

# MasterSeal® Vehicular Traffic 2530

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

## PACKAGING

- MasterSeal P 255
  - 3.4-gallon (12.9 L) pail
- MasterSeal M 265
  - 4.66-gallon (17.64 L) pail
- MasterSeal 350
  - 10-gallon (38 L) kit
  - 110-gallon (412 L) kit
  - 550-gallon (2,082 L) 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 940 Aggregate
  - 50-lb (22.68 KG) bag
- MasterSeal 940DR Aggregate
  - 50-lb (22.72 KG) bag

## SHELF LIFE

MasterSeal P 255:	1.25 years
MasterSeal M 265:	1 year
MasterSeal 350:	2 years
MasterSeal TC 295:	1 year
MasterSeal 940:	5 years
MasterSeal 940DR:	5 years

## STORAGE

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

## YIELD

See preferred MasterSeal Deck Coating Solution for total system yield.

## COLOR

350:	Clear/Amber
TC 295:	Grey, Charcoal & Tint Base

## DESCRIPTION

MasterSeal Vehicular Traffic 2530 is a fluid-applied epoxy/polyurethane waterproofing system using fast-setting, two-component reactive curing mechanisms. It has very low odor.

MasterSeal Vehicular Traffic 2530 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 350, a two-component, fast-curing epoxy top coat
- MasterSeal TC 295 – a high performance, two-component, aliphatic, polyaspartic-modified, high solids, polyurethane waterproofing coating

For projects requiring aggregate, two options are available:

- MasterSeal 940, a hard-wearing, angular aggregate
- MasterSeal 940DR, an aggregate free of respirable crystalline silica

## PRODUCT HIGHLIGHTS

- MasterSeal 940DR aggregate is free of respirable crystalline silica
- Two component composition provides faster setting times, even in cooler climates
- Seamless, waterproof membrane protects concrete from freeze/thaw damage; protects occupied areas below from water damage; has no seams that may result in leaks
- Excellent chemical resistance to protect against common parking deck chemicals including gasoline, diesel fuel, oil, alcohol, ethylene glycol, de-icing salt, bleach and cleaning agents
- Skid resistant for increased safety; offers excellent durability and superior abrasion resistance
- Extremely durable with outstanding abrasion resistance, allowing for longer service life

## INDUSTRIES/APPLICATIONS

MasterSeal Vehicular Traffic 2530 Primerless consists of a highly wear-resistant, rigid top coat which is not designed for areas subject to movement.

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

## 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 350: 0 g/L
- MasterSeal TC 295 Part A: 20 g/L
- MasterSeal TC 295 Part B: 174 g/L

**Technical Data**

**Composition**

MasterSeal Traffic 2530 is comprised of MasterSeal P 255, MasterSeal M 265, MasterSeal 350, and MasterSeal TC 295.

**Compliances**

- CSA S413
- ASTM C 957

**Test Data**

PROPERTY	RESULTS				TEST METHOD
	P 255	M 265	350	TC 295	
<b>Solids</b>					ASTM D 1259
By weight, %	99	99	100	90	
<b>Viscosity, cps</b>	630	3,400	2,000-2,500	2,500-4,000	ASTM D 2393

\*Uncured material

**Test Data**

PROPERTY	RESULTS	SPECIFICATIONS	TEST METHODS
<b>Crack Bridging,</b> MasterSeal M 265	Passes	No Cracking	ASTM C957
<b>Adhesion Peel, pli for</b> MasterSeal P 255 and MasterSeal M 265	14	5	ASTM C957
<b>Tensile Strength, Psi (Mpa)</b> MasterSeal M 265	3400	Control	ASTM D412
<b>Elongation, % MasterSeal M 265</b>	900	Control	ASTM D412
<b>Hardness</b> MasterSeal 350 Shore D at 7 Days	62	–	ASTM D2240
<b>Taber Abrasion Resistance</b> MasterSeal 350 mgms, CS-17 wheel, 1,000 cycles	70 mg (neat)	–	ASTM 4060
<b>Tensile Elongation, MasterSeal 350</b>	>30	–	ASTM D638
<b>Thermal Compatibility</b> MasterSeal 350 5 cycles, modified 8 hours @ 60 °C plus 16 hours @ -21 °C	Passes	–	ASTM C884
<b>Rapid Chloride Permeability</b> MasterSeal 350 Chloride ion penetration at 28 days	Negligible	–	ASTM D1202

**MasterSeal 940 Aggregate # 9 or MasterSeal 940DR Aggregate**

PROPERTY	940 RESULTS	940DR RESULTS
Color	Gray	Green to Gray
Compressive Strength	28,000 psi	
Hardness	6-6.5 Mohs	7 Mohs
Specific Gravity	2.90 g/cc	3.3 g/cc
Bulk Density	102 pcf	85 to 105 pcf

U.S. SIEVE SIZE	% RETAINED ON SIEVE	
#6	0	
#12	57	2-10
#16	33	10-30
20	7	20-35
30	2	20-40
40	1	7-22
Pan	0	

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## 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 CSP3 (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 cementitious and epoxy patching materials. For application when fast-turn 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 PRESTRIPPING AND DETAILING

