BASF

We create chemistry

Technical Data Guide

7 | 07 18 00
**Traffic Coatings**

# MasterSeal® Vehicular Traffic 2500

## High-solids polyurethane waterproofing, traffic-bearing membrane systems for vehicular areas

FORMERLY CONIPUR® II

**PACKAGING**

MasterSeal P 255
– 3.4-gallon (12.9 L) pail
– 55-gallon (208.2 L) drums
MasterSeal M 265
– 4.66-gallon (17.64 L) pail
MasterSeal TC 275
– 4.78-gallon (18.1 L) unitized kit
MasterSeal TC 295
– Part A: 1.75 gallons (6.62 L) in 6-gallon (22.71 L) pail
– Part B: 3.5-gallon (13.25 L) pail
MasterSeal 941 Aggregate
– 50-lb (22.68 KG) bag
MasterSeal 941DR Aggregate
– 50-lb (22.72 KG) bag
MasterSeal 945 Aggregate
– 40-lb (18.14 KG) bag

**SHELF LIFE**

| | |
|---|---|
| MasterSeal P 255: | 1.25 years |
| MasterSeal M 265: | 1 year |
| MasterSeal TC 275: | 1.25 years |
| MasterSeal TC 295: | 1 year |
| MasterSeal 941: | 5 years |
| MasterSeal 941DR: | 5 years |
| MasterSeal 945: | 5 years |

**STORAGE**

Store in unopened containers in a cool, clean, dry area

**YIELD**

See preferred MasterSeal Deck Coating Solution for total system yield.

**COLORS**

TC 275: Grey, Charcoal & Black
TC 295: Grey, Charcoal & Tint Base

**DESCRIPTION**

MasterSeal Vehicular Traffic 2500 is a fluid-applied polyurethane waterproofing system using a fast-setting, two-component reactive curing mechanism. It has ver low odor and is VOC compliant.

MasterSeal Vehicular Traffic 2500 is composed of:
- MasterSeal P 255, a two-component, polyurethane-based adhesive primer
- MasterSeal M 265, a two-component, fast-curing polyurethane base coat
- MasterSeal TC 275 – a two-component fast curing aromatic polyurethane top coat
- MasterSeal TC 295 – a high performance, two-component, aliphatic, polyaspartic-modified, high solids, polyurethane waterproofing coating

For projects requiring aggregate, three options are available:
- MasterSeal 941, a hard-wearing, angular aggregate
- MasterSeal 941DR, an aggregate free of respirable crystalline silica
- MasterSeal 945, an aggregate free of respirable crystalline silica for integrated top coats

**PRODUCT HIGHLIGHTS**

- Two-component system provides faster setting times, even in cooler climates, to help reduce facility downtime
- MasterSeal 945 aggregate is pre-mixed with MasterSeal top coats to reduce labor and material costs
- MasterSeal 941DR aggregate is free of respirable crystalline silica
- Low odor/high solids allow MasterSeal Vehicular Traffic 2500 to be used over or near inhabited structures; Non-flammable and solvent-free
- Seamless waterproof membrane helps protect concrete from freeze/thaw damage; protects occupied spaces below from water damage and has no seams that may result in leaks
- Excellent chloride resistance to protect against chloride intrusion, extending the life of reinforcing steel
- Excellent chemical and chloride resistance helps protect against common parking deck chemicals including gasoline, diesel fuel, oil, alcohol, ethylene glycol, de-icing salt, bleach and cleaning agents as well as chloride intrusion
- Provides skid resistance to increase safety and offers excellent durability and superior abrasion resistance

**INDUSTRIES/SECTORS**

- Stadiums
- Parking Garages
- Commercial Construction
- Building and Restoration
- Plywood Decks

**VOC CONTENT**

When components are mixed, MasterSeal components have the following g/L VOC contents less water and exempt solvents:

- MasterSeal P 255 Part A: 10 g/L
- MasterSeal P 255 Part B: 13 g/L
- MasterSeal M 265 Part A: 4 g/L
- MasterSeal M 265 Part B: 5 g/L
- MasterSeal TC 275 Part A: 71 g/L
- MasterSeal TC 275 Part B: 13 g/L
- MasterSeal TC 295 Part A: 20 g/L
- MasterSeal TC 295 Part B: 174 g/L



MASTER® BUILDERS SOLUTIONS

## Technical Data

### Composition

MasterSeal Vehicular Traffic 2500 is a two-component polyurethane membrane.

