MasterSeal® Traffic 1500
(Low VOC)
Polyurethane waterproofing, traffic-bearing membrane systems for vehicular and pedestrian areas

PRODUCT HIGHLIGHTS

• Primer coat not typically required which helps to reduce labor and material costs
• Waterproof which helps to protect concrete from freeze/thaw damage; protects occupied areas below from water damage
• Excellent chloride resistance provides protection against chloride intrusion; extends the life of reinforcing steel
• Seamless elastomeric membrane offers excellent durability and superior abrasion resistance, has no seams that may result in leaks
• Provides skid resistance to increase safety and offers excellent durability and superior abrasion resistance
• Multiple systems available, making MasterSeal Traffic 1500 ideal for various vehicular or pedestrian traffic solutions

• For TC 235 Tint Base: 40 standard colors utilizing MasterSeal 900 color packs (Pedestrian use only)
• Repairable and recoatable to extend the useful life of the system
• Four standard colors: gray, charcoal gray, tan and dark tan

DESCRIPTION

MasterSeal Traffic 1500 waterproofing systems are composed of:
• MasterSeal M 205, a low VOC, one component, moisture curing polyurethane.
• MasterSeal TC 235, a low VOC, one component aliphatic, moisture curing polyurethane.
• MasterSeal TC 235
  Note: MasterSeal TC 235 Tint Base are intended for pedestrian use only and are not suitable for vehicular traffic.

For projects requiring primer, two choices are available:
• MasterSeal P 222, a one-component solvent-based primer and sealer,
• MasterSeal P 220, a two-component waterborne epoxy primer and sealer.

PACKAGING

• MasterSeal P 222:
  5 gallon (18.93 L) pails
• MasterSeal P 220:
  4 gallon (15.14 L) units in
  5 gallon pails (18.93 L)
• MasterSeal M 205:
  5 gallon (18.93 L) pails
• MasterSeal TC 235:
  5 gallon (18.93 L) pails
• MasterSeal 914: 1 pint (473 mL) cans
• MasterSeal 915 (for recoat applications):
  0.5 pint (236 mL) cans

YIELD
See chart on page 3

COLORS
Gray, Charcoal, Tan, Dark Tan

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

SHELF LIFE
• MasterSeal M 205 and TC 235:
  5 gal pails, 1 year when properly stored
• MasterSeal 914: pint cans:
  2 years when properly stored
• MasterSeal 915:
  1 year when properly stored
• MasterSeal 900:
  5.5 years when properly stored

VOC CONTENT
• MasterSeal M 205: 98 g/L less water and exempt solvents
• MasterSeal TC 235: 95 g/L less water and exempt solvents
Technical Data Guide
MasterSeal® Traffic 1500

Technical Data
Composition
MasterSeal Traffic 1500 is a moisture-curing polyurethane membrane.

Compliances
• UL 790 Class A Fire Rating
• ASTM C 967
• ASTM E 108
• ASTM E 84
• CSA S413

Test Data

<table>
<thead>
<tr>
<th>PROPERTY*</th>
<th>RESULTS</th>
<th>TEST METHOD</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>M 205</td>
<td>TC 235</td>
</tr>
<tr>
<td>Weight per gallon, lbs (kg)</td>
<td>10.45 (4.74)</td>
<td>9.73 (4.4)</td>
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<tr>
<td>Specific gravity, kg/L</td>
<td>1.25</td>
<td>1.16</td>
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<tr>
<td>Solids</td>
<td></td>
<td></td>
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<tr>
<td>By weight, %</td>
<td>86</td>
<td>82</td>
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<tr>
<td>By volume, %</td>
<td>83</td>
<td>80</td>
</tr>
<tr>
<td>Viscosity, cps</td>
<td>4,000-9,000</td>
<td>2,000-8,000</td>
</tr>
<tr>
<td>Flash Point, °F (°C)</td>
<td>109 (43)</td>
<td>120 (49)</td>
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</tbody>
</table>

