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The Voice of SSPC: The Society for Protective Coatings

Cover: Photo courtesy of Cory Allen, Susan Boyd and David Boyd

Features

40 Coatings and Collaboration: Industry Joins Forces to Restore Historic Tanks

By Susan Boyd, Vulcan Painters, Inc., and Pamela Simmons, JPCL This installment of "Profiles in Success" features the restoration of seven historic military tanks for the National Armor and Cavalry Foundation at Ft. Benning, Ga., accomplished with materials, supplies and labor all generously donated by companies across the protective coatings industry.

Encouraging Innovation: Environmental Regulations Drive Epoxy Formulation

By Marcelo Rufo, Air Products and Chemicals, Inc.

This article discusses formulation and curing agent options for epoxies that allow for compliance with environmental regulations without sacrificing good performance.

2015 Annual Directory of Industrial Painting Contractors

The *JPCL* Annual Directory of Industrial Painting Contractors includes information about more than 1,500 painting contractor companies primarily located in North America, but also from around the world. Listings are displayed in alphabetical order by country, and then by state or province. The information included was obtained through a survey of painting contractors known to *JPCL*.







Editorial

The Coatings Industry Comes Together for a Good Cause



n last month's *JPCL*, we recognized those who were awarded SSPC's annual Structure Awards. On pages 35–36 of that issue, a project that took place at the National Armor and Cavalry Heritage Foundation at Ft. Benning, Ga., was featured as one of the two projects that won the Military Coatings Project Award of Excellence. For this award, we did not only recognize the Foundation, but we also honored those who provided supplies, expertise and the labor to paint seven armored vehicles that are currently on display at the National Armor and Cavalry Museum.

This historic armor and cavalry collection was previously displayed at the Patton Museum at Ft. Knox, Ky. In 2011, the U.S. Army moved all armor and cavalry training from Ft. Knox to Ft. Benning and titled this new location the Maneuver Center of Excellence, which included the new Museum.

Throughout the history of mounted warfare, the armor and infantry have had to work together to accomplish the mission of closing in on and destroying the enemy. Our armor protected the infantry soldier from the enemy's tanks and our infantry protected the tanks from the enemy's infantry who might have anti-armor weapons.

Last year I received a call from LTG (Ret.) John Sylvester, who is now the Chairman of the Board of the National Armor and Cavalry Heritage Foundation. He knew I had something to do with coatings and asked if I knew anyone who would paint these armored vehicles to preserve them and write the work off as a tax credit, as the foundation is a not-for-profit organization. I called Vulcan Painters, Inc., of Bessemer, Ala., and talked to their CEO David Boyd, who is a friend of many years. My call was to ask his advice on how to begin handling this situation. Little did I know that David would pick up the ball and run with it.

David and his wife Susan immediately took a trip to Ft. Benning and met with the museum personnel, assessed what had to be done and then sent out emails and made calls gathering the resources to get the job done. In addition to being the CEO of Vulcan Painters, David quickly became the CEO of this project as well. A good CEO knows when to delegate. He sent Cory Allen from Vulcan to Ft. Benning to coordinate the process and

bring the entire project to a successful conclusion. Cory did an absolutely outstanding job.

This was a collaborative effort involving six industrial contracting firms, 20 painters, 13 suppliers and the support people to back them up. These suppliers and contractors normally compete with each other, but they put that aside to help the museum. Crews flew in from locations spanning the entire nation to honor the armor crewmen and the cavalry troopers who served their country by riding in these vehicles in both wartime and peacetime.

I want to personally thank the following suppliers: Axxiom Manufacturing, Inc.; Carboline Company; CHLOR*RID International, Inc.; Corrosion Specialties, Inc.; Eagle Industries; HCI Chemtec Inc.; IUPAT District Council 77; Mohawk Garnet Inc.; RPB Safety LLC; The Sherwin-Williams Company; Stewart Supply Company, Inc.; and US Coatings.

I also want to thank the painting contractors who sent their crews to do the work. The first of course is Vulcan Painters, Inc.; Abhe & Svoboda, Inc. (Jordan, Minn.); Champion Painting (Ft. Lauderdale, Fla.); Coatings Unlimited, Inc. (St. Louis, Mo.); Main Industries, Inc. (Hampton, Va.); and Thomas Industrial Coatings (Pevely, Mo.). Not only did these contractors send people from all over the United States to paint these historic vehicles, but many of the suppliers did as well, drawing from multiple locations to lend their technical expertise.

I don't know how many of our readers will have the opportunity to visit the museum at Ft. Benning, but if you do get the chance, I urge you to do so. Honor our armor and cavalry veterans by stopping and visiting these vehicles shown on pages 40–50 of this issue. When you see these impressive vehicles in person or in print, I hope you realize and appreciate that your industry came together and did something to honor those who served.

Bill Shoup

Executive Director, SSPC

Get to Know Bridge Coatings in Free Webinars

olster your knowledge of protective coatings considerations for bridges and earn SSPC credits by participating in two upcoming free webinars, the latest in the SSPC/JPCL Webinar Education Series.

Kirk Shields, a principal consultant for Corrosion Probe, Inc., will present "Bridge Coating Condition Assessment" on Wednesday, May 20, from 11:00 a.m. to noon, EST. This webinar will highlight the fundamental inspection skills required to conduct a visual coating condition assessment of an in-service steel bridge. The presentation will cover a range of factors that can







Kirk Shields

Derrick Castle

affect the coating's condition. A reporting and rating system that coincides with the AASHTOWare BrM system and enables the owner to make an educated decision on how to repair damaged and deteriorated coating will also be presented.

Based in Pompano Beach, Fla., Shields has over 30 years of experience in the coatings industry. Before joining Corrosion Probe, he was a consultant with Greenman-Pedersen, Inc., and KTA-Tator, Inc. Prior to that, he worked for an industrial painting contractor as a project manager. Active in both SSPC and NACE International, Shields is an instructor of several SSPC courses, including Bridge Coating Inspection (BCI) and Bridge Maintenance: Conducting Coating Assessments. He holds a B.S. degree in civil engineering construction technology from

Temple University.

"Standards, Training and Certification in the Bridge Industry" will be presented by Derrick Castle, chemical and corrosion laboratory specialist with the Kentucky Transportation Cabinet, on Wednesday, May 27, from 11:00 a.m. to noon, EST. This webinar will provide information on current fundamental training and certification programs related to industry standards and practical aspects of selecting, specifying

JPCL Bonus Issue to Celebrate Young Talent

Young coatings professionals and students have an opportunity to show the rest of the industry what they're made of in an upcoming special issue of *JPCL*.

Coatings Professionals: The Next Generation, to be pub-

lished in August, will feature up-and-comers working in the protective and marine coatings industry.

"Over the past few years, many of our industry's gurus and rock stars have retired, or are heading in that direction after having spent decades furthering the technology and techniques for preventing corrosion with protective coatings," said Pamela Simmons, editor in chief of *JPCL*.

"SSPC is currently focused on engaging the younger workforce, and JPCL is interested in ed-

itorial contribution from a new generation of coatings professionals — a generation that works differently than those of the past — a generation comfortable with technology and accus-

tomed to information on demand."

Many established professionals in the coatings industry are working hard to ensure its future "by embracing younger workers, taking these individuals under their wings and passing on

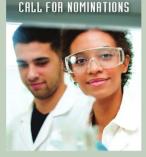
the knowledge they've acquired over the years," said Simmons

Supervisors, professors and mentors are urged to submit nominations. Nominees must be 35 years of age or younger.

Nominations may be submitted at paintsquare. com/nextgen. Questions may be emailed to psimmons@paintsquare.com.

"With every passing decade, new blood comes into this industry in the form of contractors, for-

mulators, engineers and more," Simmons says. "JPCL is proud to dedicate our 2015 annual bonus issue, to the introduction of some of the best and brightest."



and using coatings safely, effectively and economically to protect structures in harsh bridge environments.

Castle, an SSPC-certified Protective Coatings Specialist and a NACE-certified Coating Inspector, has been with the Kentucky Transportation Cabinet (Frankfort, Ky.) since 1995 and currently supervises its Division of Materials' Chemical Section, providing a wide variety of technical assistance on bridge painting projects. He has long been active in AASHTO's National Product Evaluation Program (NTPEP), where he now chairs the Protective Coatings Technical Committee. A member of the SSPC Board of Governors and chair of SSPC's Standards Review Committee, he helped to develop and is a lead instructor for the SSPC Bridge Coatings Inspection course. Castle holds a B.S. degree in chemistry from Morehead State University.

Registration, CEU Credits

These programs are part of the SSPC/ JPCL Webinar Education Series, which provides continuing education for SSPC re-certifications and technology updates on important topics.

SSPC is an accredited training provider for the Florida Board of Professional Engineers (FBPE), and Professional Engineers in Florida may submit SSPC Webinar Continuing Education Units to the board. To do so, applicants must download the FBPE CEU form and pass the webinar exam, which costs \$25.

Register for these online presentations at paintsquare.com/webinars.



Two Certified as SSPC Master Coatings Inspectors

Two protective coatings professionals recently earned the SSPC Master Coatings Inspector (MCI) certification. To reach the MCI level, one must qualify for certification as a Concrete Coating Inspector (CCI) as well as qualify for two of the four other SSPC certification programs: Bridge Coating Inspector (BCI); Protective Coatings Inspector (PCI); NAVSEA Basic Paint Inspector course (NBPI), which SSPC administers on behalf of Naval Sea Systems Command; or the SSPC Protective Coatings Specialist (PCS) program.

Ramon Pelaez, PCS, of Greenman-Pedersen, Inc., and Donny Taylor,



PCS, of Newport News Shipbuilding— Huntington Ingalls Industries are the newly certified MCIs.

Pelaez, the New England coatings and

corrosion manager at GPI, has been involved in corrosion protection and infrastructure rehabilitation for over 27 years, with 15 years of expertise in fiberglass reinforced plastic (FRP) technology. He serves as the vice chair of SSPC's New England Chapter and is an instructor of SSPC's C-1, C-2, Bridge Coatings Inspector and Bridge Maintenance: Conducting Coating Assessments courses. Pelaez served as the technical lead for the FRP modifications to SSPC QP-8, "Standard Procedure for Evaluating the Qualifications of Contracting Firms that Install Polymer Coatings and Surfacings on Concrete and Other Cementitious Substrates," and is currently leading work with ASTM developing QA and QC standards for FRP installations. He is also the vice chair for the proposed revisions to SSPC PA-6, "Fiberglass Reinforced Plastic Linings Applied to

Bottoms of Carbon Steel Aboveground Storage Tanks." Pelaez is an SSPC-certified PCS, CCI and Quality Control Supervisor (QCS), and completed the C-3 Certified Supervisor/Competent Person Training for Deleading of Industrial Structures. He also holds NACE



International's Level 3 Coating Inspector and Ship Board Corrosion Assessment Training (S-CAT) certifications, among others.

Taylor began his career in the shipbuilding industry in 2001, when he enrolled in the Painter/Insulator apprenticeship program at Newport News Shipbuilding's Apprentice School. During his apprenticeship, he was part of a team that built a replica of the USS Monitor, which is on display at the Mariners' Museum and Park in Newport News. He graduated from the Apprentice School in 2005 and accepted a position with the company's quality assurance department where he currently conducts audits, surveillances and quality assurance for the U.S. Navy. Taylor holds PCS, CCI, PCI and NBPI certifications from SSPC. He attributes his knowledge of coatings to the support of his management team, co-workers, family and friends, and he said that he was inspired by instructors Joyce Wright and Charles Harvilicz to become a Master Coatings Inspector.

The goal of the Master Coatings Inspector program is solely to recognize and honor those individuals whose experience and training has afforded them the prestige of multiple inspector and coating specialist certifications. SSPC recognizes that it takes tremendous personal commitment and dedication to the industry to maintain professional qualifications, and that task, in and of itself, is a core reason why so many of those people are so widely respected.

HP H

on PaintSquare.com

Now Buzzing on PaintSquare . . .

"Paint Punishes Pee Perps" (March 6)

A water-repellant coating is helping a town in Germany pee back on late-night revelers who relieve themselves in public.

Hamburg's party district of St. Pauli hosts more than 20 million visitors each year, and far too many of them urinate in the street, residents complain. So, members of a community group called IG St. Pauli decided to take matters into their own hands by coating walls with Ultra-Ever Dry, a superhydrophobic paint from Ultratech International (Jacksonville, Fla.) that splashes

the pee back to the source.



Ultratech International claims the barrier coating can completely repel almost any liquid. The company website says the product employs a "proprietary nanotechnology to coat an object and create a barrier of air on its surface."

Photo: © iStockphoto.com/LoooZaaa

Buzzing in the Blogosphere

"When Bad Specs Happen to Good Projects"

(March 19)

While coating failures are often attributed to poor surface preparation or application, a poorly written specification can just as easily derail a coating project. In his most recent *Inspector's Corner* blog, Lee Wilson, CEng, MlCorr, discussed how "bad" specs can negatively impact a project, and offers suggestions for making sure than an adequate specification is in place before starting work.

Bill Patterson: "In my opinion, much of the problem arises from the replacement of greed over professionalism, and the acquisition and consolidation of consulting firms into conglomerates whose prime purpose is to serve the owners with ever-increasing profits instead of serving the public. One of the easiest ways to do this is to assign a novice to 'assemble' a specification instead of assigning an experienced spec writer or project manager to 'prepare' one with a realistic budget to do so. Part of the problem lies in the process by which an owner chooses a consultant, which is often (usually?) heavily skewed towards the lowest price."

Bill Connor, Jr.: "Also, the architect often lacks up-to-date knowledge of the rapidly changing product lines. With new VOC specifications coming out every year, the product you used last year may not be available or suitable ... Only an applicator has the day-to-day knowledge as to which products are best ..."

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PSN TOP <mark>10</mark>

(as of Mar. 6)

- DOT Debars 'Disadvantaged' Millionaire
- Chinese Accused of Dumping Bad Steel
- Paint Punishes Pee Perps
- AkzoNobel Cleared in Product Claim
- Contractors Liable for Failed Decking
- WA Sues Trucker in Bridge Collapse
- U.S. Details Coating Label Reprieve
- Arkansas Worker Killed in 11-Foot Fall
- Bridge Contractor Cited in Teen's Death
- Suit: Work Went on Amid Drowning

MOST POPULAR

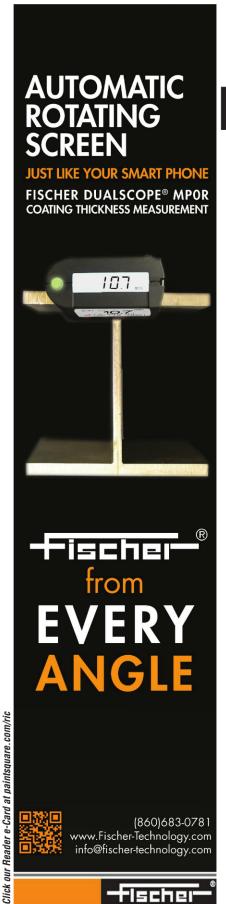
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(as of Mar. 3)

True or false: In conditions of low humidity, water can be sprayed onto inorganic zinc-coated surfaces to accelerate cure. Answer: True

Quiz Leaderboard (Feb. 28-Mar. 30)

- 1. Michael Beitzel (21/22)
- 2. L. Steven Moore (21/22)
- 3. Robin Hasak (21/22)
- 4. Ronald Beebe (21/22)
- 5. Volker Mellor (21/22)



Problem Solving Forum

On Filling Voids in Concrete

I've heard about using crystalline admixture or crystalline materials on top of concrete to fill voids and make the substrate less permeable. When is this desirable and what is the best way to use these materials?

Warren Brand

Chicago Coatings Group

I was involved in a very large and contentious project where an architect had specified these materials for an aquarium project. The concrete was going to be overcoated with a high-quality coating, and I could find no technical justification for their use. Their crack-bridging capabilities, from what I understand, are almost zero. I have yet to find a project that would benefit from the use of these materials. I'm eager to hear of some.

