Sealcoating Spray System Operational Manual For SteelSkid and PolySkid Plus Systems
Congratulations on the purchase of your new Sealcoat Spray System. This system is easy to maintain and will last you many years if simple maintenance is performed. This design uses a hydraulically agitated tank that easily washes with water and should be rinsed periodically to ensure that sealer is not building up and hardening in the bottom of the tank.

This manual is not designed to teach you to spray sealer, it is a basic overview of the machine and will help familiarize you with the components. Please read the operating manuals for the diaphragm pump, and air compressor before operating this equipment.

Hydraulic agitation is used for agitating the sealer in the tank and is equipped with a dual diaphragm pump allowing for operating pressures up to 150 PSI. It is also equipped with an air compressor and pressure regulator which supplies air for the pump.

After receiving your new equipment, please check all fluid levels in the compressor engine and compressor Pump. The Engine will use 10W30 Motor Oil and the Air Compressor Pump will use 30 Weight NON DETERGENT. Only fill the Compressor oil level to the center of the sight glass.

Use the dipstick on the engine fill cap to properly maintain the oil level in the engine crank case.
The pump (Shown to the right) is self lubricating and will not require oil, therefore there is very little maintenance needed on the pump. We recommend that you check and tighten all loose fittings and replace any damaged hoses as necessary.

The devise that is connected to the pump (Shown above) that has the pressure gauge on it is the pressure regulator. You can adjust the regulator by screwing the bolt up or down to adjust the pressure.

Your pressure on the gauge should be set between 100 PSI and 125 PSI with the lever located between the pump and the regulator turned “on”.

This same ball valve that is located between the pump and regulator allows air from the compressor to flow to the pump.
We recommend that you add approximately 18 inches of clean water in your tank for pre-rinsing and testing prior to starting your system for the first time.

Add clean gasoline to the compressor engine and the recommended oil in the compressor pump and start the compressor as instructed in the air compressor manual. Make certain the “UNLOADER VALVE TOGGLE” is in the “UP’ position when starting the compressor, after the compressor has started and the choke is off, flip the unloader toggle to it’s side.

The water drain, which is located approximately 12 inches to the left of the compressor's Gauge on the bottom of the outside, should be drained every ten hours of use.
Open the sealer re-circulation valve as shown below, this will allow liquid to circulate in the tank when the spray wand is turned off.

Close the auxiliary suction ball valve at the bottom of the tank. These valves allow you to pull sealer from another tank.
The strainer screen is designed to remove large pieces of un-dissolved sealer and rocks from the sealer before it enters the pump, helping to protect the pump and keeping the spray tip from becoming plugged.

The screen should be cleaned on regular intervals during use and after each use. Close the main and auxiliary valves on the bottom of the tank, Unscrew the wing nuts from the top of the strainer canister and pull the screen up and out. Rinse it with water to clean it. (TIP): Use any kind of automotive grease on the strainers rubber gasket to prevent it from sticking between uses.
The Hydraulic Agitation Control valve (Located on the left below) is located on the control panel. It is a three way valve allowing the operator to run the agitation forward, reverse and neutral.

The Pressure Compensator Control allows the operator to adjust the amount of torque and speed of the agitator to effectively agitate the sealer in the tank. This control is located on the right side of the picture above. Simply loosen the knob and slide the control up and down. Re-tighten the knob after adjusting.
Even though this system was fully tested, the hydraulic oil is drained for shipping, and will have to be filled before use. Standard hydraulic oil can be used in this system.

The hydraulic filter should be changed after the first 20 hours of use and then annually. Always keep the tank 80% full and change the oil every 1000 hours of use or anytime you believe the oil is contaminated with moisture.

Total oil capacity is 5.1 gallons and you will need to add approximately 4 gallons to the full level because we have added oil to the pump and hoses before it left our manufacturing facility. The tank was drained for shipping.
When mounting on a trailer, ensure the center of gravity is forward of the tandem axles to achieve proper tongue weight.

This system is not designed for a single axle trailer. Size your trailer to accommodate the weight of the system, plus the weight of a full tank of sealer and any additional equipment you will carry.

Things to remember:

- Keep the system dry, store it where it has protection from the weather.
- Clean the system between each use ensuring you flush all hoses with clean water.
- Periodically check all hardware ensuring clamps are tight and bolts / nuts are tight and replace all missing or damaged hardware.
- Keep all oil levels full and change oils as described in this manual.
- Never insert hands or arms in the tank when the system is running, THIS WILL CAUSE PERSONAL INJURY!

With proper maintenance and care, you will enjoy many years of service from your new system.
As stated earlier, we highly recommend that you test the system and familiarize yourself with the overall operation by practicing with water first. You only need to add water to about 18” in the tank. Start the system and spray the water until you are satisfied that you know how to operate the system.

After you have practiced with water and you’re comfortable using the system, you’re ready to use Asphalt Sealer. Always try and add the correct amount of water to the tank first if you purchase “UNCUT” sealer. Agitate continuously while spraying. Use water or our industrial grade Asphalt Cleaner to clean your system after each use.