal/sq (1.36 L/10 m²).

2. Use a soft bristle broom or roller to even out the surface coverage. On textured surfaces, be sure to remove excess Sealer from the grout lines and distribute coating evenly to ensure a continuous membrane is formed. StreetBond Sealer Concentrate is milky white when sprayed, but dries clear with a semi-gloss sheen.

### STREETBOND 120 COATING & COVERAGE RATE GUIDE

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Product application rate: 600 ft² (55.74 m²) per unit per layer

1 unit = a nominal 5 gallon (19 L) pail comprising Part A, Part B, and Colorant

NOTE:

1. Exceeding this application rate can lead to cracking and improper curing of the product.

2. One fewer application layer can be considered for unstamped surfaces provided the correct total dry mils are achieved. Contact Siplast Technical Services with questions at 1-800-922-8800.

### XVIII. StreetBond 150 Pavement Coatings

**General**

1. Apply StreetBond coatings only when the air temperature is 50°F / (10°C) and rising and will not drop below 50°F / (10°C) within 24 hours. No precipitation should be expected within 24 hours.

2. Before spraying, ensure that the crew understands the equipment. Operation manuals are included with equipment, and overview videos are typically available online.

3. Use a texture spray system or suitable texture coatings sprayers to apply StreetBond coatings. Refer to the Equipment section within this Installer's Guide.

4. The asphalt pavement surface must be completely dry and thoroughly cleaned prior to application of the coatings. Refer to the Substrate Cleaning section within this Installer’s Guide.

5. The coating application should proceed as soon
as practicable upon completion of the imprinting of the asphalt pavement where applicable. Refer to the StreetBond StreetPrint Genuine Stamped Asphalt section within this Installer’s Guide.

6. Coating drying time increases when temperatures are lower. Environmental factors such as sunlight and wind play a major role in drying. StreetBond coatings get harder with age. Extended exposure times before introducing traffic will result in better system performance.

Prime Application
StreetBond primers are specifically designed to enhance the adhesion between the coating and the substrate to which it is applied.

1. Polished Asphalt: StreetBond Adhesion Promoter should be applied directly to asphalt at a rate of one mixed unit per 500 ft² (46.5 m²). Best practices for applying the diluted Adhesion Promoter include using a garden sprayer can or backpack sprayer and misting the Adhesion Promoter onto the surface creating a continuous, thin, wet layer. Avoid over-application or pooling liquid. Spills should be brushed out to a thin layer before being allowed to dry. Adhesion Promoter dries clear with a slight sheen, which aids in locating application areas. Allow to dry completely prior to the application of the StreetBond 150 coating.

2. Stamped Asphalt: StreetBond CemBase Asphalt Fortifier can be used to help resist scuffing. StreetBond CemBase Asphalt Fortifier is applied in two layers at a rate of 300 ft² (27.9 m²) / 1 mixed unit as a base coat and must always be covered with at least one layer of StreetBond 150. For example, if a project would typically require four layers of StreetBond 150 on a stamped asphalt surface, a project needing fortification would have two layers of StreetBond CemBase Asphalt Fortifier applied, followed by two layers of StreetBond 150.

3. Concrete Surfaces: StreetBond WB Concrete Primer or StreetBond QS Concrete Primer should be applied and allowed to dry completely prior to the application of the foundation coat layer. StreetBond WB Concrete Primer must be applied at a rate of 0.2-0.25 gal/sq (0.82-1.02 L/10 m²). StreetBond QS Concrete Primer must be applied at a rate of 0.33-0.5 gal/sq (1.36-2.04 L/10 m²).

StreetBond 150 Application
1. The first layer of coating must be spray-applied and then broomed to work the coating material into the pavement surface. Hold the spray gun between 24” and 32” (610-813 mm) above the asphalt surface and apply the coating using a circular movement. When applying the next transverse pass, allow for 2” (51 mm) overlap onto wet edge.

