

DURA-FILL® HS2

Crack and Joint Sealant for Direct Fired Kettles

Description: Dura-Fill HS2 is a specialty grade, economical crack and joint sealant, which is specifically formulated for direct-fired kettles. Dura-Fill HS2 is relatively hard and has a high softening point, which makes it well suited for parking lots and driveways. It prolongs pavement life by sealing cracks and joints from water penetration.

Recommended Uses: Dura-Fill HS2 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 ½ inch wide.

Melting and Application: Dura-Fill HS2 may be melted in **direct fired or oil jacketed kettles**. 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 as required and can be applied using a pressure fed wand system or a pour pot.

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 Direct Fired 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 60 dmm Max.
Flow	140° F 0 mm Max.
Softening Point	200° F Min.
Low Temperature Flexibility	1" Mandrel Bend 0° F Pass
Viscosity	375° F 30 Poise Max.
Specific Gravity	1.2 Approximately
Asphalt Compatibility	Pass
Flash Point	400° F Min.
Optimal Climate	Average Temperatures -17 / 38° C Or 0 / 100° F

- ◆ Premier Crack Sealant for Driveway Applications
- ◆ Heat Stabilized Formula for Direct-Fired Kettles
- ◆ Resists Tracking

Coverage

Width	Depth	Pounds/100 Linear Feet
3/8"	3/8"	7.3
3/8"	1/2"	9.8
1/2"	1/2"	13
1/2"	1"	26
3/4"	1/2"	19.5
3/4"	3/4"	29.3

Specifications

P&T Products' Specifications

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.



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