



TRI-CHEM

We've got your back.

Parking Lot Repair



TECHNICAL DATA SHEET

CRACK GONE Asphalt Emulsion Crack Filler

DESCRIPTION

Crack Gone is an asphalt-based emulsion specially blended with an inorganic filler used in filling small cracks in asphalt pavements before sealing.

FEATURES

- Plasticized to adjust to surface movement as the temperature changes
- Does not become soft in summer or brittle in winter
- Ready to use — requires no heating
- Prevents major deterioration before it occurs
- Fills approximately 60 linear feet per gallon

HOW TO USE

• Before applying, hose own area thoroughly and sweep loose dust and dirt from cracks. Dampen cracks to be filled. Do not leave standing water in cracks. • Stir until material is of uniform consistence. Fill cracks only halfway. Come back and fill to just below the surface to keep filler from tracking.

SPECIFICATIONS

Physical Form	Thick Emulsion
Color	Dark
Odor	Petroleum
Specific Gravity	1.03
Flash Point (TCC)	None



CRACK GONE SUPER

DESCRIPTION

Crack Gone Super is a premium cold application crack sealant for asphalt and concrete sealing. Applied directly from the container without heating or mixing, **Crack Gone Super** produces a tough, flexible membrane which reduces water intrusion. Use to seal cracks and joints on concrete surfaces, asphalt surfaces, and to seal cracks where structures meet sidewalks and/or driveways.

FEATURES

- Provides excellent adhesion to crack interfaces for long lasting protection
- Rapid formation of a surface membrane permits early use of treated surface without loss of Crack Gone Super through tracking or pickup
- Compatible with both coal tar and asphalt sealers
- Can be applied while the surface is still wet
- Ready to use – no heating
- Can be capped and saved for later use
- Coverage: 65 linear feet of ¼" wide x ½" deep cracks per gallon

HOW TO USE

PREPARATION: Clean crack thoroughly. Maximum performance depends on adhesion to clean cracked walls. Clean cracks with a router, wire brush or scraper. Follow with high pressure air or water. Wear proper eye protection. For best result, rout cracks less than ¼" wide to ½" wide by ¾" depth. Remove all standing water from crack. Cracks deeper than 1" should be backfilled with a suitable material ¾" to 1" in depth.

APPLICATION: Stir **Crack Gone Super** to uniform consistency and color. Apply product so material forms a bead slightly above the pavement surface. Squeegee **Crack Gone Super** into cracks between ¼" to ½" wide. Apply when air temperature is 45° - 90° F and rising. **DO NOT APPLY WHEN RAIN IS EMINENT.** In extremely hot weather (90° F and above), dust the surface of the newly applied sealant with sand after formation of the surface membrane to reduce the change of tracking. As with all emulsions, some shrinkage will occur after drying. Proper backfilling will improve appearance and performance. In some cases, a second application of Crack Gone Super may be necessary to compensate for shrinkage. **CLEAN-UP:** Immediately after use, flush equipment with water. Dried Crack Gone Super can be removed with mineral spirits, kerosene, or fuel oil.

Depending on weather conditions, **Crack Gone Super** will develop a skinned surface in 2-12 hours. To assure a traffic resistant surface, the pavement should be closed to traffic overnight and reopened when Crack Gone Super is dry.

PAVEMENT SEALING

The following application recommendations should be followed when the pavement is to be sealed with Top Coat. Crack Gone Super must be squeegeed tightly to pavement to remove excess from surface. As with any other asphaltic based pavement repair product, a minimum of 60 days weathering time should be allowed prior to top coating. Where job conditions require coating sooner than the recommended period, dust the newly formed Crack Gone Super membrane prior to application of sealer to minimize the potential for tracking

SPECIFICATIONS

Physical Form	Heavy liquid
Color	Brown (uncured emulsion)
Odor	Slight Petroleum
Specific Gravity	1.0 +
Flash Point (TCC)	None



TECHNICAL DATA SHEET

REPAIR All Weather Patching Material

DESCRIPTION

It is no longer necessary to let your asphalt or concrete paved areas become a hazard and a serious maintenance problem. With **Repair** you can keep your shipping and loading areas, parking lots, drives and walks in safe repair all year around. Instant repairs can be done by unskilled labor in any kind of weather, hot or freezing, wet or dry. This all-weather patching compound can be applied directly from the container as is – simply tamp **Repair** into place with either the back of a shovel or a hand tamper and the repair is complete and immediately ready for heavy traffic.

FEATURES

- Will not stick to shovel, tamper or vehicle wheels
- Makes concrete or asphalt repair work a one-man operation
- Use in any weather, indoors or outdoors
- Repairs instantly and permanently
- Withstands heaviest loads
- Ready for traffic immediately.
- No special equipment needed – just a shovel will do the job
- Prevents accidents
- 5 gallon pail covers 5 sq. ft. at 2" thick
- 50 lb bag covers 3 sq. ft. at 2" thick

HOW TO USE

Shovel into chuck holes straight from the container and tamp down.

SPECIFICATIONS

Physical Form	Pellets
Color	Dark gray/Black
Odor	petroleum
Specific Gravity	2.0
Flash Point (TCC)	none



TECHNICAL DATA SHEET

ROAD MARK SUPER

DESCRIPTION

Use **Road Mark Super** street marking paint for maximum brilliance and reflectability. Each gallon will cover 320 linear feet 4 inches wide at 15 mils wet thickness.

FEATURES

- Long wearing
- Highly reflective
- No "pick-up" from vehicles when applied under favorable conditions
- Available in red, white black, yellow and handicap blue
- Solvent based
- Quicker dry time than original Road Mark

HOW TO USE

Apply to a clean, dry surface on a hot sunny day to get full adhesion, a quick dry and longer service. When allowed to dry for a longer time, results are greater resistance and durability.

SPECIFICATIONS

Physical Form	Liquid
Color	Pigmented
Odor	Paint
Specific Gravity	1.401
Flash Point (TCC)	65°F



TECHNICAL DATA SHEET

TOP COAT Pavement Sealer

DESCRIPTION

Top Coat is an asphalt emulsion material specifically developed to seal hairline cracks and give new life and protection to asphalt areas. **Top Coat** is widely recognized as the best type of protection coating for all asphaltic pavements from small residential driveways to commercial industrial parking lots.

FEATURES

- Will not crack in winter or track in summer
- Resists damage from chemical de-icing salts, gasoline and oil
- Reduces extensive repairs and lowers annual maintenance costs up to 50%
- Dries to an attractive, non-tacky, charcoal black with an exceptionally uniform appearance
- Easy to use – no dilution necessary
- Economical – 80 to 100 square feet per gallon, depending on surface condition

HOW TO USE

Use at 60° F and above. Remove heavy deposits of grease and oil. Brush or squeegee **Top Coat** on, working it into the surface. Spread as thin as possible. Surface will be dry to the touch in 2-3 hours and ready for traffic in 24 hours.

SPECIFICATIONS

Physical Form	Viscous liquid
Color	Black
Odor	Petroleum
Specific Gravity	1.03
Flash Point (TCC)	none

Asphalt Repair **BEFORE & AFTER**





Tri-Chem

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