2. Every additional layer of coating sprayed should be broomed or rolled. Each application of coating material must be allowed to dry to the touch before applying the next layer.

3. Once dry to the touch, the next layers (2, 3, & 4) should be sprayed perpendicular to the previous layer using the same procedure. Changing spray direction for every layer will help with coating uniformity. A roller can be used to create a more uniform texture on flat work.

4. Coating coverage and thickness should be applied using the rates outlined in Table 3 within this Section. Actual coverage may be affected by the texture of the asphalt pavement substrate and the imprint pattern selected. There will be less coverage with the first layer and higher coverage with subsequent layers.

5. StreetBond Coatings can be combined with SR (solar reflective) Colorants to reduce the temperature of asphalt surfaces. In addition to providing more comfortable urban environments, keeping the asphalt cooler extends the life of the asphalt itself and reduces the possibility of rutting or raveling.

6. Properly applied StreetBond coatings should have a uniform texture, color, and appearance with no visible working lines. Grout lines should be well defined with no excess coating.

Sealer Application (Optional)
1. StreetBond Sealer Concentrate can be applied to the surface of newly completed projects to reduce dirt and tire pick up. Using a low pressure handheld or backpack sprayer, spray sealer onto desired area at a rate of 0.33 gal/sq (1.36 L/10 m²).

2. Use a soft bristle broom or roller to even out the surface coverage. On textured surfaces, be sure to remove excess Sealer from the grout lines and distribute coating evenly to ensure a continuous membrane is formed. StreetBond Sealer Concentrate is milky white when sprayed, but dries clear with a semi-gloss sheen.
STREETBOND 150 COATING & COVERAGE RATE GUIDE

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Product application rate: 600 ft² (55.74 m²) per unit per layer
1 unit = a nominal 5 gallon (19 L) pail comprising Part A, Part B, and Colorant

NOTE:
1. Exceeding this application rate can lead to cracking and improper curing of the product.
2. One fewer application layer can be considered for unstamped surfaces provided the correct total dry mils are achieved. Contact Siplast Technical Services with questions at 1-800-922-8800.

XIX. StreetBond StreetPrint Genuine Stamped Asphalt

General
1. StreetBond StreetPrint Genuine Stamped Asphalt is a highly suitable solution for a wide variety of decorative pavement applications. Paved entranceways, parking lots, residential driveways, sidewalks, plazas, medians, and cross-walks are just some examples of StreetPrint applications.
2. StreetBond StreetPrint Templates are designed to texture, imprint, and stamp asphalt pavement. The templates are constructed of 3/8” (9.5 mm) swaged wire rope cable pieces welded together to create a pattern.
3. StreetPrint Genuine Stamped Asphalt works by elevating the temperature of an asphalt pavement surface and then pressing a StreetPrint wire rope stamping template into the surface to replicate, in relief, the grout depressions common to hand-laid brick or cobblestone, or any other design as shown on the drawings or described in the specifications. The imprinted asphalt pavement surface is then coated with a coating or system of coatings specifically formulated for asphalt pavement.
4. StreetPrint Genuine Stamped Asphalt is a highly specialized process that requires the skill of a qualified applicator working with the proper StreetHeat asphalt heating equipment and applying highly specialized coating(s) designed specifically for application to asphalt pavement.

Pre-Conditions: Asphalt Pavement
1. A highly stable asphalt pavement free of defects is a prerequisite for the installation of StreetPrint Genuine Stamped Asphalt.
2. Do not install StreetPrint Genuine Stamped Asphalt on poor quality asphalt pavement.

Prerequisites for New Asphalt Pavement
1. A durable and stable asphalt pavement mix design installed according to best practices over a properly prepared and stable substrate is a prerequisite for all long-lasting asphalt pavement surfaces. The application of StreetPrint Genuine Stamped Asphalt does not change this requirement.
2. Generally, the asphalt pavement mix design for roadways as prescribed by the local jurisdiction will be sufficient for the application of a pavement texturing system.