### Compliances

- CSA S413
- ASTM C 957

SEALANT • WATERPROOFING & RESTORATION INSTITUTE

**Issued to: BASF Corporation**
**Product:** MasterSeal Traffic 2500

**ASTM D 412:** Tensile Strength of Top Coat
MasterSeal TC 275 Top Coat: Tensile Strength: 2,600 psi; Elongation: 26%
MasterSeal TC 295 Top Coat: Tensile Strength: 3,200 psi; Elongation: 410%
Pass ✔

**ASTM D 4541:** Adhesion of Base Coat
MasterSeal M 265 w/ Primer P 255
Pull-off Adhesion: 400 psi +
Pass ✔

**ASTM D 4060:** Abrasion Resistance of Top Coat
MasterSeal TC 275 Top Coat: Abrasion Resistance: 135 mgms loss – mgms loss/1,000 cycles
MasterSeal TC 295 Top Coat: Abrasion Resistance: 57 mgms loss – mgms loss/1,000 cycles
Pass ✔

**Validation Date:** 3/1/18-2/28/23

**No. MST2500223**



**DECK COATING VALIDATION**
**www.swrionline.org**

### Test Data

| PROPERTY | RESULTS | | | | TEST METHOD |
|---|---|---|---|---|---|
| | P 255 | M 265 | TC 275 | TC 295 | |
| **Solids** | | | | | ASTM D 1259 |
| By weight, % | 99 | 99 | 99 | 90 | |
| **Viscosity,** cps | 630 | 3,400 | 1,600 | 2,500–4,000 | ASTM D 2393 |

*Uncured material

### Test Data

| PROPERTY | RESULTS | SPECIFICATIONS | TEST METHOD |
|---|---|---|---|
| **Crack bridging,** MasterSeal M 265 | Passes | No cracking | ASTM C 957 |
| **Adhesion peel,** pli, Primer and Base Coat | | | ASTM C 957 |
| Plywood | 25 | 3 | |
| Concrete | 14 | 5 | |
| **Adhesion** (Pull-off), psi MasterSeal P 255 / MasterSeal M 265 | 400 | — | ASTM D 4541 |
| **Tensile strength,** psi (MPa), | | | ASTM D 412 |
| Base Coat | 3,400 (23.4) | Control | |
| MasterSeal TC 275 | 3,000 (20.7) | Control | |
| MasterSeal TC 295 Pre-pigmented / Tint Base | 3,400 (23.4) / 3,000 (20.7) | Control | |
| **Elongation,** %, | | | ASTM D 412 |
| Base Coat | 900 | Control | |
| MasterSeal TC 275 | 30 | Control | |
| MasterSeal TC 295 Pre-pigmented / Tint Base | 340 / 390 | Control | |
| **Hardness,** Shore A | | | ASTM D 2240 |
| MasterSeal TC 275 | 94 | — | |
| MasterSeal TC 295 Pre-pigmented / Tint Base | 94 / 90 | — | |
| **Taber abrasion resistance,** mgms; CS-17 Wheel, 1,000 g load, 1,000 cycles, MasterSeal P 255 / M 265 / TC 275 | 100 | — | ASTM D 4060 |
| **Taber abrasion resistance,** mgms; CS-17 Wheel, 1,000 g load, 1,000 cycles, MasterSeal P 255 / M 265 / TC 275 | 47 | — | ASTM D 4060 |

Test results are averages obtained under laboratory conditions. Reasonable variations can be expected.

