



Dura-Fill 1190

Crack & Joint Sealing Compound
For Moderate Climates

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Flexible to 0° F

Economical

Excellent Adhesion

Self-Leveling

Rapid Melting

Resists Tracking

Sets-Up Quickly

Specifications:

ASTM-D1190
AASHTO-M173
Fed. Spec.
SS-S-164

Coverage

Width	Depth	Pound/100 Linear Feet
3/8"	3/8"	6.9
3/8"	1/2"	9.3
1/2"	1/2"	12.3
1/2"	1"	24.7
3/4"	1/2"	18.5
3/4"	3/4"	27.8

Packaging:

Dura-Fill 1190 is packaged in 2-30 lb. poly-bags in a 60 lb. high strength corrugated box. Each pallet contains 36 boxes or approximately 2160 pounds of Dura-Fill.

Description: Dura-Fill 1190 is a hot pour crack and joint sealing compound for portland cement & asphaltic pavements. As an economical and effective preventative maintenance treatment, Dura-Fill prolongs pavement service life by sealing cracks and surface joints from water penetration. Dura-Fill 1190 is a single component, specially formulated with a mixture of asphaltic resins, synthetic polymeric rubbers, plasticizers, stabilizers, and a blend of organic and inorganic reinforcing fillers. When properly melted and applied, it forms a resilient and adhesive compound for both cement and asphaltic pavements. Dura-Fill 1190 forms a long-lasting seal which resist tracking in warm temperatures and cracking in cold.



P & T Products' president, Paul Todd, is pictured above. Photo taken 5/2001.

Recommended Uses: Dura-Fill 1190 is recommended for sealing joints and cracks 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.

Joint Preparation: Proper surface preparation facilitates adhesion and consequently the maximum service life of the sealant. In order for proper adhesion, the crack 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 joint immediately prior to sealing. Joints should be sized so that the maximum extension and compression do not exceed 50% of the width. Best results are obtained when the joints are opened at least 1/8 inch wide.

Melting and Application: The melting kettle should be a conventional oil jacketed unit equipped with agitator and temperature control devices for both the material and heat transfer oil. Carefully insert small quantities of Dura-Fill 1190 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 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 1190 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.

Typical Properties

Recommended Pour Temp.....380° F	Resiliency.....30-60%
Maximum Heating Temp.....400° F	Bond 0° F/50% Ext.....Passes 5 Cycles
Recommended Extended Heating....6 Hours	Specific Gravity.....1.14
Penetration (150 gr/5 sec).....90 Max.	Asphalt CompatibilityCompatible

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