

DURA-FILL® 1190

Crack and Joint Sealant for Moderate Climates

Description: Dura-Fill 1190 is a hot pour crack and joint sealant for portland cement and asphaltic pavements. As an economical and effective preventative maintenance treatment, Dura-Fill prolongs pavement service life by sealing cracks and surface joints from water penetration which causes base failure and pot-holes. Dura-Fill 1190 is a single component mix of asphaltic resins, synthetic polymeric rubbers, plasticizers, stabilizers and a blend of organic and inorganic reinforcing fillers. When properly melted and applied, it forms a resilient and adhesive compound for both cement and asphaltic pavements. Dura-Fill 1190 forms a long-lasting seal which resists tracking in warm temperatures and cracking in cold.

Recommended Uses: Dura-Fill 1190 is recommended for sealing joints and cracks in portland cement and asphaltic pavements. It is designed to seal expansion and contraction joints, longitudinal and transverse cracks, joints between concrete and asphaltic shoulders and random cracks.

Surface Preparation: Proper surface preparation facilitates adhesion and consequently the maximum service life of the sealant. In order for proper adhesion to occur, 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 crack/joint 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.

Melting and Application: Melt Dura-Fill 1190 using a conventional **oil jacketed kettle** equipped with agitator and temperature control devices for both the material and heat transfer oil. Carefully insert small quantities of Dura-Fill 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 melting kettle lines at the end of each sealing operation.

Note: The temperature of the heat transfer oil should not exceed 525° F. Do not heat Dura-Fill above 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 in the 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.

For further details read and follow the Dura-Fill SDS, Installation Instructions for Oil Jacketed Dura-Fill Products and P&T Products' Warranty.

Product Specifications

when tested in accordance with ASTM D 5329, 36, modified 3111 & 4402

Maximum Safe Heating Temperature	400° F Max.
Application Temperature	370-390° F
Heating Time	12 Hours Max.
Penetration	77° F 90 dmm Max.
Flow	140° F 5 mm Max.
Bond	0° F / 50 % Extension 5 Cycles Passed
Softening Point	176° F Min.
Viscosity	375° F 50 Poise Max.
Specific Gravity	1.17 Approximately
Asphalt Compatibility	Pass
Flash Point	400° F Min.
Optimal Climate	Average Temperatures -17 / 32° C Or 0 / 90° F

- ◆ Flexible to 0°F
- ◆ Economical
- ◆ Excellent Adhesion
- ◆ Rapid Melting
- ◆ Resists Tracking
- ◆ Sets Up Quickly

Coverage

Width	Depth	Pounds/100 Linear Feet
3/8"	3/8"	7.2
3/8"	1/2"	9.5
1/2"	1/2"	12.7
1/2"	1"	25.4
3/4"	1/2"	19.1
3/4"	3/4"	28.6

Specifications

ASTM D 1190
ASTM D 6690 Type 1
AASHTO M 173 AASHTO
M 324 Type 1 Fed. Spec.
SS-S-164 FAA P 605
EN 14188N2

Packaging

Dura-Fill is packaged in
30 lb poly bags
and boxed in high-strength
corrugated cardboard.
Each pallet contains
75 boxes or 2,250lb of
Dura-Fill.

P&T Products

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