### MasterSeal Aggregates

| PROPERTY | 941 RESULTS | 941 DR RESULTS | 945 RESULTS |
|---|---|---|---|
| Color | Gray | Green to Gray | Green to Gray |
| Compressive Strength | 28,000 psi | | |
| Hardness | 6–6.5 Mohns | 7 Mohns | 7 Mohns |
| Specific Gravity | 2.90 g/cc | 3.3 g/cc | 3.3 g/cc |
| Bulk Density | 102 pcf | 85 to 105 pcf | 85 to 105 pcf |
| US SIEVE SIZE | % RETAINED ON SIEVE | | |
| #6 | | | |
| #12 | 71 | 2–10 | |
| #16 | 23 | 10–30 | |
| 20 | 2 | 20–35 | |
| 30 | 1 | 20–40 | 0–3 |
| 40 | 0 | 7–22 | 10–25 |

## HOW TO APPLY

### SURFACE PREPARATION

CONCRETE

1. Concrete must be fully cured (28 days), structurally sound, clean and dry (ASTM D 4263). All concrete surfaces (new and old) must be shot blasted to remove previous coatings, laitance and all miscellaneous surface contamination and to provide profile for proper adhesion. Abrasive shot blasting must occur after concrete repair has taken place. Acid-etching is not permitted. Proper profile should be a minimum of ICRI CSP-3 (as described in ICRI document 03732.) For balconies and other pedestrian areas with limited space or access for shot-blasting, alternative mechanical methods can be used to achieve the recommended surface profile.
2. Repair voids and delaminated areas with BASF branded cementicious and epoxy patching materials. For application when fastturn repairs are required, MasterSeal 350 can be used to repair patches up to 1.5" in depth when used in aggregate slurry mix. Please refer to the MasterSeal 350 Technical Data Guide for proper application techniques.
3. All units must be applied within the specified pot life.

SURFACE PRE-STRIPPING AND DETAILING

1. Pre-stripe with MasterSeal P 255 1" (25 mm) beyond all surfaces that require detail work, using a short-nap roller. Just before application of MasterSeal P 255, remove all dust, dirt and contaminants. Allow MasterSeal P 255 to dry tack-free. On the same day, coat primed surfaces with 25–30 wet mils (0.64–0.77 mm) of MasterSeal M 265. Feather the edges.
2. For non-moving joints and cracks less than 1⁄16" (1.6 mm) wide, apply 25–30" wet mils (0.64–0.77 mm) pre-striping of MasterSeal M 265 over cured MasterSeal P 255. Apply the Base Coat to fill and overlap the joint or crack 3" (76 mm) on each side. Feather the edges.
3. Dynamic cracks and joints over 1⁄16" (1.6 mm) wide must be routed to a minimum of ¼ by ¼" (6 by 6 mm) and cleaned. Install bond breaker tape to prevent adhesion to bottom of joint. Prime joint faces only with MasterSeal P 173 and fill with MasterSeal SL 1™, SL 2™, NP1™ or NP2™. For joints deeper than 1/4" (6 mm), use appropriate backer rod. For cracks, sealant should be flush with the adjacent surface. For expansion joints, sealant should be slightly concave. After the sealant has cured, prime the deck on either side of the sealant with MasterSeal P 255. After the P 255 primer is tack free, apply 25–30 wet mils (0.64–0.77 mm) of MasterSeal M 265 pre-stripping over the cured sealant and MasterSeal P 255, overlap the joint 3" (76 mm) on each side.
4. Sealed joints 1" (25 mm) wide or less can be coated over with the MasterSeal Traffic system. Expansion joints exceeding 1" (25 mm) wide, including the primary wide expansion-joint system, are not to be coated so they can perform independently of the deck coating system.
5. Form a sealant cant into the corner at the junction of all horizontal and vertical surfaces (wall sections, curbs, columns) by priming with MasterSeal P 173 and applying a 1" (25 mm) wide bead of MasterSeal NP 1 or MasterSeal NP 2. Tool to form a 45° cant. Apply masking tape to the vertical surfaces 4–5" (102–127 mm) above the sealant cant to provide a clean termination of the vertical detail coat. After the sealant has cured, prime the deck on either side of the sealant with MasterSeal P 255. Apply 25 wet mils (0.64 mm) of MasterSeal M 265 over the cured cant up to the masking tape and 4" (102 mm) onto deck surface.
6. Where the coating system will be terminated and no wall, joint, or other appropriate break exists, cut a ¼ by ¼" (6 by 6 mm) keyway into the concrete. Fill and coat keyway during application of MasterSeal M 265.

