

DURA-FILL® LS

Traffic Loop Sealant

Description: Dura-Fill LS is a specialty grade, premium quality joint sealing compound. It is designed for use in oil jacketed kettles with heat controls for both oil and sealant. It can also be used in bottom fired kettles providing that it is equipped with a mechanical agitator system. Dura-Fill LS is relatively hard and has a high softening point, which makes it well suited for sealing traffic loop detector cuts.

Recommended Uses: Dura-Fill LS is recommended for sealing traffic loop detector cuts in portland cement and asphaltic pavements. It is designed to be a thin free flowing sealant at liquid temperatures for easy application in loop detector cuts. Once cooled, Dura-Fill LS forms a stiff but flexible seal.

Cut Preparation: Proper surface preparation facilitates adhesion and consequently the maximum service life of the sealant. In order for proper adhesion, the cut 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 cut immediately prior to sealing. Cuts should be sized so that the maximum extension and compression do not exceed 50% of the width. Best results are obtained when the cuts are opened at least ½ inch wide.

Melting and Application: Dura-Fill LS 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 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 feed 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 MSDS, Installation Instructions for Direct Fired Dura-Fill Products, and P&T Products' Warranty.

- ◆ **Low Penetration**
- ◆ **Self Leveling**
- ◆ **Rapid Melting**
- ◆ **Flexible to -10° F**
- ◆ **Resists Tracking**

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

Product Specifications

when tested in accordance with ASTM D 5329, 36, modified 3111, & 4402.

Heating Temperature		410 F Max.
Application Temperature		350-400 F
Heating Time		12 Hours Max.
Penetration	77 F	35 dmm Max.
Resiliency	77 F	25% Min.
Flow	140 F	0 mm Max.
Softening Point		200 F Min.
Low Temperature Flexibility	1" Mandrel Bend	-10 F Pass
Viscosity	375 F	35 Poise Max.
Ductility	77 F	30 cm Min.
Specific Gravity		1.23 Approximately
Asphalt Compatibility		Pass
Flash Point		400 F Min.
Optimum Climate		ALL Climate Zones

Specifications

P&T Products' Specifications

Packaging

Dura-Fill is packaged in 2-25 lb. poly-bags in a 50 lb. high strength corrugated box. Each pallet contains 48 boxes or 2,400 pounds of Dura-Fill.

P&T Products, Inc.

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