

DURA-FILL® 620

Crack and Joint Sealant for Moderate Climates

Description: Dura-Fill 620 is a hot pour crack and joint sealant for portland cement and asphaltic pavements. As an economical and effective preventative maintenance treatment, Dura-Fill 620 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. Dura-Fill 620 forms a long-lasting seal which resists tracking in warm temperatures and remains flexible in cold temperatures.

Recommended Uses: Dura-Fill 620 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. 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 620 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. The material may be safely reheated.

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

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.

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.
Resiliency	77° F	40% Min.
Flow	140° F	3 mm Max.
Bond	0° F / 50 % Extension	5 Cycles Passed
Softening Point		195° F Min.
Crumb Rubber Content	By Weight of Asphaltic Components	18% Approximately
Viscosity	375° F	100 + Poise
Specific Gravity		1.14 Approximately
Asphalt Compatibility		Pass
Flash Point		400° F Min.
Optimal Climate	Average Temperatures	-17 / 32° C Or 0 / 90° F

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

Coverage

Width	Depth	Pounds/100 Linear Feet
3/8"	3/8"	7.0
3/8"	1/2"	9.3
1/2"	1/2"	12.4
1/2"	1"	24.7
3/4"	1/2"	18.6
3/4"	3/4"	27.8

Specifications

ASTM D 1190
ASTM D 6690 Type I
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

7-2021

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