UNCOATED METAL SURFACES

Remove dust, debris, and any other contaminants from vent, drain pipe, and post penetrations, reglets and other metal surfaces. Clean surfaces to near white per SSPC-NACE2 and prime immediately with MasterSeal P 173. Provide appropriate cant with MasterSeal NP 1 or MasterSeal NP 2 sealants to eliminate 90° angles.

PLYWOOD

1. All plywood must be smooth-faced, APA-stamped, and exterior grade tongue and groove plywood. Construction must conform to code, but plywood must not be less than 23⁄32" (18 mm) thick. Plywood spacing and deck construction must follow APA guidelines.
2. Surfaces must be free of contaminants. Priming is not necessary on clean, dry plywood.
3. All seams must be caulked with MasterSeal NP 1 or MasterSeal NP 2 sealants (see Form Nos. 1017906 and 1017911). Prestripe 4–6" (102–152 mm) wide with 25 wet mils (0.6 mm) of Base Coat. Reinforce all seams between plywood sheets and between flashing and the plywood deck by embedding MasterSeal 995 into the pre-striping.

HOW TO APPLY

**COLOR – MasterSeal TC 295 Tint Base**

1. All of the 40 standard colors from the MasterSeal Color Portfolio require the use of 2 MasterSeal 900 color packs per 5.25-gallon pail of MasterSeal TC 295 Tint Base.
2. A second aesthetic Top Coat of 10–15 wet mils (0.2–0.4 mm) is required with all Tint Base colors to achieve a uniform appearance.

**MIXING – MasterSeal P 255**

1. Precondition both A and B components to a temperature of approximately 70 °F (21 °C).
2. Add entire contents of Part A into Part B. Mix components with a slow-speed drill (400–600) rpm, for a minimum of 3 minutes. Scrape down sides and bottom of mixing vessel, then mix again for 2 minutes. Keep the mixing paddle submerged during mixing to avoid adding air into the mixture.

**MIXING – MasterSeal M 265**

1. Precondition both A and B components to a temperature of approximately 70 °F (21 °C).
2. Add entire contents of Part A into Part B. Mix components with a slow-speed drill (400–600) rpm, for a minimum of 3 minutes. Scrape down sides and bottom of mixing vessel, then mix again for 2 minutes. Keep the mixing paddle submerged during mixing to avoid adding air into the mixture.

### MIXING – MasterSeal TC 275 / 295 (Pre-Pigmented)

1. Precondition both A and B components to a temperature of approximately 70 °F (21 °C).
2. Add entire contents of Part A into Part B. Mix components with a slow-speed drill (400–600) rpm, for a minimum of 3 minutes. Scrape down sides and bottom of mixing vessel, then mix again for 2 minutes. Keep the mixing paddle submerged during mixing to avoid adding air into the mixture.

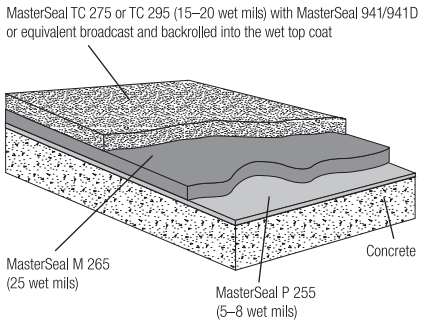
### MIXING – TC 295 Tint Base

1. Precondition both A and B components to a temperature of approximately 70 °F (21 °C).
2. Add entire contents of Part B into Part A. Mix components with a slow-speed drill (400–600) rpm, for a minimum of 3 minutes.
3. Transfer entire contents of two (2) pigment cans into MasterSeal TC 295 Tint Base mixed kit. Use a spatula or knife to remove all the pigment from the container. The TC 295 Tint Base Top Coat requires two (2) MasterSeal 900 color paks per 5.25-gallon pail.
4. Scrape down sides and bottom of mixing vessel, then mix again for 2–3 minutes. Keep the mixing paddle submerged during mixing to avoid adding air into the mixture.
5. To ensure consistent color throughout the pail, pour contents into separate container and continue mixing until all Tint Base has dispersed.
6. When using multiple units, all units must be boxed to ensure color consistency.

