

CRACKMASTER TRM

Crack & Joint Sealant for Moderate Climates

SMT-315

REVISED 09/06/22

PRODUCT DESCRIPTION

- Flexible to -20°F
- Rapid Melting
- Economical
- Excellent Adhesion
- Sets-Up Quickly
- Resists Tracking

CrackMaster™ TRM is a hot pour crack and joint sealant for portland cement and asphaltic pavements. As an economical and effective preventative maintenance treatment, CrackMaster™ TRM prolongs pavement life by sealing cracks and joints from water penetration, which cause base failure and pot holes. This is a high viscosity, non self-leveling material with a crumb rubber content of 18% minimum based on asphaltic components or 13% minimum by overall weight. CrackMaster™ TRM forms a long-lasting seal which resists tracking in warm temperatures and remains flexible in cold temperatures.

USES

CrackMaster™ TRM is recommended for sealing cracks and joints in portland cement, asphaltic pavements, and parking lots. It is designed to seal expansion and contraction joints, longitudinal and transverse cracks, joints between concrete and asphaltic shoulders, and random cracks.

TECHNICAL DATA

CrackMaster™ TRM meets the following material requirements when tested in accordance with State Modified ASTM-D1190, ASTM-D6690 Type I, AASHTO M173, and Fed. Spec. SS-S-164. (See chart below).

Chemical & Physical Analysis	
Recommended Pour Temperature	370-390°F
Maximum Heating Temperature	410°F
Maximum Heating Time	12 hrs.
Penetration (150 gr./5 sec.)	70 max.
Resiliency	30-60%
Flow (60°C, 75° angle, 5 hours)	5 mm max.
Bond, 0°F/50% Ext	Passes 5 cycles
Softening Point	176°F Min
Specific Gravity	1.12
Crumb Rubber Content	13% min.
Asphalt Compatibility	Compatible

INSTALLATION

Proper surface preparation facilitates adequate adhesion and consequently the maximum life of the sealant. In order for proper adhesion, the crack/joint must be

free of moisture, dust, loose aggregate, and other contaminants. The substrate and air temperatures must be 40°F or above. Sawing, routing, and/or sandblasting are the preferred methods of preparation. Use oil-free compressed air and heat to clean and dry the surface immediately prior to sealing. Cracks/joints should be sized so that the maximum extension and compression do not exceed 50% of the width. Best results are obtained when the cracks/joints are opened at least 1/2 inch wide.

METHODS

The melting kettle should be a conventional oil jacketed unit equipped with an agitator, pumping system and temperature control devices for both the material and heat transfer oil. Carefully insert small quantities of CrackMaster™ TRM and the plastic bag into the melting equipment while the agitator is turned off. Load material slowly to avoid splash back. After the initial load has reached the recommended pouring temperature, fresh material may be added to the melter as sealant is used. Melt only the material that will be used during that day. Purge material remaining in the kettle lines at the end of each sealing operation. The material may be safely reheated.

NOTE

The temperature of the heat transfer oil should not exceed 525°F. Do not heat CrackMaster™ TRM above the maximum heating temperature and do not maintain it at the temperature for prolonged periods of time. This could cause the material to gel in the equipment or fail in the cracks/joints. A significant viscosity increase accompanied by stringiness signals the approach of gelation. If this occurs, immediately remove the material from the melter and dispose of it.

ESTIMATING MATERIAL REQUIREMENTS

Use the following chart as a guideline for estimating material requirements (based upon pounds of material needed for 100 feet of cracks):

Crack Width	Depth	Lbs/100 Ft
3/8"	3/8"	6.9 lbs.
3/8"	1/2"	9.3 lbs.
1/2"	1/2"	12.3 lbs.
1/2"	1"	24.7 lbs.
3/4"	1/2"	18.5 lbs.
3/4"	3/4"	27.8 lbs.

The above coverage rates are only a guideline. Actual material usage may vary due to width of application and thickness of material above pavement surfaces.

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PRECAUTIONS

Cracks must be free from moisture, dust, dirt, and debris. Both substrate and air temperature must be above 40°F. Keep boxes of material dry during storage. Do not store in direct sunlight.

WARRANTY AND DISCLAIMER

The statements made on this technical data sheet are believed to be true and accurate and are intended to provide a guide for approved application practices. As workmanship, weather, construction, condition of pavement, tools utilized, and other variables affecting results are all beyond our control, the manufacturer warrants only that the material conforms to product specifications and any liability to the buyer or user of this product is limited to the replacement value of the product only. The manufacturer expressly disclaims any implied warranties of merchantability or fitness for a particular purpose.

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