

# DURA-FILL® 5078

## Crack and Joint Sealant for Moderate Climates

**Description:** Dura-Fill 5078 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 life by sealing cracks and surface joints from water penetration. Dura-Fill 5078 is a single component, specially formulated mixture of asphalt, crumb rubber, plasticizers and stabilizers. When melted and properly applied, it forms a resilient and adhesive compound for both cement and asphaltic pavements.

**Recommended Uses:** Dura-Fill 5078 is recommended for sealing cracks and joints 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. 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 5078 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 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	70 dmm Max.
Penetration	39.2° F	15 dmm Min.
Resiliency	77° F	30% Min.
Softening Point		150° F Min.
Low Temperature Flexibility	1" Mandrel Bend	10° F Passed
Crumb Rubber Content	By Weight of Asphaltic Components	22-26%
Viscosity	375° F	100+ Poise
Specific Gravity		1.09 Approximately
Asphalt Compatibility		Pass
Flash Point		400° F Min.
Optimum Climate	Average Temperatures	-6 / 32° C Or 20 / 90° F

- ◆ Economical
- ◆ Excellent Adhesion
- ◆ Rapid Melting
- ◆ NOT Self Leveling

### Coverage

Width	Depth	Pounds/100 Linear Feet
3/8"	3/8"	6.6
3/8"	1/2"	8.8
1/2"	1/2"	11.8
1/2"	1"	23.5
3/4"	1/2"	17.6
3/4"	3/4"	26.5

### Specifications

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. Also available in Dura-Melt™ Consumable Packaging.

# P&T Products

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