*Uncured material

PROPERTIES OF CURED MEMBRANES

<table>
<thead>
<tr>
<th>PROPERTY</th>
<th>RESULTS</th>
<th>TEST METHOD</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hardness, Shore A</td>
<td>44</td>
<td>89</td>
</tr>
<tr>
<td>Tensile strength, psi (MPa)</td>
<td>350 (2.4)</td>
<td>2,710 (18.7)</td>
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<tr>
<td>Elongation, %</td>
<td>800</td>
<td>555</td>
</tr>
<tr>
<td>Tear strength, P/IT</td>
<td>N/A</td>
<td>259</td>
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<tr>
<td>Weight loss, %</td>
<td>14</td>
<td>18</td>
</tr>
<tr>
<td>Low temperature flexibility and crack bridging</td>
<td>No Cracking</td>
<td>No Cracking</td>
</tr>
<tr>
<td>Adhesion in peel after water immersion, psi,</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Primed mortar</td>
<td>48</td>
<td>N/A</td>
</tr>
<tr>
<td>Plywood</td>
<td>26</td>
<td>N/A</td>
</tr>
<tr>
<td>Adhesion (Pull-off), psi</td>
<td>Base Coat</td>
<td>300</td>
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</table>

CHEMICAL RESISTANCE TENSILE RETENTION (ASTM C 957)

<table>
<thead>
<tr>
<th>CHEMICAL</th>
<th>RESULTS</th>
<th>REQUIREMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>M 205</td>
<td>TC 235</td>
</tr>
<tr>
<td>Ethylene glycol</td>
<td>N/A</td>
<td>100</td>
</tr>
<tr>
<td>Mineral spirits</td>
<td>N/A</td>
<td>78</td>
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<tr>
<td>Water</td>
<td>N/A</td>
<td>102</td>
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</tbody>
</table>

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

MASTERSEAL TRAFFIC 1500 SYSTEM M 205/MS TC 235 WEATHERING RESISTANCE AND ELONGATION RECOVERY (ASTM C 957)

<table>
<thead>
<tr>
<th>CHEMICAL</th>
<th>RESULTS</th>
<th>REQUIREMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Elongation recovery, %</td>
<td>96</td>
<td>Min: 90</td>
</tr>
<tr>
<td>Tensile retention, %</td>
<td>88</td>
<td>Min: 80</td>
</tr>
<tr>
<td>Elongation retention, %</td>
<td>96</td>
<td>Min: 90</td>
</tr>
<tr>
<td>Abrasion resistance, mg lost (ASTM D 4060)</td>
<td>48 — system passes</td>
<td>Max: 50</td>
</tr>
<tr>
<td>CS-17 Wheel, 1,000 g load, 1,000 cycles</td>
<td></td>
<td></td>
</tr>
</tbody>
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**Test Data, cont.**

<table>
<thead>
<tr>
<th></th>
<th>LIGHT TO MEDIUM TRAFFIC &amp; PEDESTRIAN</th>
<th>HEAVY DUTY (REFUSAL METHOD)</th>
<th>EXTRA HEAVY DUTY (REFUSAL METHOD)</th>
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</thead>
<tbody>
<tr>
<td><strong>Weight per gallon, lbs (kg)</strong></td>
<td>9.9 (4.5)</td>
<td>9.1 (4.1)</td>
<td>ASTM D 1475</td>
</tr>
<tr>
<td><strong>Base coat</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wet mils (mm)</td>
<td>25 (0.64)</td>
<td>25 (0.64)</td>
<td>25 (0.64)</td>
</tr>
<tr>
<td>Dry mils (mm)</td>
<td>20 (0.5)</td>
<td>20 (0.5)</td>
<td>20 (0.5)</td>
</tr>
<tr>
<td>Coverage1</td>
<td>55–60 (1.35–1.5)</td>
<td>55–60 (1.35–1.5)</td>
<td>55–60 (1.35–1.5)</td>
</tr>
<tr>
<td><strong>Mid coat</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wet mils (mm)</td>
<td>None</td>
<td>20 (0.5)</td>
<td>25 (0.64)</td>
</tr>
<tr>
<td>Dry mils (mm)</td>
<td>None</td>
<td>15 (0.4)</td>
<td>20 (0.5)</td>
</tr>
<tr>
<td>Coverage1</td>
<td>None</td>
<td>75–80 (1.83–1.97)</td>
<td>55–60 (1.35–1.5)</td>
</tr>
<tr>
<td><strong>Finish coat</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wet mils (mm)</td>
<td>25 (0.64)</td>
<td>20 (0.5)</td>
<td>20 (0.5)</td>
</tr>
<tr>
<td>Dry mils (mm)</td>
<td>20 (0.5)</td>
<td>15 (0.4)</td>
<td>15 (0.4)</td>
</tr>
<tr>
<td>Coverage1</td>
<td>55–60 (1.35–1.5)</td>
<td>75–80 (1.83–1.97)</td>
<td>75–80 (1.83–1.97)</td>
</tr>
<tr>
<td><strong>Aggregate2</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lbs per 100 ft² (kg/m²)</td>
<td>18–30 (0.8–1.5)</td>
<td>23–40 (1.15–2.0)</td>
<td>23–40 (1.15–2.0)</td>
</tr>
</tbody>
</table>