Prerequisites for Existing Asphalt Pavement
1. Depending upon condition and age, existing asphalt pavement may not be suitable for the successful application of StreetPrint Genuine Stamped Asphalt.
2. Minimally, the asphalt pavement must be in excellent condition and not have any defects including cracks, ruts or potholes, nor demonstrate any flushing, raveling, or similar deficiencies.

Pavement Marking Removal: Recommended Guidelines
1. Pavement markings may be removed by sandblasting, water-blasting, grinding, or other approved mechanical methods.
2. The removal methods should, to the fullest extent possible, cause no significant damage to the...
pavement surface.

3. The Owner must determine if the removal of the markings is satisfactory for the application of StreetPrint Genuine Stamped Asphalt. Work should not proceed until this approval is granted.

Surface Preparation
1. The asphalt pavement surface must be dry and free from all foreign matter, including but not limited to dirt, dust, de-icing materials, and chemical residue.

Layout
1. Layout of the pattern for imprinting into the surface of the asphalt pavement should comply with pattern drawings and specifications.

2. Template designs can range from traditional brick patterns to customized motifs and logos. The wide variety of brick, cobblestone, and slate stamped asphalt patterns used to create the impressions are made from a specially woven and swaged steel wire rope that is flexible, yet durable enough to withstand the rigors of the compaction equipment used to drive the templates into a hot asphalt surface. Refer to Architectural Detail Drawing SP-01 in this Installer’s Guide.

Application of StreetBond StreetPrint Genuine Stamped Asphalt

Step 1: Heating the Asphalt Pavement
1. The Applicator must use StreetHeat asphalt heating equipment as described in the Equipment section in this Installer’s Guide.

2. The optimal pavement temperature for imprinting the StreetPrint wire rope stamping template is dependent upon mix design, modifiers used in the mix, age of the pavement, and weather.

Step 2: Surface Imprinting
1. The pavement surface must be dry and free from all foreign matter, including but not limited to dirt, dust, de-icing materials, and chemical residue.

2. Once the asphalt pavement has reached imprinting temperature, the StreetPrint wire rope stamping templates should be placed in position and pressed into the surface using vibratory plate compactors.

3. The top of the template should be flush with the surrounding asphalt pavement, and can then be removed.

4. Areas that have an imprint depth less than 3/8” (9.5 mm) should be re-heated and re-stamped prior to applying the coatings. Hand tooling is permitted to achieve proper imprint depth in areas difficult to access with the template.

Step 3: Application of StreetBond Pavement Coating
1. After stamping, all imprinted surfaces should be coated with StreetBond Pavement Coating to preserve and protect the asphalt surface.

2. The Applicator should refer to the Application Guideline Section of this Installer’s Guide for the particular StreetBond coating to be used.

3. The surface coating must be completely dry before traffic is permitted.

XX. Cool Weather Caution

Application of StreetBond coatings in cool temperatures will slow the rate of drying and curing, which could lead to coating failures. Moisture must evaporate from the coatings in order to dry. Only after the coatings dry will they start to cure. Dry time and performance can be dramatically affected by shorter days, wind, shaded areas, direct sunlight, cooler temperatures, morning dew, and humidity.

Cool Weather Tips:
- Air temperature must be 50°F/10°C and RISING or not drop below 40°F/4°C for 24 hours.
- Substrate temperature must be 50°F / 10°C and rising.
- Keep traffic off coating until it is completely dry.
- There should be no rain/moisture in forecast for at least 24 hours.
- Do not apply late in day. Application of coating in the morning will allow more time to dry throughout the day.
- Pre-heated asphalt can improve dry times.
- Air flow and gentle heat can improve dry times.
- Add the minimum amount of water, as outlined in the mixing instructions.

If StreetBond coatings are applied when moisture cannot evaporate, the coating will not dry. The
drying and curing of StreetBond coatings have a direct impact on system performance.