Lloyd Prontaut

Carolina Management Team

I have seen these materials used a few times in the water industry, but I have seen no value in using them with, or instead of coatings. The crystalline materials are less permeable and do a good job of stopping water. However, they can be difficult to properly moisture-cure. They don't offer the abrasion resistance that coatings provide, which is evident when it comes time to clean these materials. They have no crack-bridging capabilities, and every project I've seen showed micro-cracking above the water line. In my opinion, stick with protective coatings!

Joe Miller

NextGen Green Building Products, Inc.

Crack-filling and penetration into capillaries are the principal mechanisms for performance of crystalline-penetrating liquids applied to a concrete surface prior to applying protective coatings or linings, as I understand the wording of the patents issued by the U.S. Patent Office. Unless the U.S. Patent Office has made a blunder (doubtful), the efficacy of these formulations has been established.

Just a reminder, in case anyone has forgotten it: concrete is a porous material that undergoes chemical changes over time as carbon dioxide permeates through it, resulting in hardening and shrinking. There are few coatings I am aware of that can accommodate such shrinkage and be able to remain intact under these tensile loads. So applying clear, liquid crystalline waterproofing compounds seems logical to me since the hydrophilic and hygroscopic actions remain to fill cracks upon exposure to moisture and moisture vapor. They are not static compounds. They get reactivated once moisture becomes present. These are unique actions that traditional water repellents such as silanes and siloxanes simply do not possess.

Chuck Pease MMI Tank

One would have to determine the service environment of the slab and its intended use. I am not sure from the way you posed your question if you are talking about waterproofing or densifying/hardening of the slab. Chemical densifiers/hardeners have been used in industrial applications for almost 100 years. They have evolved like most other things in our culture from products that were difficult to use and labor-intensive to products that are relatively easy to use. Although they have been used extensively and are believed to improve the performance of the concrete, the mechanisms by which they improve the performance of the concrete are not completely understood. Part of the problem is the complexity of concrete. It is generally understood that every concrete slab is different, and therefore, performance of these types of products will vary from slab to slab. A chemical hardener that works well on a tight, dense slab may not work well on

Editor's Note: Problem Solving Forum (PSF) questions and answers are posted on *JPCL's* sister publication, *PaintSquare News*, a daily e-newsletter. To subscribe, visit paintsquare. com/subscribe. Occasionally, PSF questions and answers are republished; answers are sometimes edited to conform to *JPCL* style and space limitations, and participants' company affiliations are published as they were when the answers were originally submitted.

an open, porous slab, and vice versa.

Chemical hardeners are believed to work through three different mechanisms. First, we know they react with calcium hydroxide, which is a soft, water-soluble material that is produced during the hydration of the cement. When calcium hydroxide reacts with silica, it is converted into calcium silicate hydrate. This new compound is hard and is not water-soluble. Only 20 percent of the cement is converted into calcium hydroxide, so it is not believed that this reaction fully explains the increase in performance characteristics of the concrete. Second, it is believed that some of the chemical hardeners swell and block the pores or capillaries of the concrete. Third, others deposit an insoluble solid in the pores of the concrete. There are a variety of different types of chemical hardeners magnesium fluorosilicate, sodium silicate, sodium siliconate, potassium silicates, lithium silicate and amorphous silica. There are variations in the metallic salts, and there are also differences in the silica ratios, as well.

Some of the chemical hardeners are acidic and others are alkaline. Some must be scrubbed into the floor, while some can be sprayed on and left. Some are large and some are small. All of these materials have one thing in common — they are using silica, silicate or a siliconate to react with the calcium hydroxide. The metallic salts sodium, lithium and potassium, are just a vehicle to get the silica to the receptor. Chemical hardeners work on the surface of the concrete. They improve the wear surface of the concrete. It is important to keep as much of the material on or near the surface as possible so it can have the greatest impact.

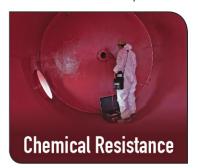
Conversely, if we can fill the area below the surface and not become diffused in the





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Problem Solving Forum

concrete, we can have a greater impact on densifying the slab. Siliconates are the largest of the silicas that are used for hardening concrete. Silicas and some of the silicates are some of the smallest. A higher percentage of solids in solution or suspension will have a tendency not to penetrate as well into a dense slab. On the other hand, a higher percentage of solids will work better to plug an open and porous slab. The inverse of this is also true: a lower percentage of solids with a smaller particle size will do a better job on more dense concrete. There are a number of other factors that can affect the depth of penetration into the slab including temperature, moisture content of the air and also of the slab, mechanical force used during application, rate of application and dwell time.

Warren Brand Chicago Coatings Group

I am not convinced, but I would like to be. Does anyone have any specific case studies where these materials have been a benefit? Or specific examples of when they would be used and where they would add value over a traditional paint or coating system?

Andrew Piedl James R. Gainfort, **AIA Consulting Architects**

The question uses the term "permeable," which typically refers to water vapor, not liquid water. The "crystalline" waterproofing products that I am familiar with typically are used to stop water, but these manufacturers will also tout their products' vapor permeability. A common application for these types of products is existing elevator pits with

occasional leaking. The waterproofing is applied on the inside, so it is a "negative side" waterproofing. The permeability allows the concrete to dry inward. There are systems that use crystalline products as a base coat (or additive) with a second, flexible coat applied on top. I think that if you are trying to make a slab less permeable, you would use something other than crystalline waterproofing.

Joe Miller

NextGen Green Building Products, Inc.

1. Crack-bridging is not the same as crack-filling. Crack-filling occurs for existing cracks, many times micro-cracks. 2. Crystalline penetrating liquids are not the same as cement-based crystalline products applied to the surface. Crystalline penetrating liquids need not be abrasion-resistant since they penetrate into the concrete unlike film-forming, cement-based crystalline compounds. 3. Liquid crystalline formulations can fill cracks due to the development of crystals within the cracks. Usually, two types of crystals are formed and can be reactivated by water or water vapor. 4. Coatings, mastics, sheet goods or liquid membranes can be applied to concrete that has been treated with an application of the liquid penetrating crystalline formulations.

Mark Puckett

Orfanos Contractors, Inc.

I have seen specs for MMA sealants on bridge decks with filler materials like sand, to fill in cracks and prevent chloride ion migration.



By Valerie D. Sherbondy, PCS, KTA-Tator, Inc., Richard Burgess, PCS, KTA-Tator, Inc., Series Editor

any agencies and facility owners require testing of coating products and systems prior to their use on a coating project. This is not an original concept; developing a qualified products list (or QPL) is becoming more commonplace, as not all coatings and coating systems are created as equals, even if they are in the same generic category. However, the big question remains: is the cost of establishing and maintaining a QPL worth it, or should the burden be placed on the manufacturer of the coatings to provide evidence of performance?

Fig. 1: Multiple product misusage contributed to coating failures on areas of this galvanized metal warehouse roof in Case Study 3. Photos courtesy of KTA-Tator, Inc.

This is oftentimes the discussion topic that surrounds the concept of the pre-project testing — how to manage the cost and justify the additional requirements, and in addition, how to manage and use the data generated from such testing should be discussed and defined. Establishing a QPL does not always require a large expenditure and can be cost-effective for even small to medium-sized coating projects. The peace of mind that comes with evaluating properties or performance on a small scale before installing the coating on a large scale is generally worth the investment.

There are many areas to consider when assuring quality on a coating project. Testing the coating materials is only one of many. Additionally, property and performance testing of the coating materials and placing full coating systems on a QPL do not guarantee coating performance. The surface has to be

prepared properly and the coating system should be installed according to the manufacturer's instructions and the governing specification. A good quality program will address all of the surface preparation and application requirements as well as the coating material testing portion of the program. After all, at the end of the project, it still follows that system performance is only as good as installation and specification requirements and adherence to them.

When a discussion arises regarding implementation of a coating testing program, there are many directions that the conversation may take. There are a wide variety of tests that can be performed and the decision as to which ones to use and, in some cases, the duration of the testing (for accelerated corrosion or accelerated weathering testing) can seem overwhelming if the process has not been explored before. The

F-Files: Mechanisms of Failure



Fig. 2: Variances in pigmentation led to differences in performance and aesthetic properties for this specified coating in Case Study 1.

qualification program may include a large list of tests covering both compositional and physical properties of the liquid materials as well as performance properties of the applied coating system. There are also qualification programs that address just a few key properties of the liquid materials. The scope of the testing program can be proportional to the complexity of the project, the criticality of long-term performance or determined by the types of products being specified.

In some cases, the products are compared to military specifications (or MIL-SPECS). Many military specifications are formulary-based, and testing is limited to compositional analysis, meaning that using a reference to a MIL-SPEC indicates that there is an assumption of performance based on the product being formulated to pre-established criteria. This formulary testing is conducted prior to project start-up with no short- or long-term performance testing (historical performance is based on the reliance on the same formulation). One of the limitations to this approach is that there may be variations in the quality of raw materials used to formulate the coatings from manufacturer to manufacturer, and these variations may not be revealed by compositional testing alone.

In other cases, baseline testing of three to five coating properties is performed prior to the start of the project and on each new



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batch of coating that is used on the project. The test results for each subsequent batch of material are compared to the initial, or baseline, property values to verify that subsequent results are within the allowable tolerances for each of the tests prior to use on the project. The test requirements may be job-specific and may or may not be applicable to other projects.

A step above batch testing is an industryspecific testing program. An industry-specific coating performance evaluation program generates performance data based on testing that represents (as closely as is possible) the service environment of that industry. Once the data is generated, it can be uploaded into a central database so that all member agencies in that industry can access the information and establish their own QPL from among the coating products included in the testing program. Examples of industries employing this type of program include publicly owned wastewater treatment facilities and departments of transportation. ANSI/NSF 61 qualification testing for potable water is a case in point.

The American Association of State Highway and Transportation Officials (AASH-TO) and its National Transportation Product Evaluation Program (NTPEP) is another example of an industry-specific performance evaluation/qualification program. AASHTO NTPEP tests products used throughout the U.S. bridge and highway system, including structural steel coatings. Since the program's inception in the late 1990s, dozens of coating systems have been tested. Briefly, coating manufacturers form a contract with AASHTO and submit candidate systems for testing to an independent testing laboratory. AASHTO, in turn, has its own contract with the laboratory, so there is no contractual relationship between the coating manufacturer and testing laboratory, removing any perception of bias. Testing includes baseline compositional analysis of individual components and mixed materials (for future comparison to jobsite-delivered batches); accelerated corrosion and weathering resistance; adhesion and thermal cycling. Slipcoefficient and tension-creep testing for qualification of coatings for use on slip-critical bolted connections is also included in the test regimen. There is no "pass/fail" criterion; rather, the data is uploaded to a central database where it can be accessed by member agencies so that they can select coating systems for placement on their QPL or qualified systems lists. A similar program was initiated in 2014 for concrete coatings testing.

The advantage of this type of performance evaluation is that many agencies within a given industry can access performance data with little or no associated costs. Limitations include keeping the database current as new coating systems come to market, the time necessary for generating the long-term performance data, and applying or using the same performance criteria for a coating that will be used on a structure in northern Minnesota vs. a structure in Phoenix — two very different service environments.

Even with all of the positive attributes associated with establishing a QPL, there are inherent costs that must be justified. The three following case studies demonstrate the value of testing prior to coating selection and installation.

Case Study 1: Baseline Testing/Batch Verification

The first case study describes a testing program that was initiated by an owner to perform baseline testing and batch verification testing throughout a coating project. Although these were not highly technical coatings, the project was going to be highly visible and the testing was conducted due to the color-branding initiative requiring assurance of long-term aesthetic performance. The exterior coating was a specific shade of exterior waterborne acrylic. The testing protocol developed was a relatively short list of tests including: non-volatile (weight solids) content, density and viscosity testing of the liquid materials, and an infrared spectrum (or "fingerprint") of the dried coating for future reference. The

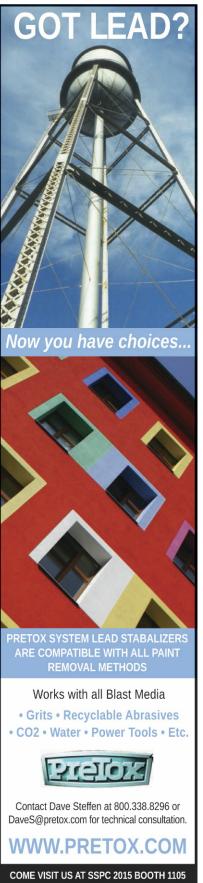


Table 1 - Volatiles Detected via Formulation Testing in Case Study 2

Chemical	Type III (control)	Type IV (control)	Field Sample #1	Field Sample #2	Field Sample #3
Butanol	v	✓	~	v	V
Toluene		✓		V	
Phenol	v	✓	~	v	V
Benzyl Alcohol		✓		v	
Tertbutyl Phenol		✓		~	
Benzofuran	✓	✓	✓	✓	✓

primer and finish coats were supplied by the same company; the primer was tinted a slightly lighter color than the finish coat for contrast during application. Each batch of primer and topcoat was scheduled for testing prior to acceptance on the job site. Based on the calculated number of gallons required for the project, it was determined that one batch of primer and two batches of the topcoat would need to be tested and compared to the baseline data for each product.

The project and batch analyses were progressing as scheduled until the submission of the final batch of the topcoat, which was not producing data within the allowable tolerances. This information, together with a comparison of the infrared spectra, confirmed that the coating was not a match to the originally specified topcoat and the material was rejected prior to application

(Fig. 2, p. 16). The shifts in the data were consistent with a different pigment package of the same resin material, which was tinted for use as a topcoat. In the long run, this may or may not have changed the way the exterior coating functioned, but as a point of consistency, it is desirable to start with the same product if you expect the same appearance and consistency over the long

Case Study 2: MIL-SPEC/ **Formulation Testing**

A second case study involved a coating material that was formulated to meet a military specification. The pre-installation testing required the products to meet the properties of the formulation for that MIL-SPEC coating. There was no performance data evaluated because the manufacturer indicated that the coating material was formulated

to meet the MIL-SPEC and that was used as the criteria for acceptance.

The coating application was in-process when differences in performance properties were evident from location to location across the structure. The differences in physical properties were noted and there was concern about the long-term durability of the material. An investigation was initiated and samples were obtained from areas exhibiting variations in performance. The samples were analyzed using Fourier transform infrared spectroscopy to look for chemical variations.

Unfortunately, the spectra did not reveal noticeable variations between the samples, but this analysis only focuses on the major constituents of the dried film. Further investigation revealed that a similar product was manufactured and in use at the same jobsite. The difference between the products was in



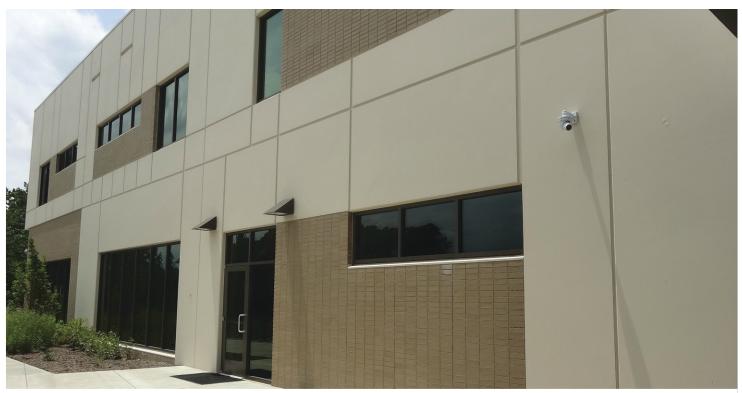


Fig. 3: Pre-testing for an array of different products was required before beginning rehabilitation work on this large warehouse building.

the solvent blend used in the formulation, so the residual solvents within the coating were isolated and identified. While it is common to consider all of the solvents as being completely evaporated when a coating is cured, there is often residual solvent material in the coating, especially early in the life cycle of the coating. Solvents can be extracted from the dried film by placing coating chips in a septum vial, heating the vial in a bath and then extracting the vapors from the head space within the vial with a micro-syringe.