### APPLICATION

MasterSeal Vehicular Traffic 2500 can be installed in several configurations, depending upon the degree of traffic to which the system is exposed. In areas of extreme traffic (turning lanes, pay booths, entrances and exits), apply the Extra Heavy-Duty Traffic System. The following summary briefly describes each configuration. All coverage rates are approximate.

**LIGHT TO MEDIUM DUTY TRAFFIC AND PARKING STALLS**




LIGHT-MEDIUM TRAFFIC AND PARKING STALLS

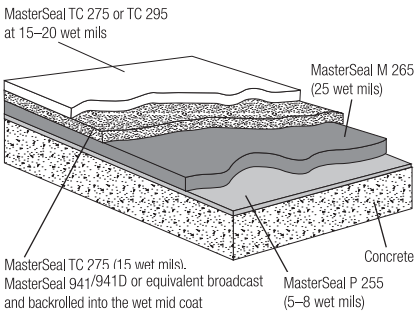
1. Apply MasterSeal P 255 with paint roller or squeegee at a rate of 200–300 $ft^2$/gal.
2. Apply 25 wet mils (0.64 mm) of MasterSeal M 265 with proper notched squeegee at the rate of approximately 55–60 $ft^2$/gal (1.35–1.47 $m^2$/L). Allow base coat to cure 3–4 hours.
3. Apply 15–20 wet mils (0.38–0.51 mm) of MasterSeal TC 275/TC 295 at the rate of 80–100 $ft^2$/gal (1.96–2.45 $m^2$/L).

4A. BROADCAST AND BACKROLL METHOD
Immediately broadcast MasterSeal 941/941DR aggregate or 16–30 mesh, rounded silica sand at the rate of 15–20 lbs/100 ft2 (0.75–1.0 kg/$m^2$) into TC275/TC295 and backroll to encapsulate.

4B. INTEGRATED AGGREATE
After mixing the top coat per instructions, pour half of the mixed material into a second pail. Add 20 lbs of MasterSeal 945 aggregate to one half of the mixed material (2.4 gallons of TC 275 and 2.63 gallons of TC 295). Mix for an additional 3 minutes for uniform consistency. Apply the topcoat at 20 wet mils or 80 sf/gallon with ⅛" notch squeegee. Fully saturate the roller. Backroll with ⅜" nap roller, roll in a crosshatch pattern for equal distribution of aggregate. Repeat for second half of top coat. For vehicular use, a second coat is required. Pail will need to be remixed for 2 minutes after 10 minutes of idle sitting to redistribute the aggregate.

5. Allow minimum curing time of 24–48 hours before allowing vehicular traffic onto the coating. Existing environmental conditions effect the allowable time period.

**HEAVY DUTY TRAFFIC SYSTEM**




HEAVY DUTY TRAFFIC SYSTEM

1. Apply MasterSeal P 255 with paint roller or squeegee at a rate of 200–300 $ft^2$/gal.
2. Apply 25 wet mils (0.64 mm) of MasterSeal M 265 with proper notched squeegee at the rate of approximately 55–60 $ft^2$/gal (1.35–1.47 $m^2$/L). Allow base coat to cure 3–4 hours.
3. Apply 12–20 wet mils (0.30–0.51 mm) of MasterSeal TC 275/TC 295 intermediate topcoat using a properly notched squeegee at the rate of approximately 80–130 $ft^2$/gal (1.96–3.19 $m^2$/L). Immediately back roll to evenly level Top Coat. The next step, #4, can utilize either method described in 4A or 4B.

