

DURA-FILL® PL LP

Parking Lot Crack and Joint Sealant

Description: Dura-Fill PL LP is a premium hot pour crack and joint sealant. Dura-Fill PL LP has a lower initial surface tack and resists tracking at elevated temperatures. These properties aide in opening up the pavement for traffic or sealcoating operations more quickly. The LP in the material's name stands for low penetration. Dura-Fill PL LP has a lower penetration at elevated temperatures compared to traditional parking lot materials.

Recommended Uses: Dura-Fill PL LP is recommended for sealing joints and cracks in portland cement and asphaltic pavements. It is designed to seal expansion and contraction joints, longitudinal and trans-verse 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 contaminates. 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: Dura-Fill PL LP may be melted in **oil jacketed or a direct fired kettle with mechanical agitation**. 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 melting 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

Maximum Safe Heating Temperature		400° F Max.
Application Temperature		370-390° F
Heating Time		12 Hours Max.
Penetration	77° F	25 dmm Max
Penetration	140° F	120 dmm Max.
Flow	140° F	0 mm Max.
Softening Point		220° F Min.
Low Temperature Flexibility	1" Mandrel Bend	0° F Pass
Specific Gravity		1.23 Approximately
Asphalt Compatibility		Pass
Flash Point		400° F Min.
Optimal Climate	Average Temperatures	-17 / 60° C Or 0 / 140° F

- ◆ **Reduced Initial Surface Tack**
- ◆ **Lower Penetration in Hot Climates**
- ◆ **High Softening Point**
- ◆ **Resists Tracking at Elevated Temperatures**

Coverage

Width	Depth	Pounds/100 Linear Feet
3/8"	3/8"	7.5
3/8"	1/2"	10
1/2"	1/2"	13.3
1/2"	1"	26.6
3/4"	1/2"	19.9
3/4"	3/4"	29.9

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.

P&T Products

7-2021

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