Coverage rates are approximate and may vary due to the application technique used. Actual coverage rate will also depend on finish and porosity of the substrate.

1 Coverage is ft²/gal (m²/L)
2 Combined amount of aggregate, mid & topcoat (16–30 mesh rounded silica sand or proportional equivalent)

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**INDUSTRIES/SECTORS**
- Stadiums
- Balconies
- Parking Garages
- Commercial Construction
- Building and Restoration
- Plywood decks/balconies
- Plaza decks

**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 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 PRE-STRIPPING AND DETAILING**
1. For nonmoving joints and cracks less than ¼” (1.6 mm) wide, apply primer when required, followed by 25 wet mils (0.6 mm) pre-striping of MasterSeal M 205. MasterSeal M 205 must be applied to fill and overlap the joint or crack 3” (76 mm) on each side. Feather the edges.

2. Dynamic cracks and joints ¼” (1.6 mm) and greater wide must be routed to a minimum of ¼ by ¼” (6 by 6 mm) and cleaned. Install bond breaker tape to prevent adhesion of sealants to the bottom of joint. Prime joint faces only with MasterSeal P 173 (see Form No. 1017962). Fill joints deeper than ¼” (6 mm) with appropriate backer rod and MasterSeal SL 1™/ SL 2™ (slope grade or self-leveling) or MasterSeal NP 1”/ NP 2” sealants. For cracks, sealant should be flush with the adjacent concrete surface. For expansion joints, sealant should be slightly concave. Once the sealant is cured the lines should be prestriped with base coat MasterSeal M 205, overlap the joint 3” (76 mm) on each side.

3. Sealed joints 1” (25 mm) or less can be coated over with MasterSeal Traffic 1500. Expansion joints exceeding 1” (25 mm) wide should not be coated over with MasterSeal Traffic 1500 so that they can perform independently of the deck coating system.

4. Where the coating system will be terminated and no wall, joint or other appropriate break exists, cut a ¼” x ¼” (6 x 6 mm) keyway into the concrete. Fill and coat keyway during application of MasterSeal M 205.

5. Form a sealant cant into the corner at the junction of all horizontal and vertical surfaces (wall sections, curbs, columns). Prime with MasterSeal P 173 and apply a ¼” x ¼” (13–25 mm) wide bead of MasterSeal NP 1 or MasterSeal NP 2 sealants. Tool to form a 45 degree 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, apply 25 mls (0.64 mm) of MasterSeal M 205 over the cured cant up to the masking tape and 4” (102 mm) onto deck surface.

6. In locations of high movement such as wall and slab intersections, a reinforcing fabric is required. After the sealant cant bead is applied and cured, apply 25 wet mls of MasterSeal M 205 (0.64 mm) over the sealant and embed MasterSeal 995 reinforcing fabric into the wet detail coat.

UNCOATED METAL SURFACES
1. 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 NP1/NP2. Apply a detail coat of 25 wet mls of Masterseal M 205 over the primed metal and sealant.

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. Reinforce all seams between flashing and the plywood deck by embedding MasterSeal 995 Reinforcing Fabric into the pre-striping.

HOW TO APPLY COLOR
1. All of the 40 standard colors from the Popular Palette for Sealants and Waterproofing require the use of 2 NP 2™ color packs per 5 gallon pail of Sonoguard® Tint-Base.
2. A second aesthetic Top Coat of 10–15 wet mls (0.2–0.4 mm) is required with all Tint-Base colors to achieve a uniform appearance.

