

# CRACKMASTER MASTIC T2-CPT

**SMT-270**

## *Distressed Pavement Repair Mastic*

REVISED 03/19/24

### PRODUCT DESCRIPTION

CrackMaster Mastic T2-CPT is a hot-applied repair mastic comprised of a black, asphalt-based, polymer-modified binder and a select aggregate. This material is self adhesive. CrackMaster Mastic T2-CPT resists cracking, delamination, and spalling. It is a flexible material that can withstand heavy loads, weather, traffic and thermal movement. CrackMaster Mastic T2-CPT provides a high-friction surface to ensure driver safety. Compaction equipment is not necessary with CrackMaster Mastic T2-CPT. This repair system is formulated to provide a feathered edge.

- Excellent Adhesion
- Resists Tracking
- Rapid Melting
- For Asphalt / Concrete Surfaces

### RECOMMENDED USES

CrackMaster Mastic T2-CPT is recommended for sealing wide cracks and joints, as well as repairing a large variety of distresses in asphalt and cement pavements.

#### Ideal Uses:

- Pavement cracks or joints over 1.5 inches wide
- Potholes, utility cuts, manhole covers
- Spalls, pop-outs, and corner breaks
- Skin patch repairs, depressed thermal cracks
- Repairs prior to surface treatments
- Bridge approaches or faulted areas

### PERFORMANCE CHARACTERISTICS

Product Specifications*		
Heating Temperature		400°F Max.
Application Temperature		375-400°F
Heating Time		12 Hours Max.
Specific Gravity		Approximately 1.8
Mastic Resilience		50% Min.
Effects of Rapid Deformation	-18°C / 8 N-m Impact	Pass
Crack Bridging	-18°C / 1/8 inch Extension	3 Cycles Pass
Mastic Stability	70°C	40.0 mm Max.
Flexibility	0°C	Pass

\* Specifications are as tested according to ASTM D 8260 and D 5329.

### SPECIFICATIONS

Meets ASTM D 8260 Types 1 & 2.

### SURFACE PREPARATION

In order for proper adhesion to occur, the surface must be free of moisture, dust, loose aggregate, and other contaminants. Avoid use in highly-distressed areas that require reconstruction. The substrate and air temperatures must be 40 °F or above. Use oil-free compressed air and heat to clean and dry the area immediately prior to application. Heating the pavement will promote bonding between the mastic and pavement surface. Caution: Do not overheat/oxidize the pavement.

### COVERAGE

Width	Depth	Pounds/100 Linear Feet
1"	0.5"	39.7
1"	1"	79.5
1.5"	1"	119.2
1.5"	1.5"	178.8
2"	1.5"	238.4
2"	2"	317.9

### MELTING AND APPLICATION

Melt CrackMaster Mastic T2-CPT using an oil-jacketed kettle designed for mastic materials. The kettle should be equipped with an agitator and temperature control devices for the material and heating oil. Carefully insert small quantities of CrackMaster product and the plastic bag into the melter while the agitator is turned off to avoid splash back. Once material has reached application temperature, apply to freshly prepared area. CrackMaster Mastic T2-CPT can be applied directly from the melter using an appropriate discharge chute, bucket, or mastic wagon. Immediately following application, the mastic shall be leveled and smoothed using mastic lutes. In deep installations, mastic may be applied in layers, cooling in between. Mastic may be covered with CrackMaster Topping Aggregate for additional skid resistance. CrackMaster Mastic T2-CPT is ready for traffic when it has cooled and solidified.

CrackMaster Topping Aggregate is available in both 1/8 inch size and 1/4 inch size with a maximum abrasion loss of 35% (ASTM C 131).

**NOTE:** The temperature of the heating oil should not exceed 525 °F. Do not heat material over the maximum heating temperature and do not maintain it at that temperature for prolonged periods of time. This could cause the material to gel in the equipment or fail on the pavement. A significant viscosity increase accompanied by stringiness signals the onset of gelation. If this occurs, immediately remove the material from the melter and dispose.

### PACKAGING

CrackMaster mastics are packaged in 30 lb. poly-bags in a high-strength, corrugated box with each pallet containing 75 boxes or 2,250 pounds of mastic.

Copyright © InFrasys, Inc. All rights reserved. Reproduction of any of this material is strictly prohibited.