4A. AGGREGATE TO REFUSAL METHOD
Immediately broadcast MasterSeal 941/941DR or equivalent 16–30 mesh, rounded silica sand into the wet coating at the rate of 20–30 lbs per 100 $ft^2$ (1.0–1.5 kg/$m^2$). Immediately after the aggregate is broadcast and while the coating is still wet, blow any excess aggregate via a portable blower forward into the wet coating. Do not overapply aggregate; it is acceptable to have localized wet spots in the aggregate surface after completion of this method. This process requires coordination between all members in the work crew. The blower operator, wearing clean spiked shoes, should blow the excess aggregate forward towards the freshly applied and backrolled topcoat. In this method, the coating should not accept additional sand, minimal excess aggregate is on the surface, less aggregate is used and the textured appearance should be fairly uniform.

4B. BROADCAST AND BACKROLL METHOD
Immediately broadcast MasterSeal 941/941DR or equivalent 16–30 mesh, rounded silica sand into the wet coating and backroll to encapsulate the aggregate. Evenly broadcast aggregate at the rate of 15–20 lbs/100$ft^2$ (0.75–1.00 kg/$m^2$).

**4C.** INTEGRATED AGGREGATE
The integrated MasterSeal 945 aggregate is NOT intended for use in heavy-duty traffic systems.

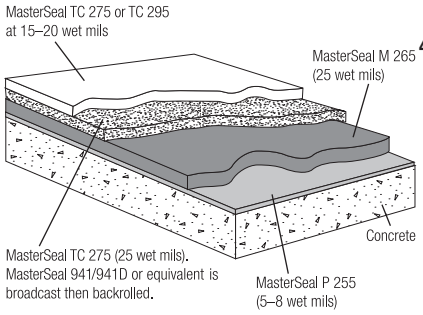
**5.** Remove all excess or loose aggregate by sweeping or vacuuming

**6.** Ensure there is no moisture on the surface of the aggregate/membrane before application of topcoat. Apply 15–25 wet mils (0.38–0.64 mm) of MasterSeal TC275/295 at the rate of 60–100 $ft^2$/gal (1.47–2.21 $m^2$/L) using a flat squeegee. Immediately back roll to evenly level topcoat.

**7.** Immediately broadcast MasterSeal 941/941DR or equivalent at the rate of 3–5 lbs/100 $ft^2$ (0.15–0.25 kg/$m^2$). Lightly backroll into top coat.

**8.** Allow minimum curing time of 24–48 hours before allowing vehicular traffic onto the coating. Existing environmental conditions effect the allowable time period.

**EXTRA HEAVY-DUTY TRAFFIC SYSTEM**




EXTRA HEAVY TRAFFIC SYSTEM

**1.** Apply MasterSeal P 255 with paint roller or squeegee at a rate of 200–300 $ft^2$/gal.

**2.** Apply 25 wet mils (0.64 mm) of MasterSeal M 265 with a proper notched squeegee at the rate of approximately 55–60 $ft^2$/gal (1.35–1.47 $m^2$/L). Immediately backroll to level base coat. Allow base coat to cure 3–4 hours.

**3.** Apply 25 wet mils (6.4 mm) of MasterSeal TC 275/TC 295 intermediate topcoat using a properly notched squeegee at the rate of approximately 55–60 $ft^2$/gal (1.35–1.47 $m^2$/L). Immediately backroll to evenly level topcoat. The next step, #4, can utilize either method described in 4A or 4B.

**4A.** AGGREGATE TO REFUSAL METHOD
Immediately broadcast MasterSeal 941/941DR or equivalent 16–30 mesh, rounded silica sand into the wet coating at the rate of 20–35 lbs/100 $ft^2$ –1.0–1.75 kg/$m^2$). Immediately after the aggregate broadcast and while the coating is still wet, blow any excess aggregate via a portable blower forward into the wet coating. Do not over apply aggregate; it is acceptable to have localized wet spots in the aggregate surface after completion of this method. This process requires coordination between all members in the work crew. The blower operator, wearing clean spiked shoes, should blow theexcess aggregate forward towards the freshly applied and backrolled topcoat. In this method, the coating should not accept additional sand, minimal excess aggregate is on the surface, less aggregate is used and the textured appearance should be fairly uniform.