MIXING
1. Transfer entire contents of pigment cans into Sonoguard® Top Coat Tint-Base. Use a spatula or knife to remove all the pigment from the container.
2. With a slow-speed drill and Jiffy mixer, mix 4–6 minutes. The paddle blade must be kept below the surface of the Tint-Base to avoid whipping air into it.
3. To ensure consistent color throughout the pail, pour contents into separate container and continue mixing until all Tint-Base has dispersed.
4. When using multiple units, all units must be boxed to ensure color consistency.

APPLICATION OF PRIMER PRIMER
NOTE: When primer is required on a job, follow these steps. When applying Traffic 1500 without using a primer, proceed to Application.
1. After thoroughly vacuuming the surface, apply MasterSeal P 222 or P 220 to all the properly prepared deck surfaces at the rate of 200–250 ft²/gal (4.9–6.1 m²/L). Using a roller pan and a short- to medium-nap roller cover, force the primer into pores and voids to eliminate pinholes. Do not apply over pre-striping. Use only solvent-resistant tools and equipment.
2. Allow primer to dry until tack-free. M 205 must be applied the same working day.

MASTERSEAL M 205
1. All preparatory work must be completed before application begins. Be certain the substrate is clean, dry, stable and properly profiled. Sealants and pre-striping should be properly cured. Apply the base, mid and finish coats with a properly sized notched squeegee to arrive at the required mil thicknesses.
2. Apply MasterSeal M 205 at 25 wet mls thick (0.64 mm) using a proper notched squeegee onto entire deck surface, and back roll, overcoating the properly prepared cracks, joints and flashings. Do not coat expansion joints over 1” (25 mm) wide. Slope grade product should be used on a slope greater than 1%
3. Allow curing time of overnight (16 hour minimum). Extend the curing time in cool or dry weather conditions. The surface of MasterSeal M 205 should have a slight tack. If the coating has been exposed for a prolonged period, consult Technical Service for recommendations.

APPLICATION METHODS OF SYSTEMS MasterSeal Traffic 1500 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 PEDESTRIAN SYSTEM
MasterSeal TC 235 (25 wet mils) with appropriate backroll into wet top coat

LIGHT- TO MEDIUM- DUTY TRAFFIC & PEDESTRIAN SYSTEM
1. Prime concrete substrate (if required).
2. Apply 25 (0.64 mm) wet mls of MasterSeal M 205 using a proper notched squeegee at 55–60 ft²/gal (1.35–1.47 m²/L). Immediately backroll to level base coat. Allow to cure overnight.
3. Apply 25 wet mls (0.64 mm) MasterSeal TC 235 using a proper notched squeegee at 55–60 ft²/gal (1.35–1.47 m²/L). Immediately backroll to level MasterSeal TC 235 material. While the coating is still wet, broadcast MasterSeal 941 or equivalent 16–30 rounded silica sand at 15–25 lbs/100 ft²/gal (0.75–1.25 kg/m²), then backroll into the coating to fully encapsulate.
4. When installing the MasterSeal TC 235 Tint Base, a second coat may be required for proper hiding. A mock up should be performed to address any aesthetic expectations.

HEAVY DUTY TRAFFIC SYSTEM
(Aggregate to refusal method)

HEAVY-DUTY TRAFFIC SYSTEM
1. Prime concrete substrate (if required).
2. Apply 25 (0.64 mm) wet mls of MasterSeal M 205 using a proper notched squeegee at 55–60 ft²/gal (1.35–1.47 m²/L). Immediately backroll to level base coat. Allow to cure overnight.
3. Apply 20 wet mils (0.51 mm) MasterSeal TC 235 using a notched squeegee at 75–80 ft²/gal (1.83–1.97 m²/L). Immediately backroll to level MasterSeal TC 235. The next step, #4, can utilize either method described in 4A or 4B.

4A. **AGGREGATE TO REFUSAL METHOD**

Immediately broadcast MasterSeal 941 or equivalent 16–30 mesh, rounded silica sand into the wet coating at the rate of 20–35 lbs/100 ft² (1.0–1.75 kg/m²). 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 of the members in the work crew. The blower operator, wearing clean spiked shoes, should blow the excess aggregate forward towards the freshly applied and back rolled 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 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 ft² (0.75–1.0 kg/m²). Allow to cure overnight.

