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SPEC NOTE: **Henry® Company DundeqTM System – for Vehicular Traffic Coatings.** This specification is ideally suited for parking decks, loading docks and vehicular areas requiring a polyurethane technology. Although prepared in CSI three (3) part format, this specification should be adapted to suit the requirements of the individual project and be included as a separate section under Division 07 - Thermal and Moisture Protection.

SPEC NOTE: This guide specification is a reference for recommended installation procedures of the products/assembly described; formatted in accordance with the Construction Specifications Institute (CSI) Manual of Practice. It is the discretion of the project specification author to use the information within as a whole, or in part, to set a minimum standard of performance. Update “[project specific]” notes and coordinate as required. Use of General Contractor/installing Subcontractor identified accordingly; modify as required.

SPEC NOTE: This document includes Henry Company notes to assist the architect/specification writer. A Henry Company “SPEC NOTE” will always immediately precede the text to which it is referring. The section serves as a guideline; modify to meet specific project requirements.

SPEC NOTE: Delete “SPEC NOTE” sections in the final copy of the specification.

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**SECTION 07 18 16**

**VEHICULAR TRAFFIC COATINGS**

1. **GENERAL**
	1. GENERAL REQUIREMENTS
		1. The General Conditions, Supplementary Conditions, Instructions to Bidders, and Division 01- General Requirements shall be read in conjunction with and govern this Section.
		2. Read this Specification as a whole by all parties concerned. Each Section may contain more or less than the complete Work of any trade. The Contractor is solely responsible to make clear to the installing Subcontractor the extent of their Work.
	2. SUMMARY
		1. This Section includes requirements for supplying labor, materials, tools, and equipment to complete the Work as shown on the Drawings Architectural Division as specified herein including, but not limited to, the following:
			1. Primer
			2. Base coat
			3. Wear coat (optional)
			4. Top coat
	3. RELATED REQUIREMENTS

* + 1. DIVISION 03 – Concrete; Section 03 51 00 – Cast Roof Decks
		2. DIVISION 05 – Metals; Section 05 30 00 – [Metal decking] [Steel decking]
		3. DIVISION 06 – Wood, Plastics, and Composites; Section 06 16 00 – Sheathing
		4. DIVISION 07 – Thermal and Moisture Protection; Section 07 27 00 – Air Barriers
		5. DIVISION 05 – Thermal and Moisture Protection; Section 07 60 00 – Flashing and Sheet Metal
		6. DIVISION 07 – Thermal and Moisture Protection; Section 07 90 00 – Joint Protection

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SPEC NOTE: Projects not referencing LEED delete Sections “X.XX” and “X.XX” as stated below.

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* + 1. DIVISION [project specific] - LEED Requirements Section [project specific] – [project specific].
	1. ALTERNATES
		1. Submit requests for alternates in accordance with Section [project specific].
		2. Traffic coating must meet the following standards to be considered an acceptable substitution:
			1. A single source manufacturer must warrant traffic coating components.
			2. Traffic coating:
				1. Polyurethane technology
				2. Meets ASTM C957
		3. Alternate submission format to include:
			1. Documentation from an independent testing laboratory certifying the performance of the system including auxiliary components meet requirements of this specification.
			2. References indicating that the Traffic Coating Manufacturer has successfully completed projects of similar scope and nature on an annual basis for a minimum of ten (10) years.
			3. Product Data:
				1. Traffic Coating Manufacturer’s guide specification
				2. Traffic Coating Manufacturer’s technical data sheets (TDS)
				3. Traffic Coating Manufacturer’s details
			4. Certificates:
				1. Product certification that the system components are supplied and warranted by single source Traffic Coating Manufacturer
				2. Statement that installing Subcontractor is authorized by Traffic Coating Manufacturer to complete Work as specified
				3. Copy of Traffic Coating Manufacturer’s current ISO Certifications
			5. Warranty:
				1. Warranty and verification documents as required by the Traffic Coating Manufacturer.