**4B.** BROADCAST AND BACKROLL METHOD
Immediately broadcast MasterSeal 941/941DR or equivalent 16–30 mesh rounded silica sand into the wet coating and backroll to encapsulate the aggregate. Evenly broadcast aggregate at the rate of 15–25 lbs/100 $ft^2$/gal (0.75–1.25 kg/$m^2$).

**4C.** INTEGRATED AGGREGATE
The integrated MasterSeal 945 aggregate is NOT intended for use in extra heavy-duty traffic systems.

**5.** Remove all excess or loose aggregate by sweeping or vacuuming.

**6.** Ensure there is no moisture on the surface of the aggregate/membrane before application of topcoat. Apply 15–25 wet mils (0.38–0.64 mm) of MasterSeal TC275/295 at the rate of 60–100 $ft^2$/gal (1.46–2.21 $m^2$/L) using a flat squeegee. Immediately backroll to evenly level topcoat.

**7.** Immediately broadcast MasterSeal 941/941DR or equivalent at the rate of 3–5 lbs/100 $ft^2$ (0.15–0.25 kg/$m^2$). Lightly backroll into top coat.

**8.** Allow minimum curing time of 24–48 hours before allowing vehicular traffic onto the coating. Existing environmental conditions effect the allowable time period.

**9.** CAD & PDF deck coatings details are available for download from our website, BASF Customer Support can direct you to the site.

IMPORTANT NOTE: All coverage rates are approximate and may vary due to the application technique used. Coverage rates are affected by substrate texture, choice and distribution of aggregate, intermediate aggregate load and environmental conditions and application methods and are not under the control of BASF. Ensure that an adequate amount of aggregate is utilized to achieve required slip resistance. Exterior applications must utilize MasterSeal TC 295 at the specified coverage rate of 15–20 wet mils.

**MOCKUP**

**1.** Provide mockup of at least 100 $ft^2$ (9.3 $m^2$) to include surface profile, sealant joint, crack, flashing and juncture details and allow for evaluation of slip resistance and appearance.

**2.** Install mockup with specified coating types and with other components noted.

**3.** Locate where directed by architect.

**4.** Mockup may remain as part of work if acceptable to architect.

**CLEAN UP**

Clean all tools and equipment immediately after use with MasterSeal 990 or xylene. Cured material must be removed mechanically.

**CURING TIME**

Allow curing time of 72 hours before vehicular use and 48 hours before pedestrian use. Extend the curing time in cool-weather conditions. To reduce the time period in which MasterSeal Traffic 2000 might be vulnerable to inclement weather or to reduce the time between coats, use MasterSeal 914.

**MAINTENANCE**

See MasterSeal Traffic maintenance technical bulletin.

**FOR BEST PERFORMANCE**

- MasterSeal NP 100 and MasterSeal NP150 should not be used in conjunction with this urethane deck coating system due to potential for curing issues.
- If vapor drive is present or suspected, please consult with your local BASF representative prior to system application.
- MasterSeal P 255, M 265 and TC 275 or TC 295 have very short working times (20 min ± 5) (at 70˚ F 50% RH). Once the material has been mixed, the coating must be poured onto the surface and applied immediately.
- MasterSeal TC 275 will discolor if exposed to UV light. Where UV resistance is required, the application of TC 295 is recommended.

