

# DURA-FILL® PF

## Polymer Modified Polyester Fiber Sealant

**Description:** As an economical and effective preventative maintenance treatment, Dura-Fill PF prolongs pavement life by sealing cracks and joints from water penetration which cause base failure and pot holes. Dura-Fill PF is formulated with select asphaltic resins, synthetic polymeric rubber, and plasticizers and blended with polyester fibers. It is a hot applied, one part material that eliminates the problems associated with field blending of polyester fibers and hot AC-20. Dura-Fill PF has improved elasticity, adhesion and low temperature flexibility.

**Recommended Uses:** Dura-Fill PF 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 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:** Melt Dura-Fill PF 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.

- ♦ **Excellent Adhesion**
- ♦ **Not Self Leveling**

### Coverage

Width	Depth	Pounds/100 Linear Feet
3/8"	3/8"	6.5
3/8"	1/2"	8.7
1/2"	1/2"	11.6
1/2"	1"	23.2
3/4"	1/2"	17.4
3/4"	3/4"	26.1

### 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

### Product Specifications

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

Maximum Safe Heating Temp	400° F Max.
Application Temp	370-390° F
Heating Time	12-15 Hours max.
Penetration	77° F      30 dmm Max.
Resiliency	77° F      25% Min.
Flow	140° F      0 mm Max.
Softening Point	200° F Min.
Low Temperature Flexibility	1" Mandrel Bend      0° F Pass
Viscosity	375° F      100+ Poise
Specific Gravity	1.00 Approximately
Polyester Fiber Content	By Weight of Asphaltic Components      5 +/- 1/2 % Approximately
Flash Point	>400° F Min.
Optimum Climate	Average Temperatures      -17 / 32° C Or 0 / 90° F

### Fiber Properties

Type	Polyester
Denier	3-6
Length	0.25" ± 0.02"
Specific Gravity	1.32-1.40
Melting Temp.	480° F
Tensile Strength	70,000 psi Min.
Elongation at Break	33% ± 9%

**P&T Products**

7-2021

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