Sample warranty

* + 1. Submit requests for alternates to this specification a minimum of ten (10) working days prior to bid date. Include a list of ten (10) projects executed over the past five (5) years.
		2. Issued addendums confirm acceptable alternates. Do not submit substitute materials after tender closing.
	1. REFERENCES
		1. American Society for Testing and Materials (ASTM):
			1. ASTM C1583 – Standard Test Method for Tensile Strength of Concrete Surfaces and the Bond Strength or Tensile Strength of Concrete Repair and Overlay Materials by Direct Tension (Pull-off Method)
			2. ASTM C7234 – Standard Test Method for Pull-Off Adhesion Strength of Coatings on Concrete Using Portable Pull-Off Adhesion Testers,
			3. ASTM C957/C957M – Standard Specification for High Solids Content, Cold Liquid-Applied Elastomeric Waterproofing Membrane With Integral Wearing Surface)
			4. ASTM D4263 – Standard Test Method for Indicating Moisture in Concrete by the Plastic Sheet Method
			5. ASTM D4258 – Standard Practice for Surface Cleaning Concrete for Coating
			6. ASTM D4259 – Standard Practice for Abrading Concrete
			7. ASTM D4261 – Standard Practice for Surface Cleaning Concrete Masonry Units for Coating
			8. ASTM D5295 – Standard Guide for Preparation of Concrete Surfaces for Adhered (Bonded) Membrane Waterproofing Systems
			9. ASTM F3010 – Standard Practice for Two-Component Resin Based Membrane-Forming Moisture Mitigation Systems for Use Under Resilient Floor Coverings
		2. US Green Building Council (USGBC), Leadership in Energy and Environmental Design (LEED):
			1. LEED Reference Guide, Version 4.0, and USGBC Project Calculation Spreadsheet. Web Site <http://www.usgbc.org>.
	2. ADMINISTRATIVE REQUIREMENTS
		1. Pre-installation meetings:
			1. When required, and with prior notice, a Traffic Coating Manufacturer representative will meet with the necessary parties at the jobsite to review and discuss project conditions as it relates to the integrity of the system.
		2. Installation observations:
			1. Onsite installation observations include the following phases:
				1. Substrate verification prior to traffic coating installation start
				2. Traffic coating installation start
				3. Traffic coating integrity test
	3. SUBMITTALS
		1. Provide the following requested information in accordance with Section [project specific] Submittal Procedures.
		2. Action submittals:
			1. Product Data:
				1. Traffic Coating Manufacturer’s guide specification
				2. Traffic Coating Manufacturer’s technical data sheets
				3. Traffic Coating Manufacturer’s details
			2. Certificates:
				1. Product certification that the system components are supplied and warranted by single source Traffic Coating Manufacturer
				2. Statement that installing Subcontractor is authorized by Traffic Coating Manufacturer to complete Work as specified
				3. Copy of Traffic Coating Manufacturer’s current ISO Certifications
			3. Warranty:
				1. Warranty and verification documents as required by the Traffic Coating Manufacturer.

Sample warranty

Copy of warranty check list

* 1. QUALITY ASSURANCE
		1. Single source responsibility:
			1. Obtain traffic coating and auxiliary materials from a single Traffic Coating Manufacturer regularly engaged in the manufacturing and supply of the specified products.
			2. Verify product compliance with federal, state, and local regulations.
		2. Manufacturer qualifications:
			1. Traffic Coating Manufacturer shall demonstrate qualifications to supply materials of this section by certifying the following:
				1. Traffic Coating Manufacturer must not issue warranties for terms longer than they have been manufacturing/supplying specified products for similar scope of Work.
		3. Installer qualifications:
			1. Only authorized Subcontractor(s) shall install the traffic coating.
			2. Perform Work in accordance with the Traffic Coating Manufacturer’s published literature and as specified in this section.
			3. Maintain one (1) copy of the Traffic Coating Manufacturer’s instructions on site.
				1. Traffic Coating Manufacturer’s technical bulletins
				2. Traffic Coating Manufacturer’s details
				3. Traffic Coating Manufacturer’s technical data sheets
			4. Allow the Traffic Coating Manufacturer representative site access during installation.
			5. Contact the Traffic Coating Manufacturer a minimum of two weeks prior to scheduling a meeting.