- Minimum application temperature is 40 °F (4 °C).
- If areas of inadequate slip resistance exist, an additional top coat back rolled with aggregate is required.
- Do not apply to concrete that is outgassing.
- Warm temperatures will shorten working time; plan work accordingly.
- Concrete should have a minimum compressive strength of 3,000 psi (21 MPa) and be cured for a minimum of 28 days.
- Do not apply MasterSeal Vehicular Traffic 2500 to concrete slabs on grade, unvented metal pan decks or split slab applications with a waterproofing membrane between slabs. Contact BASF Technical Services.
- Be sure to allow for movement in the deck by the proper design and use of expansion and control joints.
- Select the proper type and amount of aggregate to achieve desired slip resistance.
- Contact Technical Service when substrates are over 90 °F (32 °C) or under 40 °F (4 °C) or when applying to decks containing between slab membranes.
- The best method to ensure the proper wet film thickness is the use of a grid system. Divide the surface to be coated into grids and calculate the square footage of each. Refer to the coverage chart to determine the quantity of coating needed for each grid to arrive at the required mil thicknesses. For example, one pail of MasterSeal M265 should cover approximately 255–280 $ft^2$ or a minimum grid of 16 x 16 ft at 25 wet mils. Verify via site mockup.
- Avoid application when inclement weather is present or imminent.
- Do not apply to damp, wet, or contaminated surfaces.
- Not suitable for use where chained or metalstudded tires will be used.
- Proper application is the responsibility of the user. Field visits by BASF personnel are for the purpose of making technical recommendations only and not for supervising or providing quality control on the jobsite.
- CAD & PDF deck coatings details are available for download from our website, BASF Customer Support can direct you to the site.
- On steep ramps in excess of 15%, contact your local BASF representative. Do not use self-leveling grade product on slopes greater than 15%. Do not coat expansion joints over 1" (25 mm) wide.
- Do not apply use pre-mixed, integrated MasterSeal 945 aggregate in heavy- or extra heavy-duty vehicular applications.

**FOR BEST PERFORMANCE: TC 295 TINT BASE ONLY**

- Avoid whipping air into Tint Base.
- Mix pigment cans thoroughly into Tint Base.
- Always do a test area to assure acceptable color appearance and slip resistance.
- Do not apply MasterSeal TC 295 Tint Base heavier than the recommended 15–20 mil (0.38–0.51 mm) application.
- Colors exposed to direct sunlight may fade over a period of time. Darker colors potentially fade at an increased rate.
- Aggregate and substrate conditions may affect color and appearance.

**HEALTH, SAFETY AND ENVIRONMENTAL**

Read, understand and follow all Safety Data Sheets and product label information for this product prior to use. The SDS can be obtained by visiting www.master-builders-solutions.basf.us, e-mailing your request to basfbscst@basf.com or calling 1(800)433-9517. Use only as directed. **For medical emergencies only, call ChemTrec® 1(800)424-9300.**

**LIMITED WARRANTY NOTICE**

BASF warrants this product to be free from manufacturing defects and to meet the technical properties on the current Technical Data Guide, if used as directed within shelf life. Satisfactory results depend not only on quality products but also upon many factors beyond our control. BASF MAKES NO OTHER WARRANTY OR GUARANTEE, EXPRESS OR IMPLIED, INCLUDING WARRANTIES OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE WITH RESPECT TO ITS PRODUCTS. The sole and exclusive remedy of Purchaser for any claim concerning this product, including but not limited to, claims alleging breach of warranty, negligence, strict liability or otherwise, is the replacement of product or refund of the purchase price, at the sole option of BASF. Any claims concerning this product must be received in writing within one (1) year from the date of shipment and any claims not presented within that period are waived by Purchaser. BASF WILL NOT BE RESPONSIBLE FOR ANY SPECIAL, INCIDENTAL, CONSEQUENTIAL (INCLUDING LOST PROFITS) OR PUNITIVE DAMAGES OF ANY KIND. Purchaser must determine the suitability of the products for the intended use and assumes all risks and liabilities in connection therewith. This information and all further technical advice are based on BASF's present knowledge and experience. However, BASF assumes no liability for providing such information and advice including the extent to which such information and advice may relate to existing third party intellectual property rights, especially patent rights, nor shall any legal relationship be created by or arise from the provision of such information and advice. BASF reserves the right to make any changes according to technological progress or further developments. The Purchaser of the Product(s) must test the product(s) for suitability for the intended application and purpose before proceeding with a full application of the product(s). Performance of the product described herein should be verified by testing and carried out by qualified experts.

**BASF Corporation**
**Construction Systems**

889 Valley Park Drive, Shakopee, MN 55379
**www.master-builders-solutions.basf.us**

**Customer Service** 1(800)433.9517
**Technical Service** 1(800)243.6739