5. Ensure there is no moisture on the surface of the aggregate/membrane before application of topcoat. Remove all loose aggregate, then apply 20 wet mils using a flat squeegee at 75–80 ft²/gal (1.84–1.96 m²/L). Immediately backroll to level MasterSeal TC 235.

6. For additional slip resistance, immediately broadcast MasterSeal 941 or equivalent 16–30 rounded silica sand at a rate of 3–5 lbs/100 ft² (0.15–0.25 kg/m²) and backroll to encapsulate.

**EXTRA HEAVY DUTY SYSTEM**

(Aggregate to refusal method)

1. Prime concrete substrate (if required).
2. Apply 25 (0.64 mm) wet mils of MasterSeal M 205 using a properly notched squeegee at 55–60 ft²/gal (1.35–1.47 m²/L). Immediately backroll to level base coat. Allow to cure overnight.
3. Apply 25 wet mils (0.64 mm) MasterSeal TC 235 using a properly notched squeegee at the rate of 55–60 ft²/gal (1.35–1.47 m²/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 or equivalent 16–30 mesh, rounded silica sand into the wet coating at the rate of 20–35 lbs/100 ft² (1.0–1.75 kg/m²). 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 of the members in the work crew. The blower operator, wearing clean spiked shoes, should blow the excess aggregate forward towards the freshly applied and back rolled 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 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 ft² (0.75–1.25 kg/m²). Allow to cure overnight.

5. Ensure there is no moisture on the surface of the aggregate/membrane before application of topcoat. Remove all loose aggregate, then apply 20 wet mils using a flat squeegee at 75–80 ft²/gal (1.84–1.96 m²/L). Immediately backroll to level MasterSeal TC 235.

6. For additional slip resistance, immediately broadcast MasterSeal 941 or equivalent at a rate of 3–7 lbs/100 ft² (0.15–0.25 kg/m²) and backroll to encapsulate.

**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 coat aggregate load and environmental conditions. Application methods and conditions are not under the control of BASF. Ensure that an adequate amount of aggregate is utilized to achieve desired slip resistance.

**MOCKUP**

Provide mockup of at least 100 ft² (9.3 m²) to include surface profile, sealant joint, crack, flashing and juncture details and allow for evaluation of slip resistance and appearance of MasterSeal Traffic 1500 system.

1. Install mockup with specified coating types and with other components noted.
2. Locate where directed by architect.
3. Mockup may remain as part of work if acceptable to architect. For recoat applications, see MasterSeal Traffic 1500 technical bulletin #24.

**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 1500 might be vulnerable to inclement weather or to reduce the time between coats, use MasterSeal 914.

**MAINTENANCE**

1. Portions of the membrane that exhibit wear are considered a maintenance item, and are not considered a warrantable item.
2. Surfaces may be cleaned with commercial detergents. BASF recommends that a maintenance agreement be established between the owner and applicator.
3. Periodic inspection and repair of damaged surfaces will greatly prolong the performance and life of the system.
4. Remove all sharp debris such as sand, gravel and metal on a regular basis to avoid damage to the coating.
5. When removing snow, avoid the use of metal blades or buckets that may damage the coating.

**CLEAN UP**

Clean all tools and equipment with MasterSeal 990 or xylene.

**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.
• Avoid application of MasterSeal Traffic 1500 when inclement weather is present or imminent.
• Do not apply MasterSeal Traffic 1500 to damp, wet, or contaminated surfaces.
• MasterSeal Traffic 1500 is not suitable for use where chained or metal-studded 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 coating details are available for download from our website; BASF Customer Service can direct you to the site.

FOR BEST PERFORMANCE: TC 225 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 Sonoguard® Tint-Base heavier than the recommended 25 mil (0.6 mm) application.
• Colors exposed to direct sunlight may fade over a period of time. Darker colors potentially fade at an increased rate.
• Apply only to pedestrian traffic areas.
• 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.com, e-mailing your request to basfsclabasf.com or calling 1(800)433-9517. Use only as directed.

For medical emergencies only, call ChemTec® 1(800)424-9300.

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