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SPEC NOTE: Create mock-up to establish quality of work where practical. Henry recommends a mock-up to verify aggregate, color, and slip/skid resistance are aligned with project specific aesthetics and Traffic Coating Manufacturer’s published literature. Refer to and coordinate with Section 2.02 Materials. Projects not referencing Mock-Ups delete Section “1.09” as stated below.

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* 1. MOCK-UPS
		1. Mock-ups: Construct mock-ups to verify selections made under submittals and to set quality standards for materials and execution in accordance with Section [project specific] for mock-ups and as follows:
			1. Where directed by [engineer] [architect] [consultant], conduct moisture detection survey and install typical traffic coating, ten (10) feet by ten (10) feet, incorporating traffic coating, substrate materials, and adjacent materials including surface preparation, crack and joint treatment, traffic coating application, flashings, transitions, and terminations.
			2. Verify aggregate, color, and slip/skid resistance are aligned with project specific aesthetics and Traffic Coating Manufacturers published literature.
		2. Notify [engineer] [architect] [consultant] a minimum fourteen (14) days prior to mock-up construction.
		3. Review and acceptance of mock-ups does not constitute approval of deviations from the Contract Documents contained in mock-ups unless [engineer] [architect] [consultant] specifically notes such deviations in writing.
		4. Once reviewed by [engineer] [architect] [consultant], acceptable mock-up can form a permanent part of the Work and will form the basis for acceptance for the remainder of the project.
		5. Remove and replace materials found unacceptable at no additional cost to Owner.
	2. DELIVERY, STORAGE, AND HANDLING
		1. Delivery of materials:
			1. Deliver materials to the jobsite in undamaged and clearly marked containers and/or wrapping indicating name of the Traffic Coating Manufacturer and product.
		2. Storage of materials:
			1. Store materials as recommended by the Traffic Coating Manufacturer and conforming to applicable safety regulatory agencies. Refer to applicable data including, but not limited to, safety data sheets (SDS), technical data sheets, product labels, and specific instructions for personal protection.
			2. Keep solvents away from open flame or excessive heat.
			3. Store Traffic Coating in closed containers.
			4. Refer to Traffic Coating Manufacturer’s published literature.
		3. Handling:
			1. Product requirements may vary. Refer to Traffic Coating Manufacturer’s published literature.
	3. SITE CONDITIONS
		1. Environmental requirements:
			1. Do not perform Work during rain or inclement weather.
			2. Do not perform Work on frost covered substrates or surfaces that are not in accordance with Traffic Coating Manufacturer’s Tech-Talk Bulletins.
		2. Protection:
			1. It is the responsibility of the installing Subcontractor to protect all surfaces not included in scope of Work from damage.
			2. Secure protective coverings against wind.
			3. Seal air intake ventilation equipment with activated carbon filters to prevent fumes from entering building.
			4. Provide odor control including, air fans, exhausts, and portable enclosure for mixing station as required.
		3. Complete preparation Work prior to installing the Traffic Coating.
		4. Ground electrical equipment during operation.
	4. WARRANTY

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SPEC NOTE: Henry Company offers various warranty configurations. Select partial seed and lock traffic coatings for warranty configurations up to five (5) years. Select full seed and lock traffic coating for warranty configurations up to ten (10) years.

SPEC NOTE: Delete sections not applicable to project specific conditions and coordinate with Section 3.03.E Application of traffic coating.