XXI. Hot Weather Caution

StreetBond coatings need moisture evaporation to dry and cure. In hot temperatures, this may happen very quickly and can lead to a number of installation challenges if the proper steps are not taken. High temperatures will shorten handling time of coatings.

Hot Weather Tips:

- Be aware of surface temperatures. Surface temperatures over 120°F/49°C can cause coating to flash dry and will shorten working time.
- Use ice water to increase the working time of StreetBond coatings and help prevent blockages in the pump and hoses.
- Prime the sprayer by running ice cold water through it first. This will help the coatings to flow through the system without clogging.
- Apply coating early in the morning while it is cooler and sun is less intense.
- Keep the coating out of direct sunlight before and during mixing.
- Mix only what you can use within the following 15 minutes.
- Do not over broom coating as it will cause the coating to ball up. To prevent balling, broom only wet coating immediately behind spray pass.
- Add the maximum amount of water as outlined in the mixing instructions.

If StreetBond coatings are applied in hot temperatures, they can cure extremely quickly and it may be difficult to apply the coatings evenly. Take precautionary measures like those above for the best, even application and to prevent possible equipment plugs for cured coating.

XXII. Care

StreetBond coatings protect asphalt from aging and weathering, providing a sustainable, renewable surface. Caring for the project will not only preserve the look of the project, but also lengthen its overall lifespan.

Keep the Surface Clean

Dirt, Sand, and Gravel: If dirt, sand, or gravel are present at the interface between vehicle tires and the StreetBond coated surface, a grinding action will occur. This will result in premature wear of the coating and can chip the impressed pattern in the asphalt.

Oil Stains: Mild oil leaks will not damage the StreetBond coated surface other than being unsightly. To remove oil stains, use a mild degreaser or detergent such as Simple Green-All Purpose Cleaner.

Leaves: In certain climates, some types of leaves can stain the StreetBond coated surface. Light colored leaves tend to cause stains more readily than darker ones. In areas where leaf staining may be a problem, regular leaf cleaning is recommended.

Chewing Gum: Removal of chewing gum from asphalt surfaces can be difficult. Use ice to freeze the gum, and then chip off the gum with a small paint scraper. Use care not to damage the underlaying StreetBond coating.

NOTE: Pressure washing StreetBond coated surfaces is acceptable, but exercise caution when using extremely high pressure commercial pressure washers. Extremely powerful water jets can cause the asphalt to delaminate below the StreetBond coating. Siplast recommends 2000 psi or less when directly cleaning the surface.

Alternatively, use road sweeper vehicles that are equipped with nylon rotating brushes and water sprayer/jet nozzles to remove dirt from the surface. Do not use rotating brushes with steel bristles, as that may cause damage and premature wear of the coating.
Recoating

StreetBond coatings provide a sustainable, renewable surface. Generally, the only maintenance required is recoating the surface. However, if the original stamped impression has worn away, re-stamping will also be required. Recoating a worn area requires the same climate conditions and installation methods as a new application.

StreetBond coating projects can be recoated at any time to make an old project look brand new. When doing maintenance, apply more coating to the areas that have experienced more focused wear. Targeting the areas that receive more traffic by applying more coating will allow for longer wear and more cost effective maintenance cycles.
Although StreetBond coatings are highly durable and long lasting, they are subject to the quality of the asphalt on which they are applied. Occasionally, asphalt repair may be required. The following key factors should always be considered when performing asphalt repairs to optimize the final look.

1. **Asphalt Removal**
   For repairs that require asphalt removal, always use a saw to make cuts within the grout lines if possible, as cuts outside of the grout lines may be visible when the project is finished.

2. **Sub-Grade Issues**
   If repairs will involve sub-grade, always replace any base material that was removed and ensure proper compaction to avoid uneven settlement of new asphalt.

3. **Asphalt Replacement**
   When replacing asphalt that has been removed, ensure that the new asphalt is properly compacted using a roller or plate compactor so it sits flush with the existing asphalt.