The samples were analyzed by gas chromatography. The analysis revealed variations between the batches supplied and the control samples. The data in Table 1 indicates that the solvent blend was consistent with a Formulation III of the military specification instead of Formulation IV. These two formulations were developed for different exposure environments, thus explaining the coating property variations in early performance. This assessment resulted in immediate identification of the problem, which

stopped the application, identified the deficiency and prevented substantial rework. Because the specification was referenced and in place, the exact formulation requirements could be referenced quickly.

Case Study 3: Multiple Products/Product Misusage

A third case study is related to the proper and consistent use of a designated testing program. A rehabilitation project for a large warehouse-type building (Fig. 3, p. 19) includ-



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F-Files: Mechanisms of Failure

ed a repaint of the interior surfaces including galvanized roof decking, cement block walls, metal room dividers and metal hand rails. These surfaces required varying types of surface preparation, different coating systems and different application procedures. In addition, the specification permitted various (different) paint manufacturers for each of the surfaces.

Pre-testing of the products was required. The pre-testing was mainly based on physical characteristics of the wet products and reference infrared spectra. Because there were so many products in use, there were requirements for maintaining purchase orders and material receipt records, product retains and records of the application data which would permit referencing of materials at a later date.

Within months of the start of the rehabilitation work there were areas of failure noted on the interior galvanized roof decking (Fig. 1, p. 15). The specification required a

primer and two finish coats to be applied. The records indicated that the coating materials from the specified list had been purchased.

Laboratory analysis of the coating from the failing areas revealed that only one coat of material was applied, that the applied thickness exceeded the manufacturer's recommendations for the specified product, and that the material was not chemically consistent with the specified product. Analysis of the material indicated that it was more consistent with a highly pigmented and filled product, so the purchasing records were reviewed.

A block filler material manufactured by the same company was purchased at the same time as the roof decking coatings, and there was a mix-up in the storage areas for some of the products. Subsequently, coating materials that had been applied to the other areas in the building were quickly sampled and evaluated to determine if the correct

products had been applied. This testing quickly identified that all of the other materials were applied in the specified areas except one. There was one section of the building where a coating product was used that did not match any of the specified products. All coating rehabilitation continued on schedule while the incorrect products were removed from the two identified improperly coated areas. During the remainder of the project, the products were tested as per the requirements and applied as specified, and no further inconsistencies were noted. At last check, several years had passed and the coatings were performing as expected.

Conclusion

These three examples are only a small sampling of the many instances where qualification testing programs and the development of a QPL can be much less costly in the long run than the costs associated with rework due to poor performance of the applied coating system. Pre-project coating testing can be a large component in postapplication performance.

About the Author

Valerie Sherbondy is the technical manager for the analytical laboratory for KTA-Tator, Inc., a consulting and engineering firm specializing in industrial protective coatings. Sherbondy has been employed at KTA since 1990 and has provided laboratory support



for the investigation of hundreds of coating failures and coating testing programs. She holds a B.S. in chemistry from the University of Pittsburgh and is an SSPC-certified

Protective Coatings Specialist, a member of the American Chemical Society (ACS) and a committee chair for NACE International.



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Assuring Good Results with Plural-Component Spray

By Caleb Meacham, Solutions Consultant-WIWA LP



ost plural-component spray operators are familiar with using and maintaining positive displacement, or fixed ratio pump, traps a fixed amount of fluid inside the pump body and discharges it down a high-pressure paint hose. This is a reciprocating style of positive displacement and is used in the majority of two-component (2K) airless spray equipment.

Electronic variable ratio (EVR) pumps are a more advanced technology but they require more operational and maintenance knowledge. This article will provide information about eliminating some potential problems when using EVR pumps.



Workers applying plural-component spray coating to pipe exterior. Photos courtesy of WIWA LP

Building a Better Mousetrap

In an effort to promote what some original equipment manufacturers view as industry progress and 21st-century thinking, spray equipment manufacturers have enlisted the services of their engineering departments to come up with new ways of designing protective coating application equipment. These ideas include, but are not limited to, more precise analytics such as measuring the gallons per minute (GPMs) dispensed, temperature deviations and pressure imbalances. For the contracting companies that employ personnel with an understanding of electronic dosing and metering these ideas certainly have a home within the industry. One might go as far as to say that in the

Basic Training



Plural-component shop application.

future, the directors and general managers who are responsible for hiring personnel into their organizations may use this as a measuring stick to decide who is considered for a position and who isn't. But at this point in time, suffice it to say that these applicators are, respectfully, few and far between.

What the original equipment manufacturers fail to realize however, is that applicators have one primary goal: to transfer the coating from its storage container into the spray system and then onto the surface,



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Coating applied to secondary containment and run-off.

as quickly and as efficiently as possible. When an applicator has spent weeks, and in some cases months, familiarizing him or herself with the equipment that they have at their disposal and are then introduced to a different unit that calculates every aspect of the application right down to the hose sizes, it can be very intimidating and the results counterproductive.

There may come a time when the majority of protective coating applicators who apply coatings with plural-component spray, will be using more of the EVR-style equipment that relies on dosing and metering assemblies to determine and maintain mix ratios, but we are not there yet.

Out There in the Field

Having been a field service technician myself, I understand the frustration that can come from premature equipment failure and lost production. Negligence on the part of the pump operator can not only cause a slowdown in production but can also cost the owner of the equipment a lot of money to repair. Regardless of the system being used, there are several techniques that can, and should, be implemented to ensure that the equipment continues to perform at its maximum capability. The first is that applicators must direct attention to the conditioning (bringing to

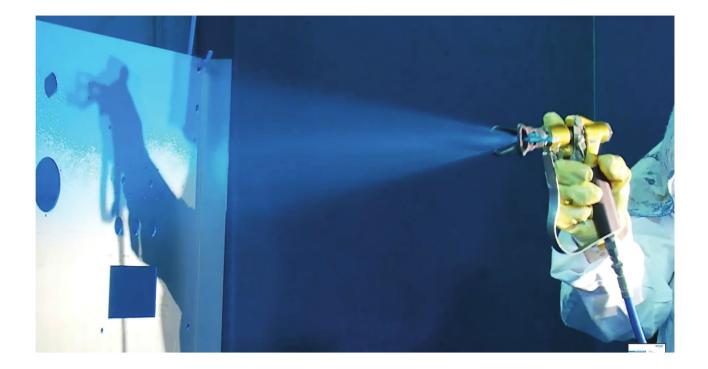
the appropriate temperature) of the coating before it's transferred to the mix manifold, whether it's mixed locally at the pump or remotely at the end of a hose bundle.

Hot & Cold

Regardless of pump type, when material is introduced into the fluid section that has

not been heated to the optimal temperature (i.e., the temperature specified in the product data sheet) pumps will be working much harder to move the material out to the mix manifold and the operator will need to turn up the pressure at the air maintenance unit in order to get the two components to atomize properly at the spray





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Protective coating being applied to control box panels.

gun. This practice can cause excessive wear on the packings which will ultimately cause them to wear out faster, requiring replacement.

On a fixed ratio system, improperly heated material can put the main fluid pumps at risk of cavitation and premature packing degradation. Improperly heated material will hinder the dosing/metering valve's ability to perform correctly.

With an electronic variable ratio (EVR) system, improperly heated material will hinder the dosing/metering valve's ability to perform correctly. Heat becomes a major factor in this situation due to the much smaller fluid passages inside the dosing/metering valve housing. If cold material is forced into these chambers not only will the integrity of the coating come into question but if the system is functioning correctly it will continuously shut down to prevent an off-ratio mix, costing the owner time, production, and in many cases, the added wear can result in preventable repair costs

Whether the system is being fed by transfer pumps pulling material of out 55-gallon drums or by feed hoppers mounted on the cart of the unit, proper conditioning is paramount and must never be rushed. In the same vein, additional heating components such as drum band heaters, heat blankets and hose bundle heat can be just as important if high levels of production are to be achieved. Most plural-component systems come equipped with inline paint heaters to assist in bringing temperatures up at the pump before the operator throws the switch into spray mode.

These heaters are a must when applying any 100%-solids material. If an applicator is running a hose bundle from the pump to a remote mix manifold, simply insulating the hoses without running either hot-water-jacketed hoses or an electrical heat trace ribbon inside the bundle will be detrimental to successful application. The

temperature decrease that takes place when the material travels from the pump to the mix manifold, especially when the hoses are resting on a cold concrete floor, can add up to 10 degrees, not to mention temperature loss due to ambient conditions and the temperature of the material in the supply containers. To combat this



problem, the applicator can run recirculation lines from the mix manifold back to the pump which will create a closed loop. The material travels in a circular pattern and will maintain its temperature all the way out to the spray gun. This is not only important in cold weather climates but also when the equipment is used outdoors if the

temperature is below 70 F.

When cold material introduced into the spray system is not given ample time to heat up (particularly when it's mixing with material already in the process of being warmed), it will shock the system, creating cold patches in the pumps and hoses and will potentially throw the system off

ratio. This is especially dangerous if the applicator is in the middle of a project. The material must be thoroughly heated in the storage container (drum or hopper). If the operator knows that he is going to empty a drum before finishing the project, another drum should be heated and agitated before the first drum empties so that once the feed pump has been repositioned into the new drum, the transition will be as seamless as possible. If the feed system used is a hopper and the levels inside are permitted to drop to the bottom, any new material that is loaded which has not been preheated, will force the applicator to bump up the spray pressures and create more wear and tear on the fluid sections. The type of production is inconsequential. If the heat is insufficient, it can create several problems. Regardless of whether the system is an EVR or a traditional positive displacement unit, heat is the operator's best friend.

The evolution of EVR-style application systems has been both unique and disconcerting in that while the technology offers much more in the way of data logging and analytics, it can also invite reluctance from potential owners and operators. Measuring and displaying gallons dispensed, average spray pressures, material temperatures and error messages can be useful, but the operator must be trained in collecting the data and sharing it with colleagues. The idea that all of this information can be logged and filed away is a tremendous resource for those looking to calculate exact amounts of material applied and work stoppages but the fact of the matter is that many applicators in the field are still shying away from this technology either because they aren't ready for it or because they simply don't need it and do not wish to pay the added expense to obtain it. Those who are using it or have experimented with it have reported concerns to manufacturers of this equipment, asking for



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more user-friendly systems. This is not limited to traditional epoxy and urethane applications but has crossed over into the application of intumescent fireproofing products as well.

Conclusion

Again, the goal of the applicator is to transfer the material from the storage container onto the substrate in as little time as possible, performing a quality job with as few hiccups as possible. As stated above, there may come a time when EVR spray systems are commonplace in the field, but because of the inconsistencies with dosing and metering along with over-engineering, there is a good chance that we will continue to see more in the way of fixed ratio systems that only ask the operator to feed air to the system and regulate its pressure manually without any electronic interference. It's been said that there is a time and place for everything under the sun, but old fashion simplicity is the most valuable commodity in this industry, especially regarding high production plural-component spray equipment and each OEM with a product or service to offer should be prepared to align themselves with what their customer desires, not the other way around.

About the Author



Caleb Meacham has been involved in the designation, sale and repair of airless spray equipment including plural-component systems, since 2005. He has directed operations in spray departments and overseen maintenance schedules in repair facilities before coming to his current

position as a Solutions Consultant for WIWA LP. He lives in Dallas, Texas.



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Coatings Industry Leaders Recognized in Las Vegas

SPC 2015 featuring GreenCOAT opened in Las Vegas on Tuesday, Feb. 3, with the Society's annual Business Meeting and Awards Luncheon. In addition to the Structure Awards. which were covered in the March 2015 JPCL. SSPC President James R. King, Jr., outgoing Executive Director Bill Shoup, the Board of Governors and others presented awards to individuals who have made an impact on the coatings industry; outstanding SSPC chapters in the U.S. and abroad; authors of standout technical presentations and JPCL articles; and SSPC-awarded college scholarship recipients. The Board also recognized Shoup for his 16 years of service as SSPC's executive director with the first-ever Board of Governors Award.

This recap of the individual and chapter award recipients is based on information given during the Awards Luncheon. For a complete list of awards presented at SSPC 2015, visit sspc.org.

Honorary Life Member

This title is bestowed upon an individual for extraordinary long-term activity on behalf of SSPC. Nominees for this award are normally people who have spent their careers dedicated to the coatings industry and have spent considerable time and effort advancing the causes of SSPC. To achieve this recognition, nominees must receive approval from two-thirds of the Board of Governors. The 2014 Honorary Life Member is Kenneth A. Trimber, president of KTA-Tator, Inc.

Trimber is a graduate of Indiana University of Pennsylvania (IUP), where he majored in business administration. In 1968, six years before his graduation, he began his coatings career at KTA literally on the ground floor by cutting grass, mopping floors, burning trash and blasting test panels. Soon after, he assisted with coating application, worked in instrument sales and ultimately served as a



SSPC President James R. King, Jr., and Kenneth A. Trimber, president, KTA-Tator, Inc. Photos courtesy of SSPC.

coatings inspector during breaks from college. During his full-time employment at KTA, he has served in numerous positions within the company beginning as a coatings inspector and moving on to quality assurance manager, senior consultant, operations manager of KTA Environmental, principal of KTA/SET Environmental, vice president/technical director, and lastly as president and senior coatings consultant, a position he has held from 2001 to the present. His certifications include SSPC Protective Coatings Specialist (PCS), SSPC C-3, NACE International Level III Coating Inspector, and National Board of Registration for Nuclear Safety Related Coatings Engineers and Specialists.

Trimber has been one of the most active members of SSPC since he joined in 1975, serving two terms on the Board of Governors from 1990 to 1999, including as president from 1997 to 1998, and as immediate past-president from 1998 to 1999. His other activities include participating as a member of the SSPC Standards Review Committee, and chairing four other committees including Surface Preparation and one of SSPC's newest committees, Commercial Coatings. In addition to all of his activities in SSPC, Trimber participates in ASTM International, where he has been either a chair or a member

of six committees, and NACE International.

Trimber has authored numerous articles for JPCL, Durability + Design and other periodicals, as well as two books: Industrial Lead Paint Removal Handbook and Project Design: Industrial Lead Paint Removal Handbook Volume II. He has also served as a contributing editor for other publications, and presented numerous papers at SSPC meetings and various coatings conferences throughout his career.

His SSPC awards and recognitions include Certificates of Recognition in 1992 and 1993, an Outstanding Publication Award in 1988, the John D. Keane Award of Merit in 1990 and the SSPC Coatings Education Award in 1996. He was named a *JPCL* "Top Thinker" in both 2009 and 2012.

"On a personal note, I have been in so many meetings with Ken that I could not even begin to count. He has always been a true gentleman to everyone. Whenever there was terse discussion going on, he could wade through the emotion and come up with a short synopsis of the problem and a thoughtful and succinct recommendation or solution that would either solve the situation or move the conversation along. These are traits that I wish we could all emulate," said Shoup when presenting the award.

John D. Keane Award of Merit

The John D. Keane Award of Merit acknowledges outstanding leadership and significant contributions to the protective coatings industry and to SSPC. John D. Keane was the Society's Executive Director from 1957 to 1984. Dr. Lydia Frenzel of Advisory Council and Alfred D. Beitelman, retired from the U.S. Army Corps of Engineers Construction Engineering Research Laboratory are this year's recipients.

Dr. Frenzel is a recognized authority on surface preparation and has co-chaired the



King and Dr. Lydia Frenzel, Advisory Council.

SSPC/NACE committees on water blasting since 1985. She founded the Advisory Council, which deals with emerging technologies and their social economic effects. She earned her doctorate from the University of Texas and accepted a faculty position with the University of New Orleans, where she pioneered marine research with grants from the U.S. Office of Naval Research and the NOAA Sea Grant Program.