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* + 1. Warranty submittals to Traffic Coating Manufacturer:
			1. Contact Traffic Coating Manufacturer sales representative for a complete list of required documents and procedures prior to material purchase. Warranties submitted without required documents and procedures completed may result in delay or rejection of warranty request.
		2. Single source Warranty:
			1. Installing Subcontractor warranty:
				1. Installing Subcontractor must warrant the system and installation. Provide material and labor costs for repair for a period of two (2) years from the date of installation completion as a result of any of the following:

Faulty workmanship

* + - 1. Manufacturer’s single source warranty; choose from the following:
				1. Material warranty:

Installing Subcontractor must be an authorized subcontractor.

Manufacturer must warrant the material against product defect from date of purchase as defined below; choose from the following:

Partial seed and lock traffic coating: 5 year material warranty

Full seed and lock traffic coating: 10 year material warranty

* + - * 1. System warranty:

Installing Subcontractor must be an authorized subcontractor.

Manufacturer must warrant the system and installation. Provide material and labor costs for repair as a result of manufacturing product defect from date of installation completion as defined below; choose from the following:

Partial seed and lock traffic coating: 5 year system warranty

Full seed and lock traffic coating: 10 year system warranty

1. **PRODUCTS**
	1. MANUFACTURERS
		1. Acceptable manufacturers:
			1. Henry Company

999 N. Pacific Coast Highway, Suite 800

El Segundo, CA 90245

(800) 486-1278

[www.Henry.com](http://www.Henry.com)

* 1. MATERIALS
		1. Obtain traffic coating and auxiliary materials as a single-source from the Traffic Coating Manufacturer to ensure compatibility and compliance with the following requirements:
			1. Traffic coating field membrane; having the following requirements:
				1. Polyurethane technology
				2. Meets ASTM C957

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SPEC NOTE: Henry supplies various primer options. Review the following primer descriptions and delete sections not applicable to project specific requirements.

1. Standard primers
	1. Henry LV Primer
	2. Henry LVXL Primer – applications where temperatures are lower than 50 ºF
2. Applications where the Dundeq System is installed more than 48 hours after primer installation
	1. Henry ST Primer and aggregate
	2. Henry STXL Primer and aggregate – applications where temperatures are lower than 50 ºF
3. Metal (stainless steel, galvanized steel, aluminum and copper) and PVC (rigid pipe) substrates
	1. Pumadeq™ Primer 20 and aggregate
4. Primer used to seal and prevent vapor drive (moisture emission) in concrete, wood and exterior roof boards
	1. Henry GC Epoxy Primer

SPEC NOTE: Refer to Henry Dundeq System Primer Guidelines Tech-Talk Bulletin for substrate specific primer requirements.

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* + 1. HenryDundeq™ System (Basis of Design):
			1. Primer; choose from the following:
				1. Standard primers; choose from the following:

Epoxy primer:

100% solids, epoxy primer having the following typical properties:

Basis of design: Henry LV Primer

Color(s): Clear

Low temperature epoxy primer:

100% solids, epoxy primer having the following typical properties:

Basis of design: Henry LVXL Primer

Color(s): Clear

* + - * 1. Applications where the base coat is installed more than 48 hours after primer installation; choose from the following:

Standard primer and aggregate:

Epoxy primer:

100% solids, epoxy primer having the following typical properties:

Basis of design: Henry ST Primer

Color(s): Clear

Aggregate:

Dry, contamination free, silica sand; having the following typical properties:

Basis of Design: Silica sand

Sieve size: #20-30, #12 Silica or NJ0

Low temperature primer and aggregate:

Epoxy primer:

100% solids, epoxy primer for applications where temperatures are lower than 50 ºF

Basis of Design: Henry STXL Primer

Color(s): Clear

Aggregate:

Dry, contamination free, silica sand; having the following typical properties:

Basis of Design: Silica sand

Sieve size: #20-30, #12 Silica or NJ0

* + - * 1. Metal (stainless steel, galvanized steel, aluminum and copper) and PVC (rigid pipe) substrates:

Primer with aggregate:

PMMA primer:

PMMA primer having the following typical properties:

Basis of design: PumadeqTM Primer 20

Color(s): Colorless, cloudy

Aggregate:

Dry, contamination free, silica sand; having the following typical properties:

Basis of Design: Silica sand

Sieve size: #20-30, #12 Silica or NJ0

* + - * 1. Moisture mitigating epoxy primer

Two-component, epoxy sealer/primer specifically formulated to seal water and prevent vapor drive and moisture emission over saturated substrates or green concrete; having the following typical properties:

Basis of design: Henry GC Epoxy Primer

Color(s): Gray, Red

* + - 1. Base coat:
				1. 100% solids, two-component, polyurethane waterproofing membrane; having the following typical properties:

Basis of Design: Henry Dundeq GP Flexcoat

Color(s): Gray

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SPEC NOTE: Create mock-up to establish quality of work where practical. Henry recommends a mock-up to verify aggregate, color, and slip/skid resistance are aligned with project specific aesthetics and Traffic Coating Manufacturer’s published literature. Refer to and coordinate with Section 1.09 Mock-Ups.

SPEC NOTE: Wear coat is used in fully seed and lock traffic coating systems. Delete wear coat for project specific specifications that only use a partially seed and lock traffic coating system, and coordinate throughout spec.

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* + - 1. Wear coat:
				1. Aggregate holding wear coat:

100% solids, two-component, polyurethane coating, fully broadcast with aggregate, to form a hard wearing, anti-skid, traffic surface; having the following typical properties:

Basis of Design: Henry GP Wear coat

Color(s): Gray

* + - 1. Top coat; choose from the following:
				1. UV resistant top coat:

Two-component, Aliphatic, Polyurethane Coating topcoat specifically designed for areas requiring long term color stability; having the following typical properties:

Basis of design: Henry GP Topcoat

Color(s): Light/mid/dark gray

* + - * 1. Non-UV resistant top coat:

Two-component, Aromatic, Polyurethane Coating topcoat specifically designed for interior areas; having the following typical properties:

Basis of design: Henry PU Topcoat

Color(s): Light/mid/dark gray

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SPEC NOTE: Install aggregate into wet wear coat in full seed and lock traffic coating systems, or in first layer of top coat in partial seed and lock traffic coating systems.

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* + - 1. Aggregate:

Dry, contamination free, silica sand; having the following typical properties:

Basis of Design: Silica sand

Sieve size: #20-50, #12 Silica or NJ0-NJ00

1. **EXECUTION**
	1. EXAMINATION
		1. It is the installing Subcontractor’s responsibility to verify the substrate is in accordance with Traffic Coating Manufacturer’s Tech-Talk Bulletins and as specified in this Section prior to installation of the Traffic Coating. Commencement of the Work or any parts thereof, indicates installer acceptance of the substrate.
		2. Verify components are in place, including, but not limited to, copings, railings, flashings, electrical conduit, pipes, pedestals, or curbs.
		3. Concrete surface profiles:
			1. Recommended surface profiles:
				1. Concrete Surface Profiles: CSP 3 – 4
				2. Broom finish
				3. Wood float (groove depth may alter application rates)
			2. Refer to Traffic Coating Manufacturer’s Tech-Talk Bulletins:
				1. Substrate preparation guidelines
				2. Concrete surface profiles
		4. Concrete laitance:
			1. Remove concrete laitance by shot blasting or mechanically grinding.
		5. Verify the following:
			1. Moisture detection survey:
				1. Conduct a moisture detection survey in accordance with the Traffic Coating Manufacturer’s Moisture Test Methods Tech-Talk Bulletin.
			2. Adhesion/pull test (optional):
				1. Complete a primer adhesion test, in accordance with ASTM C1583 prior to installation of traffic coating in accordance with the Traffic Coating Manufacturer’s Adhesion Test Guidelines Tech-Talk Bulletin.
		6. Do not apply traffic coating until substrate and environmental conditions are in accordance with Traffic Coating Manufacturer’s Tech-Talk Bulletins, technical data sheets, and as specified in this Section.
	2. PREPARATION
		1. Surfaces must be sound, dry, clean, and free of laitance, oil, grease, dirt, excess mortar, frost, loose and flaking particles, curing compounds or other contaminants.
		2. Substrate preparation:
			1. Prepare concrete surface profiles to meet Traffic Coating Manufacturer’s requirements.
				1. Refer to Traffic Coating Manufacturer’s Concrete Surface Profiles Tech-Talk Bulletin.
				2. Recommended surface profiles:

Concrete Surface Profiles: CSP 3 – 4

Broom finish

Wood float (groove depth may alter application rates)

* + - 1. Concrete laitance:
				1. Remove concrete laitance by shot blasting or mechanically grinding.
			2. Mechanically abrade metal surfaces to meet SSPC-SP3.
				1. Clean and prime abraded surfaces immediately after abrasion to avoid flash rusting.
			3. Refer to Traffic Coating Manufacturer’s Substrate Preparation Guidelines Tech-Talk Bulletin for further information including, but not limited to, the following:
				1. Concrete cure time
				2. Concrete compressive strength
				3. Substrate finish for concrete, metal, PVC, exterior grade sheathing, and masonry.
			4. Prepare substrates a minimum of two (2) inches beyond anticipated traffic coating installation.
	1. INSTALLATION
		1. Verify substrate is ready to receive a traffic coating in accordance with Traffic Coating Manufacturer’s Tech-Talk Bulletins and product specific technical data sheets.
		2. Temperature limitations:
			1. Refer to Traffic Coating Manufacturer’s product specific technical data sheets for product specific temperature guidelines.

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SPEC NOTE: Henry supplies various primer options. Review the following primer descriptions and delete sections not applicable to project specific requirements.

1. Standard primers
	1. Henry LV Primer
	2. Henry LVXL Primer – applications where temperatures are lower than 50 ºF
2. Applications where the Dundeq System is installed more than 48 hours after primer installation
	1. Henry ST Primer and aggregate
	2. Henry STXL Primer and aggregate – applications where temperatures are lower than 50 ºF
3. Metal (stainless steel, galvanized steel, aluminum and copper) and PVC (rigid pipe) substrates
	1. Pumadeq™ Primer 20 and aggregate
4. Primer used to seal and prevent vapor drive (moisture emission) in concrete, wood and exterior roof boards
	1. Henry GC Epoxy Primer

SPEC NOTE: Refer to Henry Dundeq System Primer Guidelines Tech-Talk Bulletin for substrate specific primer requirements.

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* + 1. Primer:
			1. Apply primer in accordance with the product specific technical data sheets and Traffic Coating Manufacturer’s Substrate Primer Guidelines Tech-Talk Bulletin.
				1. Standard primers; choose from the following:

Epoxy primer

Install primer per Traffic Coating Manufacturer’s minimum required thickness

Dry film thickness = approximately five (5) mils depending on substrate porosity

Application rate = approximately five (5) mils [approximately two-hundred and fifty to three hundred (250-300) sq.ft./gal.]. Applications rates may vary depending on substrate porosity.

Epoxy low temperature primer

Install primer per Traffic Coating Manufacturer’s minimum required thickness

Dry film thickness = approximately five (5) mils depending on substrate porosity

Application rate = approximately five (5) mils [approximately two-hundred and fifty to three hundred (250-300) sq.ft./gal.]. Applications rates may vary depending on substrate porosity.

* + - * 1. Applications where the base coat is installed more than 48 hours after primer installation; choose from the following:

Primer with aggregate:

Install primer per Traffic Coating Manufacturer’s minimum required thickness

Dry film thickness = ten (10) mils

Application rate = ten (10) mils [approximately one-hundred and thirty-five (135) sq.ft./gal.]. Applications rates may vary depending on substrate porosity.