1. Pre-stripe with MasterSeal P 255 1" 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 (0.6–0.8 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 (0.6–0.8 mm) pre-stripping of MasterSeal M 265 (basecoat) over cured MasterSeal P 255. Apply the basecoat to fill and overlap the joint or crack 2" (51 mm) on each side. Feather the edges.
3. Dynamic joints and cracks over 1/16" (1.6 mm) wide must be routed to a minimum of 1/4" by 1/4" (6 by 6 mm) and cleaned. Install a bond breaker material at the bottom of the joint to prevent three-sided adhesion. Prime joint surfaces with MasterSeal P 173 and fill with MasterSeal SL 2™ or MasterSeal NP 2™. Sealant should be flat and flush with the adjacent surface. Apply 25–30 wet mils (0.6–0.8 mm) pre-stripping of MasterSeal M 265 over cured MasterSeal P

255. Apply the basecoat to fill and overlap the joint or crack 3" (76 mm) on each side. Feather the edges.

4. Sealant joints, including precast panel joints, are not to be coated with MasterSeal 350 so they can perform independently of the deck coating system. Application of the full membrane system over moving joints will cause cracks in the epoxy topcoat.
5. Form a sealant cant bead in the corner at the junction of all horizontal and vertical surfaces (wall sections, curbs, columns) by priming with MasterSeal P 173 and applying a 1/2–1 1/2" wide bead of MasterSeal NP 2. Tool to form a 45° cant. Apply masking tape to the vertical surfaces 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 with MasterSeal P 255. Apply 25 wet mils of MasterSeal M 265 over the cured sealant cant up to the masking tape and 4" onto the deck surface. Feather onto the deck surface so that it will not show through the finished coating system. Do not apply the epoxy topcoat over the sealant cant bead and do not apply up the face of the vertical surface. Coat this entire exposed cant bead area with MasterSeal TC 295 or MasterSeal TC 225.
6. Where the coating system will be terminated and no wall joint or other appropriate break exists, cut a 1/4" by 1/4" sawcut keyway into the concrete. Fill and coat keyway when application of MasterSeal M 265 commences.

### 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.

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## 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 350

1. Precondition both A and B components to a temperature of approximately 70 °F (21 °C).
2. Thoroughly mix each separate component for 2–3 minutes.
3. Mix Part A (resin) and Part B (hardener) in the proper ratio (1 to 1 by volume) using a slow speed drill (250–500 rpm) and paddle for 2–3 minutes.
4. Because of the quick cure rate of this product, do not mix more material than can be applied within the pot life of 15–25 minutes at 75 °F (24 °C). Elevated temperatures decrease pot life, and reduced temperatures increase pot life. Always mix the MasterSeal 350 epoxy material in clean, unused containers. Do not reuse mixing containers.
5. The maximum recoat window for additional coats of MasterSeal 350 is 24 hours.

### MIXING – MasterSeal TC 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 2530 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.

#### HEAVY DUTY TRAFFIC SYSTEM

1. Apply MasterSeal P255 primer at the rate of 200–300 ft<sup>2</sup> /gal.
2. Apply 25 wet mils of MasterSeal M 265 with proper notched squeegee at the rate of 50–60 ft<sup>2</sup> / gal (1.2–1.5 m<sup>2</sup> /L). Allow basecoat to cure 3–4 hours minimum. MasterSeal 350 must be applied to the cured MasterSeal M 265 within 24 hours.
3. Apply 20–25 wet mils of the mixed MasterSeal 350 with proper notched squeegee at the rate of 60–80 ft<sup>2</sup> /gal (1.6–2.0 m<sup>2</sup> /L). Place the epoxy to permit a continuous operation by applying the second mix immediately behind the first mix.
4. Immediately broadcast MasterSeal 940 Aggregate # 9 or MasterSeal 940DR Aggregate to complete saturation (approximately 1.1 lb/ft<sup>2</sup>). If wet spots develop immediately broadcast additional aggregate until a dry surface is reestablished. On large areas, work small sections to ensure aggregate is applied before

the membrane begins to skin over.

5. Remove excess aggregate by sweeping, blowing, or vacuuming.
6. Apply 15–20 wet mils of the mixed MasterSeal 350 with proper notched squeegee at the 80–100 ft<sup>2</sup> /gal (0.4–0.5 m<sup>2</sup> /L). Place the epoxy to permit a continuous operation by applying the second mix immediately behind the first mix. As a possible option, steps 3 and 6 can be combined to apply a single epoxy topcoat at 35–40 wet mils. Contact your local BASF representative for assistance.
7. Immediately broadcast MasterSeal 940 Aggregate # 9 or MasterSeal 940DR Aggregate to complete saturation (approximately 1.1 lb/ft<sup>2</sup>). If wet spots develop, immediately broadcast additional aggregate until a dry surface is reestablished. On large areas, work small sections to ensure aggregate is applied before the membrane begins to skin over.
8. Allow a minimum cure time of 6 hrs at 70 °F (21 °C), for MasterSeal 350 before allowing vehicular traffic.
9. For outdoor applications: Apply 20 wet mils of MasterSeal TC 295 topcoat using a properly notched squeegee at the rate of approximately 55–75 ft<sup>2</sup> /gal. Immediately backroll to evenly level topcoat.