Dr. Frenzel served on Louisiana's Task Force on Small Business Innovation, as a research director for two international companies, and executive VP, the director of CCI Training Services, and as chief spokesperson for the Advisory Council. She is a member of the SSPC Surface Preparation Steering Committee and of 12 other SSPC technical committees related to surface preparation, coating application and inspection, as well as a member of the NACE technical advisory group for ISO surface preparation committees TC-35, SC-12 and SC-14. Dr. Frenzel was recognized by JPCL in 2004 as one of the most influential persons in the coatings industry, and she is a two-time recipient of the SSPC Technical Achievement Award (1996 and 2012).

Beitelman earned a degree in chemistry from Wartburg College in Waverly, lowa in 1967. He began his work with paint in 1970 with the Army Corps of Engineers in Rock Island, Ill., where his superior was Fletcher



King and Alfred D. Beitelman, U.S. Army Corps of Engineers Construction Engineering and Research Laboratory.

Shanks, one of the early organizers of SSPC. In 1973 the Corps moved him and the entire laboratory to Champaign, Ill., where he had the opportunity to set up the new facility. Today, he continues to work for the Corps through their Washington, D.C. headquarters while remaining in his Illinois office with the same desk, same bookcases and same file cabinets that he set up over 40 years ago.

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Beitelman's primary focus has been coatings systems for locks, dams, bridges, hydropower facilities and various other waterway structures. His work has included performing research in coatings and surface preparation, conducting schools, writing guidance documents, responding to field inquiries in the area of coatings, and conducting on-site evaluations of coating issues. He has written numerous technical reports and journal articles and has made presentations at national and international conferences.

Beitelman attended his first SSPC meeting in 1974 and has not missed a single national meeting since. He has been an active participant on most of the surface preparation and coatings committees and has been chairman of the vinyl coatings and coal-tar coatings committees. He was also a member of the Standards Review Committee for many years. He holds Coatings Inspector certifications from both SSPC and NACE, and received a Technical Achievement award from SSPC in 2012.

Women in Coatings Impact Award

SSPC established the Women in Coatings Impact Award last year to recognize the talented women in the coatings industry who lead by example and inspire colleagues and team members to take risks to move their careers ahead; show commitment to the advancement of the coatings industry; and contribute to creating a positive impact on the culture of the industry. The second-annual awards were presented to Deidre L. Dunkin, CEO of Dunkin & Bush Inc., and Cynthia L. O'Malley of KTA-Tator, Inc.

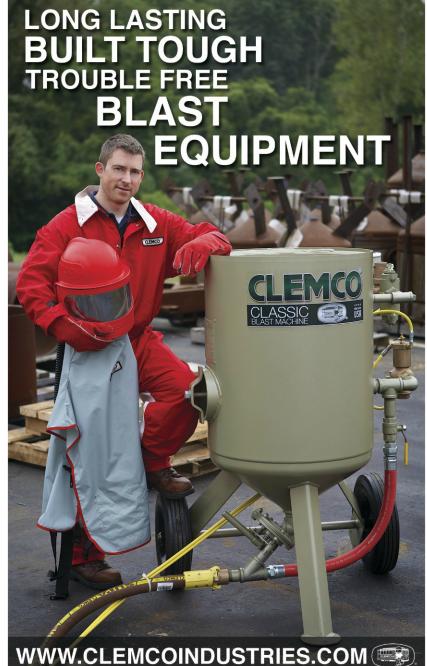
Dunkin joined Dunkin & Bush in 2000 and became the company's majority owner in 2008.



King and Deidre L. Dunkin, CEO, Dunkin & Bush Inc.

She has taken a special interest in helping to develop new career pathways for the young work force. She personally took control of developing a three-step intern program for recruiting, training and promoting new hires that exposes those personnel to all aspects of the company's business, culture and core values. Safety, hazard recognition and preparation of jobsite meetings are emphasized at

every level, and paid internships are offered every summer, which have allowed employees to move ahead in their careers and the company to have the number of employees needed to open up shops and operations in different states to keep increasing revenues. She was also instrumental in the development of the Young Contractors Forum at the PACE Conference in 2006.



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SSPC News

Under Dunkin's guidance, Dunkin & Bush became certified by the Womens' Business Enterprise National Council as a Woman-Owned Business. She has been active on the industrial painting committee as chairman of the education and membership committees.

O'Malley played an instrumental role in



King and Cynthia O'Malley, KTA-Tator, Inc.

establishing the Women in Coatings Forum at the SSPC 2010 conference and has been cochair of the session each year since. In 2014, she represented the technical contributions of women in the pipeline sector of the protective coatings market as a delegate and speaker at the Middle East Steel Conference in Dubai. where she was the first female to be selected as chairman of the protective coatings session and to make a presentation. She has published over 26 papers and frequently presents at national and local conferences and coating failure investigation workshops. She is an SSPC-certified Protective Coatings Specialist (PCS) and is also actively involved in standards development for SSPC, NACE, the American Chemical Association and the American Coatings Association.

At KTA, O'Malley's approach to personnel development has been integrated into a broader talent management initiative. She introduced a rigorous process of assessing the talents and skill sets of each member of her staff, resulting in individualized development plans that address their technical skills and knowledge as well as supervisory and leadership skills, industry participation and personal pursuits.

Coatings Education Award

The Coatings Education Award is presented for significant developments in the dissemination of educational and technical information relating to protective coatings and their application. This year's recipient was Alejandro Exposito Fernandez, director of business development for Grupo Otec (Murcia, Spain).

Fernandez is a certified PCS and has been an SSPC member since 2008. He has worked diligently in promoting SSPC and its training courses in Spain, including coordinating the country's inaugural SSPC Abrasive Blaster Program (C7), Spray Applicator Program



King and Alejandro Exposito Fernandez, director of business development, Grupo Otec.

(C12) and Waterjetting Program (C13). "Alejandro has been our main contact for the establishment of the chapter in Spain and the applicator courses in Spain, but he has asked us to also recognize the following companies who also worked with him and attended the courses: Navantia Shipyard, Grupo Otec, Gaditana de Chorro y Limieza, Indasa and Siasa," said Shoup.

Technical Achievement Award

This award recognizes outstanding service, leadership and contribution to the SSPC technical committees and other special technical functions. Tom Murphy, director of sales for concrete restoration and protection with Adhesives Technology Corporation, was chosen as this year's Technical Achievement Award winner.

Murphy chaired the SSPC C.7.1 committee on concrete surfacings and flooring, which converted the SSPC-TU 10 "Guide for Applying



King and Tom Murphy, Adhesives Technology Corporation.

Thick-Film Coatings to Concrete Floorings and Surfacings" into SSPC-Guide 20 of the same title. This major revision, which involved extensive rewriting and reorganization, was completed in May 2014. Murphy not only took the lead in much of the rewriting, but he also encouraged committee members to assist in the entire reorganization and rewriting process. "Tom rolled up his sleeves, booted up his computer and started editing and reorganizing the document," said Shoup. "This lead-by-example approach encouraged other members to actively contribute." The entire revision process was completed in 21 months, well below the average revision time of 36 months for a similar document, said Shoup.

Murphy is currently chairing the committee on surface texture of concrete coatings, which is developing a classification scheme to standardize the way manufacturers describe the textures of their coatings.

President's Lecture Series Award

Each year, the SSPC President chooses a technical program or presentation from the confer-



King and John Fletcher, Elcometer Limited (not pictured: Dr. Raouf Kattan).

ence that he or she feels stands as a reflection of the coatings industry and profession. This year, SSPC President James King presented this award to Dr. Raouf Kattan and John Fletcher of Elcometer Limited for their paper, "The Problem with Meeting Dry Film Thickness Specifications."

Past President Award

Whenever SSPC's leadership changes, the Society has honored past presidents for their years of service and leadership provided to



King and SSPC immediate past-president Ben Fultz of Bechtel Corporation.

the Society. SSPC recognized its current immediate past-president, Benjamin Fultz of Bechtel Corporation.

Board of Governors Award

SSPC also chose to recognize Shoup for his 16 years of service as SSPC's executive director with the first-ever Board of Governors Award. The award recognizes an SSPC staff member for distinguished service and loyalty to SSPC. King presented the award while ticking off a list of Shoup's accomplishments. Under Shoup's leadership, SSPC's individual membership has expanded from 7,000 to



Outgoing SSPC Executive Director Bill Shoup receives the Board of Governors Award from King.



SSPC News

11,000 and organizational membership has increased more than 50 percent. Training and certification programs have increased from two in 1995 to 47 in 2014. Thanks to Shoup, SSPC's financial results "would be the envy of any hotshot CFO," King said.

Outstanding Chapters

Each year, SSPC awards one Outstanding North American Chapter and one Outstanding International Chapter. The Society considers all of the chapter activities and the overall operation of the chapter when selecting the award winners.

The Northern California/Nevada chapter was awarded Outstanding North America. The chapter held six events and a golf tournament over the past year, sponsored the SSPC C3 and C5 training courses and sponsored the Closing Party at SSPC 2015 in Las Vegas. In addition, the chapter held a contest to sponsor two first-time visitors and their spouses to the SSPC conference, footing the bill for the attendees' travel, hotel rooms, meals and full conference registration. "Being fairly new to this industry, this experience has cemented in my mind a clear understanding of the goals and values that SSPC is trying to instill among its members. The consistency and striving for excellence was ever apparent," said John Orgon of Certified Coatings Company (Fairfield, Calif.), one of the attendees sponsored by the chapter.

The chapter's officers for 2014 were Dan Zavesky, Carboline Company, chair; Tim Sasan, Jerry Thompson & Sons, Inc., vice chair; David Brockman, Certified Coatings Company, secretary; and Burt Olhiser, Vantage Point Consulting, treasurer.

For the second year in a row, the Saudi Arabia chapter was named the Outstanding International chapter for helping to foster greater recognition of SSPC programs in Saudi Arabia and throughout the Middle East. Along with the Saudi Arabian chapter of the American Society of Materials (ASM), the chapter organized the 2014 Middle East Steel Conference and Exhibition in Dubai in October, where SSPC presented two workshops and a keynote presentation where the chapter promoted SSPC programs at its booth. In March,



King and SSPC Northern California/Nevada Chapter officers Dan Zavesky, Carboline Company, chair; and Burt Olhiser, Vantage Point Consulting, treasurer.

the chapter also held a technical exchange on development and testing of advance systems for fire protection.

The chapter's 2014 officers were Mana al-Mansour, chair; Hassan S. al-Sagour, vice chair; Anthony Manuel, secretary; and Oscar Daniel Salazar Vidal, treasurer, all of Saudi Aramco.

SSPC Scholarship Program

SSPC continued its tradition of awarding \$2,500 college scholarships to college students. The six students awarded scholarships for the 2014–2015 school year are Ana Bacco, Mary Cole, Abigail Helbling and Zackary Lerch, University of Akron; Martin Fletcher, Nichols College; and Shauntelle Williams, University of Lethbridge.



King and Joji Cherian, Al Estagamah Global Group Co Ltd., who accepted the Outstanding International Chapter Award on behalf of the Saudi Arabia Chapter.

Successful Training at SSPC Show Highlights Strong Start to 2015

Each year, SSPC hosts several training and certification programs in conjunction with its annual conference and meeting in order to give coatings professionals the opportunity to accomplish both training and networking goals in one quick week away from the office or job site.

This year, 266 coatings professionals attended the SSPC training and certification programs held at SSPC 2015 featuring GreenCOAT in Las Vegas. "The training programs at the show were a great success and exceeded all expectations," said Jennifer Merck, SSPC training and technical program specialist. "It was a pleasure to see so many international students and how many different demographics in our industry they represented. To see so many young coatings professionals at the show was amazing!"

Ernst Toussaint, PCS, MCI, of
TransCanada, who taught the Concrete
Coating Inspector Program at the show,
also had that same feeling. "Being an
instructor at the SSPC Show is a truly
rewarding because it's the one event where
there are students from all over the world
with various backgrounds and experiences
in coatings. I believe I have learned as
much from their personal experiences as
they have learned from the SSPC courses



Instructors Ernst Toussaint of TransCanada (second from left) and Randy Glover of OTB Technologies, LLC (far right) pose with the 14 students that took the Concrete Coating Inspector course during SSPC 2015 in Las Vegas. Photo courtesy of SSPC.

that I have instructed," Toussaint said.

Ralph Trallo, who taught a series of coating project management courses at the show stated: "The fact that peers from my time in the business are sending their sons and daughters to SSPC Courses is a testament to the effectiveness of the programs."

SSPC's expert instructors were on hand to teach the courses. William Hansel from the California Department of Transportation (CALTRANS), a longtime instructor of SSPC courses, taught the SSPC Bridge Coating Inspector Program at the show and stated: "Attending BCI at the show presented the students with the opportunity to actually see various types of inspection equipment as well as multiple access, surface preparation and coating choices while visiting the exhibit hall. It gave them the opportunity to broaden their knowledge by discussing these goods and services with the vendors. Our student body was the usual mix of experienced coating foremen, journeymen and fresh young engineers, with the random chemist and contractor to spice things up. They all expressed that the breath and depth of the course increased their knowledge and taught them how to utilize the many resources offered by SSPC."

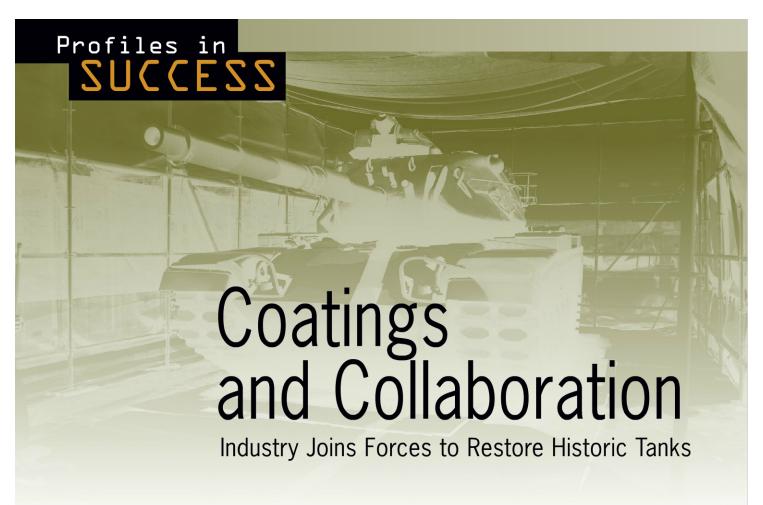
As an organization, it is SSPC's goal to provide training and certification programs that are high-quality learning opportunities and also easy on the budget. This allows both individuals and companies to achieve

training goals at a reasonable cost. In fact, every program currently offered requires six days or fewer to complete – a key feature that minimizes time away from the job.

The SSPC training and certification programs will be back in full force at SSPC

2016 featuring GreenCOAT, which will take place in San Antonio, Texas, from January 18 to 21, 2016. If you have any questions in regards to SSPC's training programs, please contact Jennifer Merck at 877-281-7772, ext. 2221, or merck@sspc.org.





By Susan Boyd, Vulcan Painters, Inc. and Pamela Simmons, JPCL

Photos courtesy of Cory Allen, Susan Boyd and David Boyd t's not often that industry competitors put aside bidding wars and vying for common business to work together, deploying their talents and resources for the common good. Such was the case when it came to restoring seven historic military tanks for the National Armor and Cavalry Heritage Foundation. The restored tanks will be displayed on a walking trail, on land given by the United States Army for a new National Armor and Cavalry Museum at Ft. Benning, Ga.

The Foundation, a number of whose board members are retired generals, has a multiphase plan for construction of a future museum and intends to build it with private funds. The museum will house the Army's immense collection of armor and cavalry vehicles, smaller artifacts and records dating back 200 years. The Armor collection was brought to Ft. Benning from Ft. Knox through the Department of Defense's Base Realignment and Closing (BRAC) program.