Fully broadcast aggregate, to rejection, onto wet primer.

Average application rate = approximately one-quarter (0.25) lbs per square foot

Allow primer to cure in accordance with Traffic Coating Manufacturer’s product specific technical data sheets prior to subsequent installations.

Remove excess aggregate; choose from the following:

Heavy duty brooms

Mechanical blowing equipment

Industrial vacuum

Low temperature primer with aggregate:

Install primer per Traffic Coating Manufacturer’s minimum required thickness

Dry film thickness = ten (10) mils

Application rate = ten (10) mils [approximately one-hundred and thirty-five (135) sq.ft./gal.]. Applications rates may vary depending on substrate porosity.

Fully broadcast aggregate, to rejection, onto wet primer.

Average application rate = approximately one-quarter (0.25) lbs per square foot

Allow primer to cure in accordance with Traffic Coating Manufacturer’s product specific technical data sheets prior to subsequent installations.

Remove excess aggregate; choose from the following:

Heavy duty brooms

Mechanical blowing equipment

Industrial vacuum

* + - * 1. Metal (stainless steel, galvanized steel, aluminum and copper) and PVC (rigid pipe) primer:

Primer application rates may vary. Refer to product specific technical data sheets for installation instructions.

Fully broadcast aggregate, to rejection, onto wet primer.

Average application rate = approximately one-quarter (0.25) lbs per square foot

Allow primer to cure in accordance with Traffic Coating Manufacturer’s product specific technical data sheets prior to subsequent installations.

Remove excess aggregate; choose from the following:

Heavy duty brooms

Mechanical blowing equipment

Industrial vacuum

* + - * 1. Moisture mitigating epoxy primer:

Primer application rates may vary. Refer to product specific technical data sheets for installation instructions.

* + 1. Detailing/flashing:
			1. Install detailing and flashings per Traffic Coating Manufacturer’s details including, but not limited to, the following:
				1. Cracks
				2. Joints
				3. Drains
				4. Pipe penetrations
				5. Substrate terminations
				6. Wall/curb to deck interface

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SPEC NOTE: Henry Company offers various warranty configurations. Select partial seed and lock traffic coatings for warranty configurations up to five (5) years. Select full seed and lock traffic coating for warranty configurations up to ten (10) years.

SPEC NOTE: Delete sections not applicable to project specific conditions and coordinate with Section 1.12 Warranty.

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* + 1. Application of traffic coating
			1. Do not install traffic coating beyond cured primer.
			2. Partial seed and lock traffic coating:
				1. Base coat:

Install base coat per Traffic Coating Manufacturer’s minimum required thickness.

Dry film thickness = twenty-two (22) mils minimum

Application rate = twenty-two (22) mils [seventy (70) sq.ft./gal.]

Allow base coat to cure in accordance with Traffic Coating Manufacturer product specific technical data sheets prior to subsequent installations.

* + - * 1. Top coat:

Install top coat per Traffic Coating Manufacturer’s minimum required thickness

Total dry film thickness = thirty (30) mils minimum

Average application rate for two layers of top coat = fifty-seven (57) sq.ft./gal

Install first layer of top coat at twenty (20) mils thick [eighty (80) sq.ft./gal.]

Partially broadcast aggregate onto wet top coat.

Average application rate = approximately 0.5-0.75 lbs per square foot

Allow top coat to cure in accordance with Traffic Coating Manufacturer’s product specific technical data sheets prior to subsequent installations.

Subsequent applications exceeding 48 hours require mechanical abrasion. Wipe clean with MEK and clean cloth.

 Remove loose aggregate; choose from the following:

Heavy duty brooms

Mechanical blowing equipment

Industrial vacuum

Apply second layer of top coat at ten (10) mils [one-hundred and fifty (150) sq.ft./gal.]