#### EXTRA HEAVY DUTY TRAFFIC SYSTEM

1. Apply MasterSeal P255 primer at the rate of 200–300 ft<sup>2</sup> /gal.
2. Apply 25 wet mils of MasterSeal M 265 with proper notched squeegee at the rate of 50–60 ft<sup>2</sup> /gal (1.2–1.5 m<sup>2</sup> /L). Allow basecoat to cure 3–4 hours minimum. MasterSeal 350 must be applied to the fully cured MasterSeal M 265 within 24 hours.
3. Apply 40 wet mils of the mixed MasterSeal 350 topcoat with proper notched squeegee at the 35–40 ft<sup>2</sup> /gal (0.9–1.0 m<sup>2</sup> /L). Place the epoxy to permit a continuous operation by applying the second mix immediately behind the first mix.
4. Immediately broadcast MasterSeal 940 Aggregate # 9 or MasterSeal 940DR Aggregate to complete saturation (approximately 1.1 lb/ft<sup>2</sup>). If wet spots develop, immediately broadcast additional aggregate until a dry surface is reestablished. On large areas, work small sections to ensure aggregate is applied before the membrane begins to skin over.
5. Remove excess aggregate by sweeping, blowing or vacuuming.

6. Apply 40 wet mils of the mixed MasterSeal 350 topcoat with proper notched squeegee at the 35–40 ft<sup>2</sup> /gal (0.9–1.0 m<sup>2</sup> /L). Place the epoxy to permit a continuous operation by applying the second mix immediately behind the first mix.
7. Immediately broadcast MasterSeal 940 Aggregate # 9 or MasterSeal 940DR Aggregate to complete saturation (approximately 1.1 lb/ft<sup>2</sup>). If wet spots develop, immediately broadcast additional aggregate until a dry surface is reestablished. On large areas, work small sections to ensure aggregate is applied before the membrane begins to skin over.
8. Allow a minimum cure time of 6 hrs at 70 °F (21 °C) for MasterSeal 350 before allowing vehicular traffic.
9. For outdoor applications: Apply 20 wet mils of MasterSeal TC 295 topcoat using a properly notched squeegee at the rate of approximately 55–75 ft<sup>2</sup> /gal. Immediately backroll to evenly level topcoat.

#### IMPORTANT NOTE:

All coverage rates are approximate and may vary due to texture, porosity of the substrate, size and type of aggregate used, temperature and application techniques used. In order to verify your coverage rates, a mockup is recommended.

MasterSeal 350 is not designed to be used as a decorative system and will discolor over time when exposed to UV light.

As an option, an elastomeric polyurethane topcoat such as MasterSeal TC 295 can be applied over the top of the MasterSeal 350 to change the final appearance. The systems listed in this data guide can be altered by BASF to suit particular site conditions. Contact your local BASF representative for assistance.

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#### MOCKUP

1. Provide mockup of at least 100 ft<sup>2</sup> (9.3 m<sup>2</sup>) 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.

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#### 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 Vehicular Traffic 2530 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 these 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 350, MasterSeal M 270 NP, and MasterSeal TC 295 have very short working times. Once the material has been mixed, the coating must be poured onto the surface and applied immediately
- Minimum application temperature is 40 °F (4 °C). Contact technical support when temperatures are above 90 °F (32 °C)
- 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 and be cured for a minimum of 28 days
- Do not apply the MasterSeal Vehicular Traffic 2530 system to concrete slabs on grade, splits slabs with a sandwiched waterproofing membrane, unvented metal pan decks or plywood decks.
- Do not apply the MasterSeal Vehicular Traffic 2530 system to a concrete deck that has deflection exceeding L/480.
- MasterSeal 350 is a rigid epoxy material and may crack due to substrate flex and movement under the membrane system. Do not install MasterSeal 350 over moving sealant joints.
- 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.

- Avoid application of MasterSeal Vehicular Traffic 2530 traffic deck coatings when inclement weather is present or imminent.
- Do not apply MasterSeal Vehicular Traffic 2530 to damp, wet or contaminated surfaces
- Terminate MasterSeal 350 at the base of vertical wall areas with a sealant cant bead. It may be required to cover the sealant cant bead and up the wall with either MasterSeal Vehicular Traffic 2500 or MasterSeal TC 225.
- Proper application is the responsibility of the user. Field visits by BASF personnel are for the sole purpose of making technical recommendations only and not for supervising or providing quality control on the jobsite.
- On steep ramps in excess of 15%, contact your local BASF representative. Do not use self-leveling grade product on slopes greater than 15%.

#### 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](http://www.master-builders-solutions.basf.us), e-mailing your request to [basfbcst@basf.com](mailto:basfbcst@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.

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