Collaboration

Working under the leadership of Vulcan Painters, Inc. CEO David Boyd, companies across the country participated in an industry-wide volunteer effort to restore the tanks. As the contractors involved talked to colleagues about the job, more suppliers began to donate supplies.

Steve Krolak of Mohawk Garnet Inc. drove from Minnesota to Ft. Benning to help set up the abrasive cleaning operation. Representatives of coating manufacturers Beth Ann Pearson from The Sherwin-Williams Company and Mike Reed of US Coatings both traveled to the job site. Andy Steinman of Corrosion Specialties, Inc. made several trips to the job site with donated equipment and abrasives. Other companies and organizations contributed blast pots and blast media, safety glasses, gloves, ear plugs, sand paper, scrapers and wire brushes.

Crews flew or drove from all over the country; members of the Abhe & Svoboda, Inc. team, alone, came from North Carolina, California, Minnesota and Louisiana. Other crews came from Florida, Georgia and Missouri. Many crew members had personal connections to the military. "It's quite an honor and we're excited to be part of it," said Shawn Eagan, project manager of Coatings Unlimited, Inc. in St. Louis. Don Holle of

Abhe & Svoboda in Minnesota recalled that his late father-in-law was tank commander of an M48A3 model used by the U.S. Marine Corps. "We had the opportunity to pick a tank and I said, 'Let's take this one (the M48) and give him a little tribute.""

"I'm a Navy vet and did a tour in Afghanistan, so this hits close to home for me," said Josh Range of Thomas Industrial Coatings. "That's why I'm here."

Cory Allen of Vulcan Painters describes his connection to the project. "In 1944, my dad landed on Utah Beach and fought on the front lines at the Battle of the Bulge in the 81st mortar battalion with the Third Army, commanded by General George Patton. My dad later became an instructor at Ft. Benning as an Army Reserve officer."

Arthur L. (Len) Dyer III, director of the Armor and Cavalry Museum and its restoration shop on Sand Hill at Ft. Benning, with his assistant Frank Albano, lent a Sullair 250 compressor and a forklift to the project, and also helped with shipping containers and storage. They provided machines to move the tanks into and out of the containment spaces.

The Scope

The scope included identifying and procuring all volunteer labor and donated materials. Key issues encompassed making decisions on insurance (it was decided that painters would be covered under each contractor's own insurance); securing a location to do the painting; determining how best to clean and blast the tanks; identifying possible surface contaminants; deciding on the type and setup of containment; locating specs for the coatings that were originally applied to the vehicles dating back to the 1940s; finding manufacturers who could produce the paint quickly; initiating publicity to get the word out about the project so that contractors could volunteer and suppliers could donate equipment and materials; and planning a schedule flexible enough to allow multiple contractors' crews to wedge this volunteer work between their paid work.

On April 2, 2014, *Paintsquare News* ran the first article about the project and Boyd began contacting contractors and suppliers with further information. At that time, Dyer decided which of the several hundred tanks in the collection would be used as outdoor monuments and Boyd returned to Ft. Benning to photograph those chosen. A document displaying photos and a brief history of each tank and cavalry vehicle, all of which represent different periods of service dating back to World War II, was sent to interested contractors and by July 1 each of the vehicles had been claimed by companies willing to send crews to paint them at the contractors' expense.

Painting was to begin August 1, 2014, leaving only about three weeks to get tank colors matched, manufactured and shipped to the site. All of the coating materials were donated by the manufacturers.

The Coatings

Of the seven tanks to be painted, two tanks, the M60A3 Patton main battle tank and the Sheridan M551, received a camouflage pattern in a flat finish using the Federal Standard 595C color system and applied in the Woodland camouflage pattern. The tank camouflage coatings were matched and provided in chemical agent-resistant coating (CARC) polyurethane materials.

The M3 Bradley was finished completely in a flat green color, also provided in a CARC polyurethane material. The other four tanks; the M48 Patton, M114 Command and Reconnaissance Carrier, the M113 Armored Personnel Carrier and the M26 Pershing; were finished in a gloss Vietnam green shade. This color was difficult to identify, because it had been replaced during revisions of the Federal Standards color 595C color system.

The oldest tank color to match was that of the M26 Pershing, which was specified as a Korean gloss green. The shade was an obsolete color which no manufacturers could match, so the Museum accepted a substitute, the gloss Vietnam green, available in oil-based coating. The Armor Museum had specified oil based coating, because this was the authentic coating material used on the tanks.

The Location

At the Armor and Cavalry Museum restoration shop, the first objective was to build two containments: one to hold all of the water used to pressure wash tanks so that it could be stored and disposed of by the Army, and a second for abrasive blast-cleaning, including lead abatement.

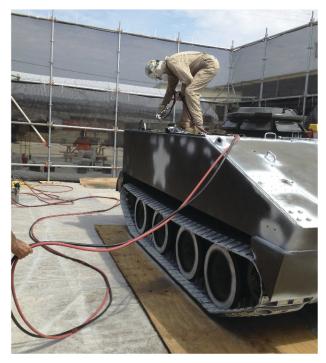
The Setup

During the week of July 21, Vulcan project manager Cory Allen assembled equipment and materials onsite. He and Vulcan's industrial superintendent John Jenkins, oversaw erection of the containments, ensuring that the workspace would be ready as contractors arrived.

The Execution

The M114 Command and Reconnaissance Carrier – Vulcan Painters, Inc.

As the crews arrived Allen gave an orientation on the project, safety, the vehicle to which they were assigned, waste collection procedures and other project parameters. The first tank into the





(Above photos) Reggie Clements of Vulcan Painters, Inc. sprays the M114 Command and Reconnaissance Carrier.

pressure-washing containment was the M114 Command and Reconnaissance Carrier. The smallest of the vehicles, it was pressure-washed and painted by Vulcan.

The M48 Patton - Abhe & Svoboda, Inc.

The second vehicle, the M48 Patton medium tank, was positioned in the blast booth for Abhe & Svoboda of Jordan, Minn., to start surface preparation the first week of August. The crew arrived Monday, August 4 to abrasive blast-clean the M48 in closed containment.







The M48 Patton tank before painting (top). Shawn Landowski (middle) and Shawn and Zach Prachar (bottom), both of Abhe and Svoboda, Inc., prime the M48.

With temperatures reaching above 90 F outside, readings for ambient conditions inside the containment were recorded at 111 degrees and the temperature on the surface of the steel tank at 114 degrees.

The M60A3 - Main Industries, Inc.

After the pressure-washing area was cleaned, and water vacuumed up and stored, the third tank, the M60A3 was pushed into the wash area



The M60A3 in the process of restoration (Top) and finished (below).





Masking the camo pattern on the M60A3 (left). Below, the M3 Bradley fighting vehicle before painting. Zachary Daniels and Hyrum Zweifel of Coatings Unlimited, Inc. apply the finish coat to the primed Bradley (bottom).



with the help of the restoration shop's M88 A2 Hercules Armored Recovery Vehicle. Without a roof over the containment, surface temperature on the M60A3 tank registered 140 degrees. The crew rigged a partial roof over the pressure-wash containment as a sun shield.

The three-man crew from Main Industries found their tank in worse shape than expected after pressure-washing revealed pits and scratches from its service and rough welds from previous repairs. Prep work, included caulking, applying Bondo putty, masking, foaming and other weatherproofing, childproofing work and spot-priming with epoxy before a full coat of primer could be applied. Next the crew applied the first coat of a CARC coating system and continued with additional colors to create the camouflage pattern. Dyer aided in creation of a line guide which simplified application of the camo pattern.

The M3 Bradley - Coatings Unlimited, Inc.

Abrasive dust was shoveled into drums and a new plastic sheet floor installed in the blast-cleaning area for the M3 Bradley and the upcoming week's work. The crew from Coatings Unlimited of St. Louis arrived Monday, August 11 and pressure-washed the Bradley fighting vehicle, sanding and power tool-cleaning. The tank was spot-primed and sprayed with a full coat of primer. The morning crew painted the turret and back fender the next day and the finish coat was applied that afternoon.



The M113 Armored Personnel Carrier -**Thomas Industrial Coatings**

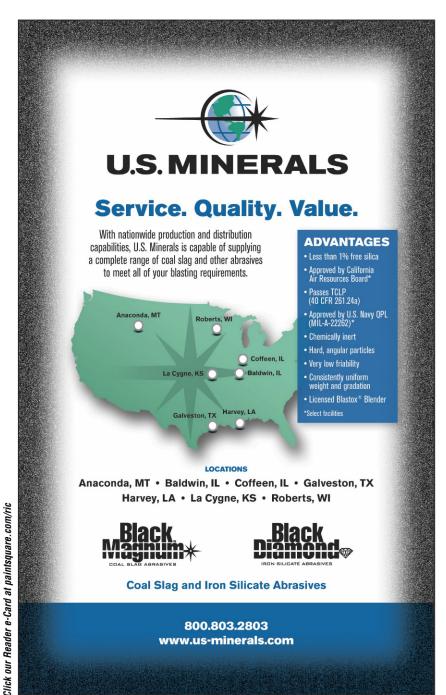
Thomas Industrial Coatings' crew arrived from Pevely, Mo. on Monday, August 18, to paint the M113 Armored Personnel Carrier. The crew prepped and power-sanded their

tank first, then pressure-washed it, and had a coat of primer applied by Wednesday at noon. Two coats went on over the primer Wednesday afternoon and the crew was back on the road to Missouri by 5:00 p.m.





Shawn Murray of Thomas Industrial Coatings paints the M113 Armored Personnel Carrier.



The M26 Pershing - Vulcan Painters, Inc.

Vulcan Painters started work on the M26 Pershing on August 25. Initial endeavors included sealing the entire containment for the de-leading process. A lead-stabilizing coating was spray-applied to all coated surfaces. The tank was blast-cleaned the next day and the leadbased paint was removed. In addition to the lead coating, this tank had the most combat damage after serving as a target at Elgin Air Force Base. After blast cleaning, painters col-



lected and disposed of the abrasive, hand ground sharp steel edges, removing weld spatter where air strike holes had been filled in, and sealing holes with Bondo putty, silicone caulk and polyurethane foam. The prepared surfaces were spray-applied with epoxy primer followed by two spray-applied coats of an alkyd gloss finish in the Vietnam Green color.



The M26 Pershing before painting (top) and Reggie Clements of Vulcan Painters, Inc. applying a coat of green (bottom).



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Profiles in Success

The M551 Sheridan -**Champion Painting**

Champion Painting of Ft. Lauderdale, Fla., a veteran-owned firm, arrived Monday, August 25 to paint the last tank of the

seven. The crew pressure-washed the vehicle that day and power and hand toolcleaned it the next, prepping imperfections on the steel. A coat of epoxy primer was followed by a green base coat and masking for the camo pattern.





Leo Aspiacu and Robert Garrett of Champion Painting mask and apply the camo colors (top) and pose with finished M551 Sheridan tank (bottom).

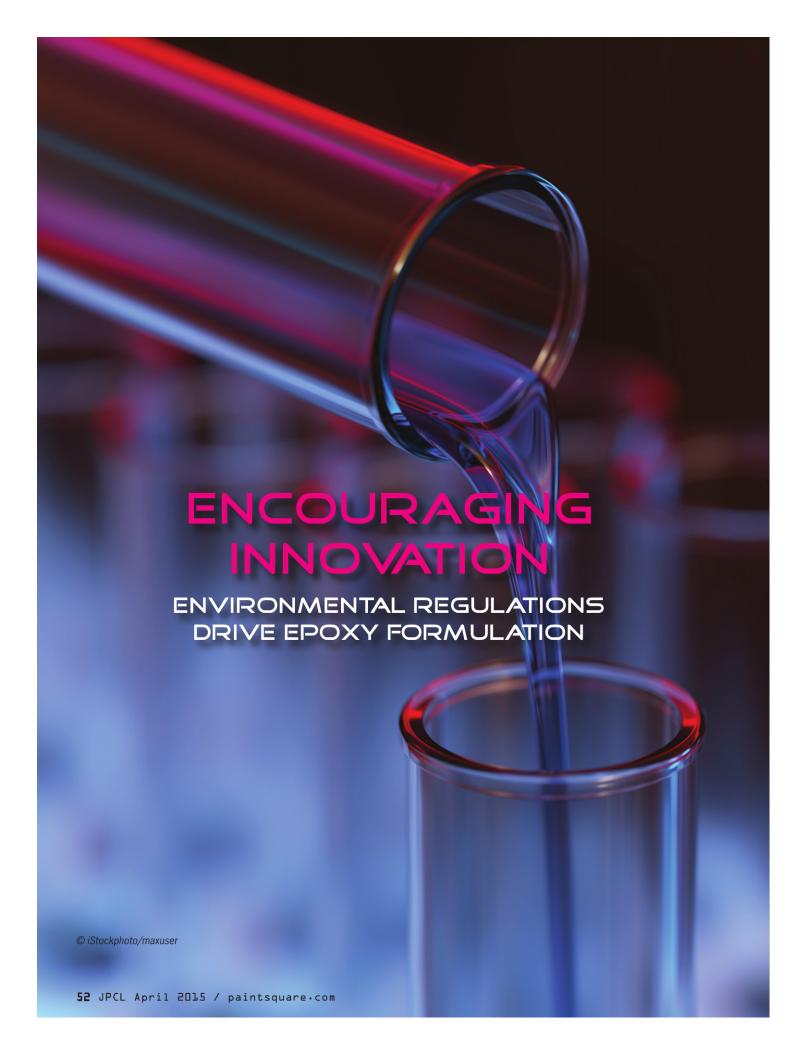


Conclusion

The tank restoration project not only met Vulcan's goal of having all work completed by September 1, but went on to win the SSPC Military Coatings Project Award of Excellence at SSPC Structure Awards Ceremony at SSPC 2015 in Las Vegas this past February. For more information, to donate or to volunteer, visit www.armorcavalrymuseum.org or contact executive director Rick Young, CSM, USA, (ret.) at nachfexecutivedirector@gmail.com or 706-341-6123.



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By Marcelo Rufo, Air Products and Chemicals, Inc.

ccording to Harvard Business School professor Michael Porter, in what has come to be known as the "Porter hypothesis," strict environmental regulations can induce efficiency and encourage innovations that help improve commercial competitiveness.

Global environmental regulations have driven much development in the coatings industry and regulations implemented to increase worker safety and environmental protection have helped to launch many new products.

There is increasing social pressure on all industrial activities to reduce and or eliminate the use of raw materials that could have a negative impact on the environment and on the health of people consuming or handling products that use such raw materials.

Several different terminologies have been used by the paint and coatings industry to describe the various technological solutions, such as "compliant" or "environmentally friendly," "HAPs-free" (hazardous air pollutants), "water-based or water-reducible" and more recently "emissions-free" or "totally reactive technology." The terms mentioned describe concerns being addressed and advantages and disadvantages of these new technologies against well-established products in the

Typically the speed of adoption of new technologies by the coatings industry is linked with the development of new polymers or resins that will serve as a base for the new formulations addressing concerns about environmental regulations, while meeting stringent performance requirements.

Just few decades ago, a typical conversation between a development chemist and a marketing professional would probably be restricted to the performance requirements for the new coating being developed. In today's world the performance of a new coating is just a starting point and further understanding of product registration, labeling, and volatile organic compound (VOC) limits and definitions must also be addressed at the early stages of new coating development. The challenge becomes bigger as the world becomes smaller and today's regulations may have immediate impact on a global scale.

Probably the most significant impact of an environmental regulation came from the endeavor to reduce the VOCs in paints and coatings. This is still a very strong driver today and is likely to be even more restrictive in the coming years.

DEFINING VOCS

When referring to coatings with low VOC content, one must first understand the VOC definition specific to the region where the coating will be used. For example, the VOC definition used in the United States is very different from that used in Europe.

VOC Definition in the U.S.

