

DURA-FILL® 320 HT

Crack and Joint Sealant for Hot Climates

Description: Dura-Fill 320 HT is a hot pour crack and joint sealant for portland cement and asphaltic pavements. As an economical and effective preventative maintenance treatment, Dura-Fill 320 HT prolongs pavement service life by sealing cracks and joints from water penetration, which cause base failure and potholes. Dura-Fill 320 HT is formulated with select asphaltic resins, synthetic polymeric rubbers, plasticizers, stabilizers and a blend of organic and inorganic reinforcing fillers. When properly melted and applied, Dura-Fill 320 HT forms a long-lasting seal to both cement and asphaltic pavements. The sealant resists tracking in warm climates.

Recommended Uses: Dura-Fill 320 HT 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 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. Saws, 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 320 HT 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.

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	50 dmm Max.
Penetration	39.2° F	15 dmm Min.
Resiliency	77° F	40% Min.
Flow	140° F	0 mm Max.
Softening Point		220° F Min.
Low Temperature Flexibility	1" Mandrel Bend	20° F Pass
Viscosity	375° F	100 Poise Max.
Specific Gravity		1.18 Approximately
Asphalt Compatibility		Pass
Flash Point		400° F Min.
Optimum Climate	Average Temperatures	-6 / 60° C Or 20 / 140° F

- ◆ High Softening Point
- ◆ Economical
- ◆ Excellent Adhesion
- ◆ Rapid Melting
- ◆ Quick Set Up
- ◆ Resists Tracking

Coverage

Width	Depth	Pounds/100 Linear Feet
3/8"	3/8"	7.2
3/8"	1/2"	9.6
1/2"	1/2"	12.8
1/2"	1"	25.7
3/4"	1/2"	19.2
3/4"	3/4"	28.9

Specifications

P&T Products' Specifications
Exceeds ASTM D 5078

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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