Before:

After:
SB-101 Typical Pavement Cross-Section For New Asphalt (Imprinted)

**NOTE:**

1. ACTUAL BASE AND PAVEMENT LAYER THICKNESSES SHOULD BE PROPERLY DESIGNED BY A QUALIFIED PROFESSIONAL.

2. PRIMER FOR NEW ASPHALT IS NOT REQUIRED. STREETBOND™ ADHESION PROMOTER CONCENTRATE IS NOT TO BE USED WITH CONCRETE SUBSTRATES.
STREETBOND™ SURFACING SYSTEM
- THICKNESS AS REQUIRED FOR TRAFFIC LEVELS
- COLOR, TYPE OF COATING MATERIAL AND NUMBER OF LAYERS AS PER SPECIFICATION

ASPHALT
- THICKNESS AS REQUIRED 2" (51 mm) MINIMUM, TYPICAL

BASE

SUBGRADE

NOTE:

1. ACTUAL BASE AND PAVEMENT LAYER THICKNESSES SHOULD BE PROPERLY DESIGNED BY A QUALIFIED PROFESSIONAL.

2. PRIMER FOR NEW ASPHALT IS NOT REQUIRED. STREETBOND™ ADHESION PROMOTER CONCENTRATE IS NOT TO BE USED WITH CONCRETE SUBSTRATES.
NOTE:

1. ACTUAL BASE AND PAVEMENT LAYER THICKNESSES SHOULD BE PROPERLY DESIGNED BY A QUALIFIED PROFESSIONAL.
SB-104 Typical Pavement Cross-Section For Stable Aged Polished Asphalt (Imprinted)

NOTE:

1. ACTUAL BASE AND PAVEMENT LAYER THICKNESSES SHOULD BE PROPERLY DESIGNED BY A QUALIFIED PROFESSIONAL.

2. VEHICLE TRAFFIC HAS EXPOSED AND POLISHED THE HIGH POINTS OF AGGREGATE.
NOTE:

1. ACTUAL BASE AND CONCRETE LAYER THICKNESSES SHOULD BE PROPERLY DESIGNED BY A QUALIFIED PROFESSIONAL.

2. STREETBOND™ QS (QUICKSET) CONCRETE PRIMER CAN BE USED IN LIEU OF STREETBOND™ WB CONCRETE PRIMER AND IS RECOMMENDED FOR CONCRETE REQUIRING PRIMER DURING COOL WEATHER CONDITIONS.

3. CONCRETE CAN BE NEW, SPALLED OR HAVE EXPOSED AGGREGATE.
NOTE:
1. FOR CUSTOM TEMPLATES, THE SPACING BETWEEN THE WELDS SHOULD BE A MINIMUM OF 3" (76 mm) APART, AND A MAXIMUM OF 12" (305 mm) APART.
Appendix B. Limited Warranty

Siplast warrants that StreetBond coatings will be free from manufacturing defects that adversely affect performance for one year following the completion of installation on a sound pavement substrate, in accordance with published application instructions, as long as the StreetBond coatings were installed during the shelf life set forth on the product label or container. Siplast’s sole responsibility under the warranty is to provide replacement material for that portion of the StreetBond coating that peels, delaminates, shows abnormal wear, or at Siplast’s sole option, reimburse the building owner for the cost value of said StreetBond coating.

This Limited Warranty does not cover damages to the StreetBond coatings resulting from anything other than an inherent manufacturing defect. Exclusions to this warranty include:

- Faulty application or application not in strict accordance with Siplast’s published application instructions.
- Settlement, movement, cracks, defects or other failures of pavement structure or surface over which the StreetBond coatings were applied.
- Defects in design of the pavement structure or surface over which the StreetBond coatings were applied.
- Causes beyond normal wear and tear, such as unusual weather conditions or natural disasters.
- Impact of foreign objects or physical damage caused by any intentional or negligent acts, accidents, misuse, abuse or the like, including vandalism, tire scuffing, landscaping, snow removal equipment and studded or traction tires.

Contact Siplast for other warranty options.