In the U.S., VOC refers to any compound of carbon, excluding carbon monoxide, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate, which participates in atmospheric photochemical reactions. To supplement the defini-

tion, the United States Environmental Protection Agency (EPA) keeps a list of exempt organic compounds that have been identified as having negligible photochemical reactivity. This concept allows paint companies in the U.S. market to use exempt solvents to comply with VOC regulations.

The EPA set VOC limits for floor coatings at under 400 g/L, established under rule 40 CFR 59, Subpart D — National Volatile Organic Compound Emission Standards for Architectural Coatings (issued in 1998). The Ozone Transport Commission (OTC) whose current members include Connecticut, Delaware, the District of Columbia, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont and Virginia, uses 100 g/L for floor coatings and the South Coast Air Quality Management District (SCAQMD) uses 50 g/L for floors.

VOC Definition in Europe

In Europe the Solvent Emissions Directive (SED), 1999/13/EC introduced limits for volatile organic solvents from an installation or stationary unit where a VOC was defined by its vapor pressure at ambient temperature. Council Directive 2004/42/EC, also referred to as the "Paints Directive," specified a VOC by its boiling point at ambient pressure and sets maximum limits of VOCs released into the environment for different types of coatings and varnishes. Under both directives, benzyl alcohol, which is the most widely used plasticizer and modifier in epoxy curing agent technology, is considered a VOC.

Looking at the definitions within just

these two regions, it wouldn't be difficult to find the same paint sold in both, but reporting different VOC numbers on its technical data sheet. Other countries or regions might have different definitions for VOC, but these two are cited as examples of how complex it can be to achieve global compliance with VOC requirements.

Another factor of increasing importance concerning VOC regulations is the Green Building or Leadership in Energy & Environmental Design (LEED) certification program. A voluntary program, LEED provides third-party verification of green buildings. Building projects satisfy prerequisites and earn points to achieve different levels of certification. Prerequisites and credits differ for each rating system, and teams choose the best fit for the project.

In the case of epoxy coatings, the VOC requirement for floor coatings calls for less than or equal to 100 g/L in order to obtain the credits for LEED classification. The challenge comes from the fact that most, if not all, of the so-called solvent-free epoxy coatings quite often have a nonreactive plasticizer in their composition. These plasticizers give the final coating the flexibility necessary to meet industry requirements. The most common nonreactive plasticizer used is benzyl alcohol (BzOH). This normally results in a standard VOC content in excess of 250 g/L, if the BzOH is classed as a volatile compound. Additionally, as BzOH is classed as a fugitive plasticizer (one that volatizes during the drying process) the coating can lose its flexibility over the service life as the BzOH leaches out of the coating.

Table 1: Properties and Performance of HPPA Based on Anticorrosive Primer Formulation

Anticorrosive Primer		Formulation Based on HPPA	Formulation Based on Conventional Polyamide Adduct
VOC	g/L	85	320
Mix viscosity	mPa.s	1000	1000
Mix solids	Vol. %	91	67
Mix ratio (by volume)	A:B	2:1	4:1
Pot-life (min. to double viscosity)	77 F	90 - 120	120 - 150
Salt Spray*, 2000 hrs	Field/Scribe	10/9	10/9
Prohesion**, 2000 hrs	Field/Scribe	10/9	10/9
Cleveland Humidity***	12 months	Adhesion GT 0, No blisters	Adhesion GT 0, No blisters

^{*}ASTM B-117, DFT ~200µm. Rating: ASTM D714, ASTM 1654: 10=Best, 0=Worst

Table 2: Properties of Conventional Modified Cycloaliphatic Amine Curing Agent and the New Amine Curing Agent (HPFA)

Property	Unit	HPFA	Modified Cycloaliphatic Amine
Viscosity	mPa.s/77 F	150 - 250	300 – 600
Color	Gardner	≤ 4	≤ 3
Amine Equivalent Weight		95	95
Level of curing agent	phr*	50	50
Gel Time	Minutes/77 F	29	26
Degree of cure**	% @ 7 days	100	100
Level of fugitive plasticizer	%	0	25 – 50%
VOC for the curing agent only	g/L	0	412
VOC for curing agent plus epoxy resin	g/L	0	169

^{*}Diluted Bisphenol-A/F resin, C12-14-glycidyl ether diluted, EEW 190, = 900 mPa.s

NOVEL AMINE TECHNOLOGY IN EPOXY COATINGS

A classic approach to addressing VOC regulations and reducing emissions in epoxy coatings is the adoption of water-borne technologies. In these systems, conventional solvents are replaced by water and typically, water-based curing

agents do not contain fugitive plasticizer in their composition.

A novel amine technology has been developed for use in a new class of amine curing agents allowing fugitive plasticizers and solvents to be reduced or eliminated. Although solvents and plasticizers can be removed from the

curing agent composition, properties such as low viscosity, good compatibility with epoxy resin, excellent carbamation resistance, excellent corrosion protection, and workable pot-life can still be achieved.

Typically, conventional, "solvent-free" amine curing agents for epoxy coating may contain fugitive plasticizer in their composition ranging from 35 to 50 percent. This is not part of the final polymer network when the curing agent reacts with the epoxy resin and may leech out over time, impacting the film's flexibility and changing the mechanical properties. The elimination of unreactive plasticizers which may be lost during the coating's lifespan, facilitates long-term conservation of the mechanical properties of the coating.

HPPA AND HPFA

The first experiment performed was the development of a high-performance polyamide curing agent (HPPA) using novel amine technology which was benchmarketed against a conventional polyamide. The results demonstrate similar corrosion protection with additional benefits including the elimination of the induction time and a significant reduction in viscosity while increasing the solids and elimination of the fugitive plasticizer.

Polyamide HPPAs were also formulated in a high-solids, low-VOC, anticorrosion primer and evaluated in accelerated weathering tests. The results showed excellent anticorrosion properties with minimal or no failures up to 2,000 hours in salt spray and prohesion tests, and Cleveland humidity resistance of more

^{**}ASTM G-85, DFT ~200 μm, Rating: ASTM D714, ASTM 1654: 10=Best, 0=Worst

^{***}ASTM D-2247, cabinet temperature 60 C, Rating: Adhesion ISO 2409: GT 0=best, GT 5=worst

^{**}Determined by differential scanning calorimetry (DSC) at 10 C/min.

than a year without any loss of adhesion or blister formation (Table 1, p. 56).

A second experiment was carried out using the novel technology to develop an amine curing agent (HPFA) for flooring application and an existing conventional modified cycloaliphatic amine was used as a benchmark.

As seen in Table 2 (p. 56), the key handling properties are very similar for the HPFA curing agent and for the commercially available cycloaliphatic amine, with the advantage of the complete elimination of the fugitive plasticizer in the composition of HPFA. As a result, significant reduction in the VOC level was observed while the handling viscosity was maintained in the industry-acceptable range for flooring applications.

The technologies used in HPPA and HPFA offer the industry a means of satisfying VOC regulations without sacrificing coating properties.

SUMMARY

The evolution of environmental regulations is an ongoing process as new discoveries are made on the effects of existing chemicals. These discoveries continue to drive discussion on the use of these chemicals and the creation of new regulations.

Staying up-to-date with existing regulations is mandatory and keeping an eye on evolving regulations can present opportunities for leading companies to innovate.

These changes in environmental requirements present both challenges and opportunities to paint formulators. Recent and ongoing curing agent developments have demonstrated that

it is possible to replace nonreactive plasticizers and solvents in formulations without sacrificing application and coating performance properties. New curing agents can better position paint formulations for long-term viability as environmental regulations continue to develop and become more restrictive on coating composition.

Attributes such as low emission, the elimination of fugitive plasticizer reducing or eliminating the VOC from the paint formulation, and the maintenance of important properties such as excellent corrosion protection, make the newly developed amine technology a viable option for companies looking for innovative approaches to address the stringent regulations around VOC content, while also aiding in the acquisition of Green Building certification.

ABOUT THE AUTHOR



Marcelo Rufo is the senior application chemist for the coatings business of Air Products and Chemicals, Inc., and is responsible

for the Americas region. His primary responsibilities are new product development, application development and technical service related to curing agents for epoxy coatings.

Rufo has worked in the coatings industry for nearly 30 years, joining Air Products and Chemicals, Inc. in 2000. His focus has always been research and development of new products and resins for coatings application.

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Outdoor Use OK for New Air Systems Fan

A new axial fan is certified for electrical outdoor use in all weather and can accommodate numerous applications, according to manufacturer Air Systems International.

The new 12-inch Axial Fan, model number CVF-12AC, is made of lightweight polyethylene and free flows 1,866 CFM (3,170 CMH) and 1,497 CFM (2,458 CMH) with a 15-foot duct and one 90-



Photo courtesy of Air Systems International

degree bend, the company says.

A new 12-inch Saddle Vent, SV-18912-0, is also available and allows continuous ventilation without having to remove the air duct each time a worker needs to

enter or exit a confined space, according to the company.

The new fan will also be sold as a Canister Fan, which comes with the 12-inch axial fan, a duct carrier and 15 or 25 feet of 12-

The 26-pound fan's features include a 1 HP TEFC motor at 115 VAC, 50/60 Hz; six custom-engineered fan blades; and a 10-foot power cord with US GFI plug. An optional 220 VAC, 50 Hz model is also available.

Applications for the fan, duct canister and Saddle Vent include ventilating construction/maintenance operations, shipbuilding, manhole entry, underground vaults, utility and telecommunications repairs, open trenching and electrical transformer repairs.

More information is available at www.airsystems.com.

Hempel's New Epoxy Line Meets Marine Demands

Hempel has launched a new high-performance range of pure epoxy coatings for marine newbuild.

Hempadur Quattro XO was specifically developed for ballast water tanks in new vessels but can also be used as a uni-primer for most vessel areas, both above and below the waterline, according to the company.

The coating is compliant with the International Maritime Organization (IMO) Performance Standard for Protective Coatings (PSPC), the company says.

Hempel says the coating is fast drying and can be applied yearround in temperatures ranging from -10 C to 40 C (14 F to 104 F). The range of pure epoxy coatings can suit different yard working methods and VOC requirements, the company says.

The product can be upgraded with aluminum pigmentation and proprietary fiber-reinforcement technology to enhance anti-corrosion properties and long-term durability and reduce maintenance, according to the company.

For more information, visit www.hempel.com.

Coming Up

SSPC Courses

Course info at sspc.org

May 1 Nav Std Item 009-32, Newington, N.H. May 2-3 C7 Abrasive Blast, Chesapeake, Va.

May 4 CAS Refresher, Hemet, Calif.

May 4-7 C3 Lead Pt Removal, Phoenix, Ariz. May 4-8 NBPI NAVSEA Basic Pt Insp,

Newington, N.H.

May 4-8 C2 Planning & Spec, Annapolis Junction, Md.

May 4-8 C1 Fundamentals, St. Louis, Mo. May 4-9 PCI Prot Ctgs Insp Levels 1 and 2, Hampton Roads, Va.

May 5-8 CAS Ctg App SpcIst Level 2, Hemet, Calif.

May 6-7 Marine Plural Comp App (MPCAC), Norfolk, Va.

May 7 Using PA 2, San Diego, Calif.

May 8 C5 Lead Pt Refresher, Phoenix, Ariz.

May 8 Nav Std Item 009-32, San Diego, Calif.

May 9 Lead Pt Worker Safety, Phoenix, Ariz.

May 9 PCS Exam, Annapolis Junction, Md. May 10 PCI Level 3, Hampton Roads, Va. May 11-15 NBPI, San Diego, Calif.

May 11-16 BCI Bridge Ctg Insp Levels 1 and Rahway, N.J.

May 12-13 C10 Floor Ctg Basics, Cleveland, Ohio

May 13-14 C12 Airless Spray, Port Angeles, Wash.

May 14-15 ATT Train-the-Trainer, Duluth, Ga.

May 18 Using PA 2, Houston, Texas

May 18-19 Bridge Ctg Assess, Frankfort, Ky. May 19 - 20 Insp Planning & Doc,

Houston, Texas

May 20 Containment, Seattle, Wash.

May 20-21 Plural Comp App, Portland, Ore.

May 21 Thermal Spray, Houston, Texas

May 25-26 CCB Conc Ctg Basics,

Portland, Ore.

May 25-30 CCI Conc Ctg Insp, Portland, Ore. May 25-30 PCI Levels 1 and 2,

Rayong, Thailand

May 25-June 5 PCI Levels 1 and 2, Batam, Indonesia May 29 Nav Std Item 009-32, Keyport, Wash. May 31 PCI Level 3, Rayong, Thailand

Conferences and Meetings

May 4-7 ASCE Offshore Technology Conf (OTC), Houston, Texas, asce.org

May 6-7 2015 Powder Coating Show,

Louisville, Ky., powdercoatingshow.com May 11-14 ASM Int'l Thermal Spray Conf/Expo

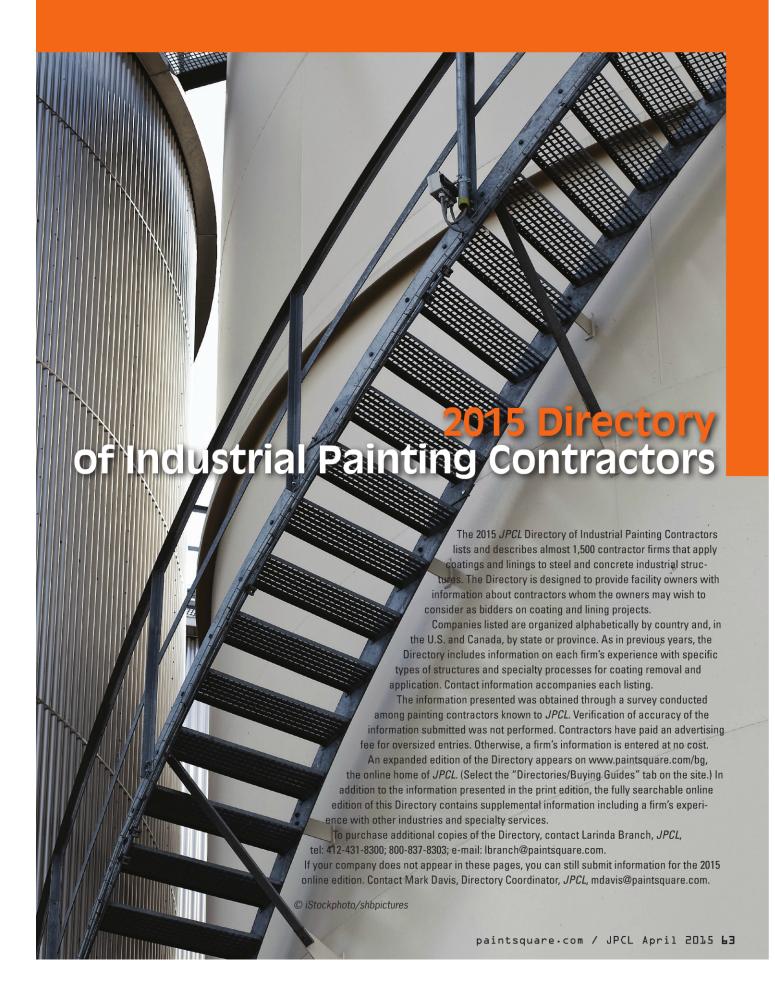
(ITSC), Long Beach, Calif., asminternational.org May 12-13 Asia Coatings Congress,

Ho Chi Minh City, Vietnam, coatings-group.com May 17-21 TRB Nat'l Transportation Planning Conf, Atlantic City, N.J., trb.org

May 27-20 2015 CSCE Annual Conf, Regina, Sask., Canada, csce2015.ca

May 30-June 4 AlHA/ACGIH American Industrial Hygiene Conf/Expo (AlHce2015),

Salt Lake City, Utah, aihce2015.org



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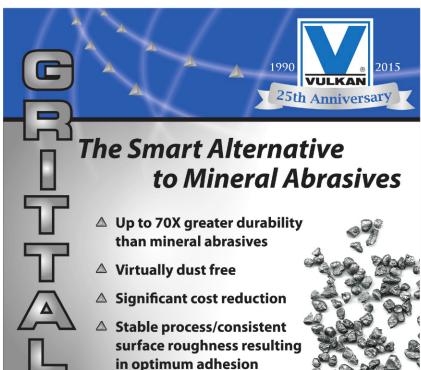
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26811 Hobie Cir., Ste. 11, Murrieta, CA 92562 Louis Peick: 909-641-1573; lppaint@verizon.net

Larry Bashor Sandblasting & Protective Coating

PO Box 82336, Bakersfield, CA 93380; Larry Bashor 661-588-4737; lsbashor@netzero.com

Lynco Associates, Inc. 14952 Wilson St., Midway City, CA 92655; Bruce Cossell: 714-892-3536; Fax: 714-892-5064 sales@lyncoassociates.com

Magnum Drywall, Inc.

