

PRODUCT DESCRIPTION & BENEFITS

Polymer-Modified MasterSeal (PMM) Ultra Pavement Sealer is an environmentally friendly mineral filled asphalt emulsion pavement sealer blended with polymers and special surfactants for superior adhesion, flexibility and durability. PMM Ultra is a higher solids, faster drying pavement sealer designed to beautify and protect asphalt pavement. PMM Ultra is a ready to apply material that is factory blended with aggregate. PMM Ultra meets ASTM D8099/D8099M-17 for Asphalt Emulsion Pavement Sealer.

RECOMMENDED USES

PMM Ultra is ideal for protecting and beautifying all types of pavement surfaces including parking lots, shopping malls, airports, driveways, roadways and more.

ESTIMATING MATERIAL REQUIREMENTS

One gallon of PMM Ultra will cover approximately 35-50 square feet per gallon per coat (3.89-5.55 square yards per gallon per coat).

APPLICATION RATE

Apply PMM Ultra at a rate of 35-50 square feet per gallon per coat (3.89-5.55 square yards per gallon per coat). Application rates may vary due to pavement porosity and method of application.

PERFORMANCE CHARACTERISTICS

TABLE I - PHYSICAL PROPERTIES OF POLYMER-MODIFIED ULTRA		
ASTM	TEST DESCRIPTION	RESULT
D5	Penetration of Bituminous Materials-Base Asphalt	12-45 Pen
D6937	Density of Emulsified Asphalt	1,000 -1300 g/l
D113	Ductility of Bituminous Materials-Base Asphalt	5-15 cm
Std. %	Percent Polymer Solids to Asphalt by wt.	2% min.
E70	PH of Aqueous Solutions with Glass Electrodes	6-10 PH
D6378	Vapor Pressure (VPX), mm Hg @ 25° C (77° F)	22-26 mm Hg
D36	Softening Point of Emulsion Residue (Ring and Ball Apparatus)	> 200° F
D93	Flash Point of Liquid Emulsion	> 450° F
D562	Viscosity using a Stormer-Type Viscometer	60-110 KU
D4060	Abrasion Resistance- Taber Abraser Dry Method	< 1% Loss
D522	Mandrel Bend Test of Attached Coatings	No Cracking
D870	Water Resistance of Coatings using Water Immersion	No Delamination
D6904	Resistance to Wind-Driven Rain	No Delamination
D4585	Water Resistance of Coatings Using Controlled Condensation	No Delamination

TABLE I- CONT.

ASTM	TEST DESCRIPTION	RESULT
D1735	Water Resistance of Coatings Using Water Fog Apparatus	No Delamination
D2247	Water Resistance of Coatings in 100% Relative Humidity	No Delamination
D4541	Adhesion Strength over Asphalt Pavement	> 200 PSI
D2939-5	Uniformity of Emulsified Bituminous Coatings	PASS
D2939-7	Weight per Gallon	10-11.5 lbs./gal
D2939-8	Residue by Evaporation, %	45-65%
D2939-10	Ash Content of Residue, %	60-68%
D2939-26	Resistance to Impact- No Chipping, Cracking or Delamination	PASS
D3910-6.4	Wet Track Abrasion Test	< 5 g/ft ² Loss
D2939-22	Wet Film Continuity	PASS
D95	Water Content, %	35-55%
D2939-13	Drying Time- 50% humidity, 73.4 ± 3.6°F	2-6 Hrs.
D2939-14	Resistance to Heat- No Blistering, sagging or slipping	PASS
D2939-15	Resistance to water- No softening, delamination or re-emulsification	PASS
D2939-16	Flexibility- No Cracking or Delamination	PASS
D2939-26	Resistance to Impact- No Chipping, Cracking or Delamination	PASS
D2939-27	Resistance to Impact After Accelerated Weathering	PASS
D3359	Measuring Adhesion by Tape- No More than a Trace of Peeling	PASS
Volatile Organic Compounds	Determination of Volatile Organic Compounds (VOC) in various Coatings	< 10 g/l
PAH Content (Percentage)	Polycyclic Aromatic Hydrocarbon Content (Percentage)	Less than one-tenth of 1% (< .10%)

SURFACE PREPARATIONS

Surface must be clean and free from loose material and dirt. Cracks should be filled with SealMaster Cold or Hot-Applied Crack Filling Materials. Oil stains should be cleaned and primed with SealMaster Oil Spot Primer.

APPLICATION EQUIPMENT

PMM Ultra shall be applied by mechanical squeegee/brush equipment or spray equipment capable of spraying coatings with sand. Equipment shall have continuous agitation or mixing capabilities to maintain homogeneous consistency of mixed material throughout the application process. Truck mount or self-propelled squeegee/brush equipment shall have at least 2 squeegee or brush devices (one behind the other) to assure adequate distribution and penetration of PMM Ultra into bituminous pavement.

**POLYMER-MODIFIED (PMM) MASTERSEAL
ULTRA PAVEMENT SEALER***Factory Blended with Aggregate***SMT-154****REVISED 08/02/18**

Hand squeegees and brushes shall be acceptable in areas where practicality prohibits the use of mechanized equipment.

MIXING PROCEDURES

Mix PMM Ultra thoroughly before applying. If needed, a small amount of water may be added to facilitate application.

APPLICATION PROCEDURES

For optimum performance and durability apply a minimum of two coats of PMM Ultra. A third coat may be applied to high traffic areas such as parking lot entrances, exits and drive lanes for added durability. Allow each coat to dry thoroughly before applying successive coats. Allow final coat to dry for 24 hours prior to opening to vehicle traffic.

APPLICATION WEATHER CONDITIONS

PMM Ultra shall not be applied when temperature is expected to drop below 50° F during application and for a period of at least 24 hours after application. Do not apply if rain is imminent or forecast within 12 hours.

LINE STRIPING AND TRAFFIC MARKINGS

Use SealMaster Traffic Paints for line striping and traffic markings.

PACKAGING AND AVAILABILITY

PMM Ultra is available for plant pick up or bulk tanker load quantities. PMM Ultra is supported by a national network of SealMaster manufacturing and distribution facilities along with a national network of qualified applicators.

WARRANTY AND DISCLAIMER

The statements made on this technical data sheet are believed to be true and accurate and are intended to provide a guide for approved application practices. As workmanship, weather, construction, condition of pavement, tools utilized, and other variables affecting results are all beyond our control, the manufacturer warrants only that the material conforms to product specifications and any liability to the buyer or user of this product is limited to the replacement value of the product only. The manufacturer expressly disclaims any implied warranties of merchantability or fitness for a particular purpose.



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