* + - 1. Full seed and lock traffic coating:
				1. Base coat:

Install base coat per Traffic Coating Manufacturer’s minimum required thickness.

Dry film thickness = twenty-two (22) mils minimum

Application rate = twenty-two (22) mils [seventy (70) sq.ft./gal.]

Allow base coat to cure in accordance with Traffic Coating Manufacturer product specific technical data sheets prior to subsequent installations.

* + - * 1. Wear coat:

Install wear coat per Traffic Coating Manufacturer’s minimum required thickness

Dry film thickness = thirty (30) mils minimum

Application rate = thirty (30) mils [fifty-three (53) sq.ft./gal.]

Fully broadcast aggregate onto wet wear coat.

Average application rate = approximately 1.0-1.25 lbs per square foot

Verify wear coat is fully aggregated. Shiny areas in wear coat indicate the aggregate is not fully broadcast. Apply supplemental wear coat on shiny areas and fully broadcast aggregate onto wet wear coat.

Allow wear coat to cure in accordance with Traffic Coating Manufacturer’s product specific technical data sheets prior to subsequent installations.

Remove excess aggregate; choose from the following:

Heavy duty brooms

Mechanical blowing equipment

Industrial vacuum

* + - * 1. Top coat:

Install top coat per Traffic Coating Manufacturer’s minimum required thickness

Dry film thickness = twenty (20) mils minimum

Application rate = twenty (20) mils [eighty (80) sq.ft./gal]

* + 1. Traffic coating integrity test; choose from the following:
			1. Electronic Leak Detection (Alternate to Flood Test):
				1. Conduct electronic leak detection upon traffic coating completion.
				2. Contact pre-approved test provider several weeks in advance to coordinate schedule.
				3. In the event of a breach in the membrane, repair and retest the system in accordance with project specifications.
				4. Report results of testing to the [Architect] [Consultant] and Traffic Coating Manufacturer. Submit results with the warranty application.
				5. Do not proceed with Work without prior direction from the [Architect] [Consultant].
			2. Flood Test:
				1. Conduct flood test upon traffic coating completion.
				2. Provide temporary stops and plugs for the roof drain(s) or scupper(s) within test area.
				3. Flood test with a minimum of two (2) inches of water for no less than twenty-four (24) hours.
				4. In the event of a breach in the membrane, repair, and retest the system for no less than twenty-four (24) hours.
				5. Remove temporary stops and plugs.
				6. Report results of testing to the [Architect] [Consultant] and Traffic Coating Manufacturer. Submit results with the warranty application.
				7. Do not proceed with Work without prior direction from the [Architect] [Consultant].
	1. FIELD QUALITY CONTROL
		1. Do not allow traffic on traffic coating until traffic coating is fully cured. Cure times may vary; refer to product specific technical data sheets.
		2. Damage to surface by other trades shall not be the responsibility of the installing Subcontractor.
			1. Provide temporary protection as required.
		3. Do not penetrate traffic coating. Ensure all components are in place, including, but not limited to, copings, railings, flashings, electrical conduit, pipes, pedestals, or curbs prior to traffic coating installation.
			1. Contact Traffic Coating Manufacturerwhere subsequent penetrations are anticipated.
		4. Final Observation and Verification:
			1. [Architect] [Consultant] [General Contractor] and Traffic Coating Manufacturer to complete final inspection of traffic coating assembly as required by warranty.
			2. Contact Traffic Coating Manufacturer for warranty issuance requirements.
	2. CLEANING
		1. As the Work proceeds, and upon completion, promptly clean up and remove from the premises all rubbish, sand and surplus materials resulting from the foregoing Work.
		2. Clean soiled surfaces, spatters, and damage to adjacent areas caused by Work of this Section.
		3. Check area to ensure cleanliness and remove debris, equipment, and excess material from the site.

END OF SECTION