42027 Boscell Road, Fremont, CA 94538; Jann F. Maxwell 510-979-0420; reka@magnumdrywall.com

Modern Masters

9380 San Fernando Road, Sun Valley, CA 91352 Greg: 800-942-3166; info@modernmasters.com

Murphy Industrial Coatings, Inc.

2704 Gundry Ave., Signal Hill, CA 90755; Steve Murphy 562-427-7720; Fax: 562-426-6751; steve@murphy.ac



EXPERIENCE CALIFORNIA continued Water Tanks/Works Concrete Coating & Repair Lead Paint Removal Access & Containment Shop Painting Tank Linings Concrete Coating & Repair Lead Paint Removal Access & Containment Shop Painting Tank Linings Bridge & Highway Chemical Processing Marine & Shipyard Offshore Oil & Gas Power, Conventional Power, Nuclear Refinery/Petrochem Transmission Pipeline Wastewart Tanks/Works Concrete Coating & Repair Lead Paint Removal Access & Containment Bridge & Highway Chemical Processing Marine & Shinyard Offshore Oil & Gas Power, Conventional Power, Nuclear Refrineny/Petrochem Transmission Pipeline Wastewater Treatment Water Tanks/Works Wastewater Treatment Thermal Spray Waterjetting Shop Painting Tank Linings Thermal Spray Waterjetting **Rhino Linings Corporation** National Coating & Lining Superior Sandblasting & Coating 9747 Business Park Ave., #100, San Diego, CA 92131 26713 Madison Ave., Murrieta, CA 92562; Tom Unsell 8315 Beech Avenue, Fontana, CA 92335; Richard G, Weller Jenny Clifford: 800-422-2603; info@rhinoliningsindustrial.com 951-471-3388; stephen@nc-lc.com 909-428-9994; Fax: 909-428-9995; rgweller@pacbell.net **RLK Coatings** National Sandblasting Co. 7101 S. 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KDW Associates, Inc. 1050 Cody St., Lakewood, CO 80215; Kim Williams

303-232-7754; Fax: 303-232-9501; kdwassoc@comcast.net

Line-X of Colorado Springs 1260 Motor City Drive Colorado Springs, CO 80905; Rick Bingjman: 719-635-8626 Fax: 719-635-9540; linex.coloradosprings@gmail.com

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3373 Yarrow Court, Wheat Ridge, CO 80033; Mark Bemus 303-431-8445; mabemus@lbtdsl.com

M&R Painting

724 N. 30th St., Colorado Springs, CO 80904: Michael Rogers 719-520-0910; mandrpainting2012@gmail.com

National Coatings 2715 W. 8th Ave., Denver, CO 80204 Mike Jansens: 303-825-0155; Fax: 303-825-0490 mjansens@nationalcoatings.biz

Norvell Construction, LLC

5745 Industrial Pl., Unit H, Colorado Springs, CO 80916 Dory Richardson: 719-550-1311; doryrichardson@msn.com

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Delcon Industries, LLC

PO Box 55346, Bridgeport, CT 06610; Ron Delmonico 203-371-2957; Fax: 203-371-2957; rdelmonico2@earthlink.net

Environmental Containment Systems ECS North America

148 Mill Rock Rd. E., Old Saybrook, CT 06475; Tony Munson 860-395-4760; tonymunson@ecsone.com

Porto Painting & Decorating, Inc.

720 Brewster St., Bridgeport, CT 06605; Richard Porto 203-333-1426; Fax: 203-334-1569; portopainting@aol.com

Roberge Green Choice Painting Company, Inc.

29 Church Ave., Bristol, CT 06010; Peter Roberge 860-582-6131; Fax: 860-582-9659; info@robergepainting.com

Rotha Contracting Co. Inc.

40 Waterville Road, Avon, CT 06001; Jack Thavenius 860-678-7600; Fax: 860-678-7617;

TC Facility Services Corp.

155 Garfield Ave., Stratford, CT 06615; Patrick O'Rourke 203-870-8170; Fax: 203-870-8169; porourke@tcfacility.com

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Cassidy Painting, Inc.

475 Old Airport Rd., New Castle, DE 19720; Michael Cassidy 302-326-2412; Fax: 302-326-2418; mike@cassidypainting.com

Color Works Painting, Inc.

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County Group 461 New Churchmans Rd., New Castle, DE 19720; James W. Betley: 800-326-8946; Fax: 302-322-2894 cgc@countygrp.com / /	BlueGreen Technologies, LLC 2005 Murcott Drive Unit G Saint Cloud, FL 34771; Craig Grason: 407-466-4427 Fax: 407-498-0507; craig@farrow4u.com	Faux Creation Studios 6773 Boca Pines Trl., Apt. A Boca Raton, FL 33433; Mike Whitehead: 561-722-2166 Fax: 561-372-9481; mike@fauxcreationstudios.com		
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Matrix Coatings, Inc. 3575 Investment Ln. West Palm Beach, FL 33404; Jack Thygesen: 561-848-1288 Fax: 561-848-5325; matrixcoatings@aol.com

MJM Construction, LLC 643 Bayshore Drive Tarpon Springs, FL 34689; Katerina Makryllos: 727-934-6846 Fax: 727-937-3498; mjm_construction@verizon.net

Monoko, LLC 1037 Peninsula Ave., Tarpon Springs, FL 34689 Keri Monokandilos: 727-940-3244; Fax: 727-279-8795 monokollc@aol.com

Olympus Painting Contractors, Inc.

556 Anclote Rd., Tarpon Springs, FL 34689; Leon Mavromatis 727-942-4149; Fax: 727-938-6297; opci@olympuspainting.com

OxiGuard International, Inc.

5418 Aruba Place, Sarasota, FL 34233; Russell Scovill 941-378-3350; russellscovill@usa.net

Wastewater Treatment Water Tanks/Works Transmission Pipeline Refinery/Petrochem hermal Spray ead Paint

Plummer Painting and Waterproofing 660 Jackson Ave Winter Park, FL 32789; Steve Krout; 407-585-0210 Fax: 407-585-0220; stevekrout@plummerinc.com

Poseidon Construction, Inc.

2142 Sunnydale Blvd., Clearwater, FL 33765; Demi Tiliakos 727-446-7785; Fax: 727-441-3185; dtiliakos@aol.com

Prep Tec 230 Power Court, Suite 130, Sanford, FL 32771 Nathan Bickford: 407-327-1234; Fax: 407-302-6673 estimates@prep-tec.com

Profection, Inc.

4578 Barnacle Dr., Port Orange, FL 32127; Mike Gonzales 386-523-6100; profection@aol.com

Professional Tank Cleaning

3160 NE 3rd Ave., Oakland Park, FL 33334; Chad Anschuetz 954-533-1135; Fax: 954-533-1013; chad@protank.net

Projetto Painting, Inc.

4800 NE 10th Ave., Ft. Lauderdale, FL 33334; Louis Proietto 954-772-3898; Fax: 954-776-0312; louis@proietto.com

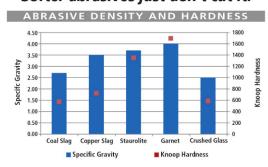
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Coating Systems, Inc. 4618 Old Louisville Rd. PO Box 7512 1575 Rainville Rd., Tarpon Springs, FL 34689; Irene Tirikos 5099 S.R. 21 North, Keystone Heights, FL 32656; Roy Jensen 888-282-4777; Fax: 352-473-0212; inc5546@bellsouth.net Savannah, GA 31418; Michael McMahon: 912-964-7884 727-937-2080; Fax: 727-942-0076; sddamalos@aol.com Fax: 912-964-0584; m.mcmahon@coatingsystems.net 1 1 1 1 1 1 1 1 **Vico Painting Contractors, LLC** D2 Industrial Services, LLC 2255 Button Gwinnett, Ste. 120 4856 Victor St., Jacksonville, FL 32207; Dave Spencer 904-636-7788; Fax: 904-636-8877; dave@sdavid.com 2648 W. 84th St., Hialeah, FL 33016; Raul Ivanez Doraville, GA 34340; Doug Sawyer: 812-256-6900 800-970-8426; Fax: 786-953-7535; info@vicopainting.com Fax: 812-256-6908; doug.sawyer@att.net Service Painting Corporation **Waterproofing Contractor of Florida** DACA Industrial Painting & Abatement Services 1423 West Long St., Orlando, FL 32805; Todd Monroe 407-872-7555; Fax: 407-872-7782; dfolsespc@aol.com 4475 Northgate Court, Sarasota, FL 34234; Hugh Queen 2255 Button Gwinnett Dr., Suite 105, Atlanta, GA 30340 888-517-4320; Fax: 866-517-4322; hqueen@wc-fl.com David Joiner: 770-331-4715; djoiner@dacapainting.com Shield Coatings & Weatherproofing 1028 S. 50th St. Wheelblast, Inc. 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911 Hayes Dr., Augusta, GA 30901; David Hadley

706-432-0454; dhadley@augustaindustrialcoatings.com

Dr., Decatur, GA 30035 ;Curt Dowling: 404-597-6511

Benise-Dowling & Associates, Inc. 5068 Snapfinger Woods

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33186; Angel M. Pareja: 305-234-8355; Fax: 305-675-0342

Total Containment Solutions, Inc. 11000 Metro Parkway

Suite 20, Fort Myers, FL 33966; Michael D. Whitener

239-275-6235; Fax: 239-275-6412; mike@tcsliners.com

info@tcsempire.com

Fax: 770-593-0342; curtdowling@benise-dowling.com 912-265-4568; sgatt@comcast.net

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Smallwood & Associates Painting & Wallcovering

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Daryl Smallwood: 770-947-2211; thepaintman2211@aol.com

9725 Cobble Creek Dr., Douglasville, GA 30135

GEORGIA continued

EXPERIENCE

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76 Knowles Rd., Ray City, GA 31645; Rich Green 229-561-4946; Fax: 229-242-2187; structuralinc@yahoo.com

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323 Bell Park Dr., Woodstock, GA 30188; Melinda 678-494-6893; Fax: 678-494-8820; sales@titusrestoration.com

Toole Floor Coating Co.

2709 Upland Court, Albany, GA 31721 Francis Toole: 229-888-6900

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91-310 Komoha St., Kapolei, HI 96707; Lari Zelinsky-Bloom 808-682-1321; Fax: 808-682-1535; Ibloom@zelinskyco.com

Endo Painting Service, Inc.

841 Alua St, Wailuku, HI 96793; Greg Endo: 808-244-9139 Fax: 808-242-9546; epsmaui808@hawaiiantel.net 1 1 1 1 1

Honolulu Industrial Coating Co., Inc.

3-1866 Kaumualii Hwy. Ste. C, Lihue, HI 96766 Darin Fogg: 808-372-8751

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2809 Mokumoa St., Honolulu, HI 96819; Ronald H. Yanagi 808-839-2777; honolulu.painting@honpaint.com

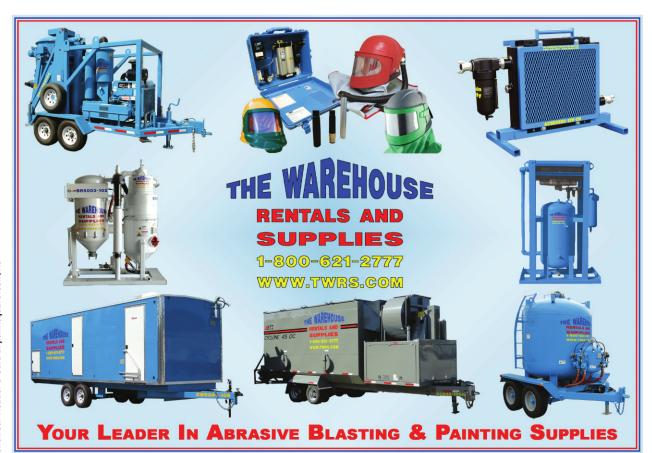
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2147 Eluwene Street, Honolulu, HI 96819 David Dunham: 808-848-0003; oahu@kawikapainting.com

Marisco, Ltd. 91-607 Malakole Street, Kapolei, HI 96707 John Stewart: 808-682-1333; Fax: 808-682-5848 marisco@marisco.net

Pacific Diversified Finishes, Inc. 24 Sand Island, Access Road #14, Honolulu, HI 96819; Jim Maynard: 808-847-1900 Fax: 808-847-1901; jim@pdfhawaii.com

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Interstate Coatings and Contractors Ltd.

Fax: 708-328-4908; icc.carlos@hotmail.com

PO Box 908, Lake Zurich, IL 60047; Ken Brend 847-438-4550; stevebrendjr@comcast.net

Jetco Ltd.

10013 S. Ave. N., Chicago, IL 60617; Carlos: 773-425-9979

Chicago Tank Lining Sales, Inc. 2409 West Main Street

Evanston, IL 60202; Warren Brand: 847-328-0500

sales@chicagotanklining.com

Quincy Industrial Painting Co. 2000 N. 24th St.

Red Feather Painting, Co. 711 Becker Road, Glenview, IL 60025; John Sochacki: 847-724-4936; Fax: 847-724-4953

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Quincy, IL 62301; Curt A. Hilbing: 217-222-6710

Fax: 217-222-6732; curth@quincyindustrial.com

info@redfeatherpainting.com

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14256 Frazee Road, Divernon, IL 62530; Jamie L. Weber 217-628-3511; Fax: 217-628-3315; britzpainting@mwii.net

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5029 N. Harold Ave., Schiller Park, IL 60176; Al Guiliano 847-678-3922; Fax: 847-678-0941; paison53@aol.com

SCS Services, Inc. 4201 W. Kinzie St., Chicago, IL 60624 W.P. Ward: 773-533-1061; Fax: 773-533-1064 wayward@bigplanet.com

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8450 W. 191st St., Unit 19, Mokena, IL 60448 Jim Sourbis, Jr. 815-464-3053; Fax: 815-464-3060; ssourbis@clcoatings.us

Shopwerks, Inc. 3014 South Division, Braceville, IL 60447 Darren Sorensen 815-237-8000; Fax: 815-237-0825 ds@shopwerksinc.com

Spectrum Contracting Corporation 1411 W. Bernard Dr. Addison, IL 60101; Tony Lee: 630-916-6800 Fax: 630-916-6825; tlee@spectrumcontracting.com

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2221 Muriel Ct., Joilet, IL 60433; Nick Visyardis 815-726-9192; Fax: 815-726-9245; nvisvardis@tecorp.us

Union Tank Car 175 W. Jackson Blvd., Chicago, IL 60604 Greg R. Johnson: 312-431-5014; Fax: 775-307-1457 johnson@utlx.com

United States Corrosion Engineers

800 Railroad St., Joliet, IL 60436; Tom Gaicak; 815-727-7785 Fax: 815-726-1755; uscorreng@ameritech.net 1 1 1 1 1 1 1

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RR #2 Box 323A, Ramsey, IL 62080; David T. Marley, Sr. 618-423-9219; Fax: 618-423-9344

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1066 W. South St., Girard, IL 62640: Jim Walker 217-652-9049; jnswalker2003@yahoo.com

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INDIANA

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4469 Bragdon St., Indianapolis, IN 46226; Jeff Wood 317-536-0211;317-536-0212; jwood@acs-indy.com 1111

Advanced Painting & Sandblasting

312 N. 8th St., Decatur, IN 46733 Joe Friedt; advpainting@live.com

Al Porter Commercial Painting, Inc.

1402 Sherwood Dr., Greenfield, IN 46140; Al Porter 239-280-8606; Fax: 239-659-0555; sporter206@gmail.com

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Energy Resources Group, Inc.

23 Commerce Parkway, Farmington, NH 03835 Tony Maggio: 603-335-2535; ergincorp@aol.com

Fletch's Sandblasting & Painting, Inc. 52 Shirking Rd. Epping, NH 03042; Bill Fletcher: 603-679-3400 Fax: 603-679-3465; fletchssandblasting@hotmail.com

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Carneys Point Metal Processing, Inc. 351 N. Virginia Ave. Carneys Point, NJ 08069; Christina Thomas 856-351-9570 Fax: 856-351-9571; sales@cpmp.net

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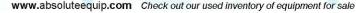






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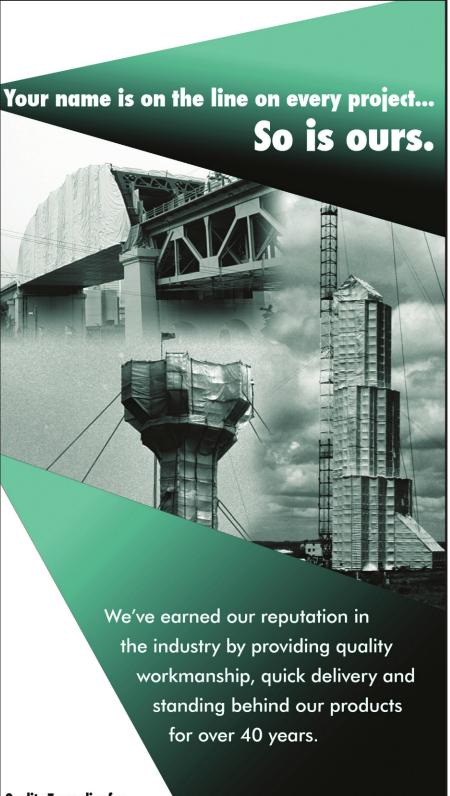
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Mike Alloway: 610-364-1616; michaelalloway@hotmail.com

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Fax: 401-232-7351; blasting@intercitycontracting.com

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Western Industrial, Inc. 11709 Cyrus Way, Mukilteo, WA 98275; Mark Jackson: 425-290-8300; Fax: 425-290-8301 mark@westernindustrialinc.com

Wilbur Fletcher, Inc.

PO Box 41, Dayton, WA 99328; Bruce Larkin: 509-382-4461 Fax: 509-382-2809; blarkin@reagan.com

WEST VIRGINIA

Beam, Inc.

PO Box 489, Poca, WV 25159; Joe Beam: 304-755-9433 Fax: 304-755-9438; jbeam.beam@earthlink.net

Brand Energy Services, LLC

111 Thompson Rd., Culloden, WV 25510; David Wells 304-562-5772; Fax: 304-562-5860; david.wells@beis.com

Custom Applicators, LLC 1511 Badgley Fork Rd. Mineral Wells, WV 26150; Roger Shawver: 304-489-1990 Fax: 304-489-1688; customappwv1@frontier.com

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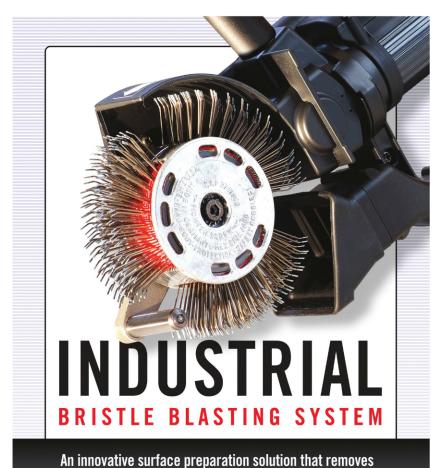
6211 Frame Road Suite A, Elkview, WV 25071; Joey Taylor 800-654-6780; Fax: 304-965-9096; ipiinc@wildblue.net

Ridgeline Coatings

335 Bealls Mill Road, Weston, WV 26452 Michael Young: 304-517-0389; ridgelinecoatings@msn.com

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Executive Decorating, Inc.

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Hess Sweitzer, Inc. 2805 S. 160th St., New Berlin, WI 53151 Tom Sweitzer: 262-641-9100; Fax: 262-641-6362 tomsweitzer@hesssweitzer.com

Howard Grote & Sons Painting, Inc. 4900 lyywood Trail McFarland, WI 53558; Kurt Grote: 608-838-6756 Fax: 608-838-6762; krgrote@groteandsons.com

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Klein-Dickert Company, Inc., Paint Division

1402 Emil St., Madison, WI 53713; Francis X. Dickert 608-258-3310; Fax: 608-258-3305; paint66@klein-dickert.com

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PO Box 500 Menomonie, Mosinee, WI 54751; Matt Fisher 715-235-3110; Fax: 715-235-5385; lanetank@charter.net

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Midwest Industrial Coatings-WI, LLC

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Midwest Special Coatings

PO Box 87, Caledonia, WI 53108 Dan Haley: 262-639-8261; h-j@sbcglobal.net

North Central Insulation 3204 Pleasant St. Altoona, WI 54720; Tom Hagen: 715-835-4322 Fax: 715-835-8830; hagen@northcentralinsulation.com

Porta-Painting, Inc. 313 Travis Ln., Waukesha, WI 53189 Amanda Martin: 262-970-9713; Fax: 262-970-9723 amanda.m@portapainting.com

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Rockwell Painting, Inc.

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3680 N. Main Street, Oshkosh, WI 54901 Jon Rucinsky: 920-236-9055; info@rucinskyspainting.com

Safway Group Holding, LLC

N19 W24200 Riverwood Dr., Waukesha, WI 53188 Jerry Dolly: 800-582-9391; info_request@safway.com

Schneider & Schneider, Inc.

216 W McWilliams St. Fond du Lac WI 54935: Joe Schneider 920-921-7575; Fax: 920-921-2244; schneidr@sbcglobal.net

Service Painting Corp.

2727 W. Mill Road, Milwaukee, WI 53209 Will Stevens: 414-247-9400; will@servicepaintingcorp.com

Showcase Painting, LLC 3313 N 15th Street, Sheboygan, WI 53083; Keith Barnstable: 920-452-0901; Fax: 920-452-6593 kbarnstable@showcasepainting.net

Spectrum Contracting Corporation 815 Beech Street Grafton, WI 53024 Rob Stelter: 262-377-5500 Fax: 262-377-0033; rstelter@spectrumcontracting.com

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N8003 Highway 151, Fond du Lac, WI 54937; Erik Spies 920-921-7107; Fax: 920-921-5608; erik@spiespainting.com

Surf Prep, Inc.

PO Box 470, Pewaukee, WI 53072; Adam Zelmer 262-746-1013; Fax: 262-746-1011; adamz@surfprep.com

Symet, Inc.

3282 N 35th St., Milwaukee, WI 53216 Tim Ash: 414-449-8770; Fax: 414-449-5116; info@symet.com

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4000 W Rivers Edge Cir., Unit 10, Milwaukee, WI 53209 Mike Talatzko: 414-362-9770; talatzkopainting@aol.com

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PO Box 458, Lovell, WY 82431 Chad Carr: 605-723-2677; chad@carrcoatings.com

Mandros Painting, Inc.

PO Box 1090, Green River, WY 82935 Bob Mandros: 877-875-6555;office@mandros.net

National Coatings, Inc. 9829 W. Landmark Ln., Casper, WY 82604; Mike Jansens; 208-941-5239; Fax: 307-234-6551 mpeters@nationalcoatings.biz

S & L Industrial

PO Box 126, Cowley, WY 82420; David Rael 307-548-2242; Fax: 307-548-2678; sli@tctwest.net 1 1 1 1 1

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Specialty Polymer Coatings, Inc. Specialty Products, Inc. Spensieri Diversified LLC Spider Sponge-Jet, Inc. Sprayroq Inc. SRI Construction LLC SRT Sales and Service, LLC Steel Fabricators of Monroe, LLC Steel Management Systems, LLC Steel Painters Inc. Steele Consulting Inc. Stinger Bridge & Iron Stork Technical Services Straight Line Industrial Services Structural Coatings, Inc. Sulzer Mixpac USA, Inc. Sunbelt Rentals Superior Industrial Maintenance Co. Superior Painting Co., Inc. Surface Prep Supply Surface Preparation & Coatings, LLC Swalling Construction Company, Inc. Swanson & Youngdale, Inc. Symmetric Painting, LLC T & W Industrial Services LLC T Bailey, Inc. Tamimi Company Commercial Division Tarpon Industrial, Inc. Tarps Manufacturing, Inc. TDJ Group, Inc. Team Industries, Inc. Techno Coatings, Inc. Tecnico Corporation Temp-Coat Brand Products, LLC TERRY McGILL Inc. Tesla NanoCoatings, Inc. Testex, Inc. Tetra Tech Texas Bridge, Inc. The Aulson Company, Inc. The Aulson Company, LLC The Blastman Coatings Ltd. The Corrosion Institute of the Caribbean The Gateway Company The Nacher Corporation The Rodriguez Corporation The Rose Corporation The University of Akron The Valspar Corporation The Warehouse Rentals and Supplies **Thomarios** Thomas Industrial Coatings, Inc. Thompson Metal Fab, Inc. TIB Chemicals AG Tidal Corrosion Services LLC Tidewater Staffing, Inc. Timco Blasting & Coatings, Inc. Tioga Air Heaters, LLC Titan Industrial Services Titan Tool TJB Inspection & Construction Services, Inc.

TJC Painting Contractors, Inc.

TMS Metalizing Systems, Ltd.

TMI Coatings, Inc.

TOC B V Tractel Inc. Griphoist Division Trask-Decrow Machinery Travis Industries, Inc. Tri-Krete Coatings Inc. Trinity Industries de Mexico S. de R. L. de C.V. Triple S&P, Inc. dba Dixie-Southern Tri-State Painting, Inc. TRUOC LLC. T-Tex Equipment L.P. Turman Commercial Painters Turner Coatings LLC Turner Industries Group, LLC U.S. Tank Painting, Inc. UHP Projects, Inc. Uni-ram Corporation United Decorating Inc. United States Corrosion Engineers, Inc. Universal Acoustic & Emission Technologies, Inc. US Coatings, Inc. US Minerals/Stan Blast Utility Service Company, Inc. V & T Painting LLC V. V. Mineral Van Air Systems Vanwin Coatings of VA, LLC VeMac Inc. Venus Painting Vermillion Painting & Construction VersaFlex Incorporated Versatile Painting & Sandblasting Ville Platte Iron Works, Inc. Vimas Painting Co., Inc. Vision Painting & Decorating Services Vision Point Systems Vitro Minerals VMP Research & Production Holding **JSC** Vulcan Painters, Inc. W Abrasives W Q Watters Company W S Bunch Company W W Enroughty & Son, Inc. Wartsila Defense, Inc. Waskey Services, LLC Wasser High-Tech Coatings, Inc. Waveland Services Inc. Wenrich Painting, Inc. Western Industrial Services, LTD Western Industrial, Inc. Western Technology, Inc. Wheelabrator Wheelblast, Inc. Wilkinson Sandblasting, LLC WIWA LP Worldwide Industries, Inc. Worth Contracting Wuhan Hengyitong Corrosion Engineering Co. Ltd XI'AN Jing-Jian Paint & Coatings Group Xinjiang Hongshan Coatings Co., Ltd. XO Science LLC Xtreme Polishing Systems Yankee Fiber Control, Inc. Yeiian New Material Co., Ltd.

Tony Painting

Topline Limited

Tower Inspection Inc.

Tower Maintenance Corp.

Yellow Creek Coating Services YYK Enterprises, Inc. Zachry Industrial, Inc. Zebron Corporation Ziegler Industries Inc. Zingametall BVBA ZRC Worldwide **Supporting Members** American Coatings Association American Institute of Steel

Prevention Branch PRA Coatings Technology Centre **Council of Facility Owners**

CDPH, Child Lead Poisoning

Construction (AISC)

Sustaining Members BAE Systems San Francisco Ship Repair CALTRANS Trans-Lab Marine Hydraulics International Inc. MARMC Newport News Shipbuilding NSWCCD-SSES Pacific Gas & Electric Company Puget Sound Naval Shipyard Shop 71

R. J. Corman Railroad Group Sasebo Heavy Industries Company Ltd.

Seaspan ULC Tennessee Valley Authority The Port Authority of NY & NJ Trinity Industries, Inc. U S Bureau of Reclamation U S Coast Guard

Air Products & Chemicals, Inc.

Sustaining Members Abhe & Svoboda, Inc.

Alberta Ltd. o/a Propaint Allen Blasting & Coating, Inc. Alpine Painting & Sandblasting Contractors Arkansas Painting & Specialties, Inc. ASCO - American Stripping Company Atsalis Brothers Painting Co.

Austin Industrial, Inc. **Avalotis Corporation** Blastco Inc. **Brand Energy Solutions** C.A. Hull Cannon Sline Industrial Carabie Corp.

Certified Coatings Company Champion Painting Specialty Services, Corp. Chavern Limited

Clemco Industries Corp. Cloverdale Paint, Inc. Consolidated Pipe and Supply, Inc.

Cornerstone Painting Contractors, Inc Cor-Ray Painting Co. Corrosion Resistance

Dalco Services, Inc. DBM Services, Inc.

Demilec USA Dex-O-Tex division Crossfield Products Corp.

Dodd Coating, Consultant & Inspection Service Inc. Dow Chemical Company Dudick Inc.

Dunkin & Bush, Inc. **Dunn-Edwards Corporation** Eagle Industries F.D. Thomas, Inc. FCA International Fletch's Sandblasting & Painting, Inc. G.C. Zarnas & Company, Inc. Genesis Environmental Solutions, Inc. Gravdaze Contracting Inc. Harrybeat International Services Limited Harsco Minerals Hempel USA, Inc. Industrial Coatings Contractors, Inc.
Industrial Steel Construction Inc. International Marine and Industrial Applicators LLC ITPTS Technical Institute of Preparation and Surface Treatment

Jotun Paints, Inc. Kelly-Moore Paint Company, Inc. Kinyon Construction, Inc. Kolona Painting & General Construction, Inc. Landmark Structures Long Painting Company Magnum Energy Services LTD.

Martin Specialty Coatings, Inc. Mid-Atlantic Coatings, Inc.

Mobley Industrial Services, Inc. Mohawk Northeast, Inc. Naval Coating, Inc. Newage Painting Corp. North American Coatings CL Coatings Division

North Star Painting Co., Inc. Northwest Sandblasting & Painting, Inc.

NTS Inc.

Odyssey Contracting Corporation Olympic Enterprises Inc. Ostrom Painting & Sandblasting, Inc. Polygon Precon Marine Inc.

Pro Blast Technology Inc. Pro Tank - Professional Tank Cleaning & Sandblasting
Puget Sound Coatings Inc.

Quality Coatings of Virginia, Inc. Redwood Painting Company, Inc. Rust-Oleum Corporation San Diego Protective Coatings Inc. Scott Derr Painting Co. LLC Shinko Company Ltd. Shopwerks Inc. Sil Industrial Minerals, Inc. South Bay Sand Blasting & Tank

Cleaning Stebbins Engineering & Mfg. Co. StonCor Group Canada Carboline/Plasite Coatings Group

Sturgeon Services International Surface Technologies Corporation T. F. Warren Group Tank Industry Consultants, Inc.

Termarust Technologies The Brock Group TSC Training Academy Williams Specialty Services, LLC

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