



PRODUCT DESCRIPTION

CRACK-RITE™ PL100 is a single component, economical hot-pour crack & joint sealing compound. It is comprised of asphaltic resins, synthetic polymeric rubber, granulated vulcanized rubber, plasticizers, stabilizers and a blend of organic and inorganic reinforcing fillers. When properly applied it forms a resilient and adhesive sealant for both portland cement and asphaltic pavements. **PL100** remains flexible at low temperatures while resisting tracking during the hot summer weather.

PRODUCT USE

CRACK-RITE™ PL100 is recommended as an economical parking lot maintenance sealant for portland cement and asphaltic pavements. It is designed to seal expansion and contraction joints, longitudinal and traverse cracks, joints between concrete and asphalt shoulders and random cracks.

PHYSICAL PROPERTIES TEST RESULTS

Cone penetration @ 77° F (25°C)	30-45
Resilience @ 77°F (25°C)	50%
Bond @ 20°F 1" mandrel	pass
Flow	0 mm
Asphalt compatibility	pass
Recommended Pouring Temperature	380°F
Safe Heating Temperature	400° F
Viscosity @ 375°F	50 ps.
Softening point	200°F
Weight per Gallon	9.5 lbs.

CRACK & JOINT PREPARATION

Existing Cracks and Joints

Remove all existing sealant, dirt, sand, dust or other loose impediment from joint interfaces. Loosen and remove by plowing, cutting, blowing, wire brushing, sand blasting, applying high pressure water, heatlancing or using a combination of all techniques.

The cracks/joints can be prepared utilizing one or more of the following tools or equipment:

- Hand tools (i.e., shovels, metal bars with chisel-shaped ends, stiff bristle brooms, wire brushes or scrapers).
- Heatlance/TaFa Unit which operates @ 3000°F.
- Router - vertical spindle or rotary type.
- Oil-free compressed air, capable of furnishing (90 PSI) pressure at nozzle. The compressor shall be equipped with traps that will maintain the compressed air free of oil and water.
- Sawing equipment.

All cracks and joints must be free of moisture and thoroughly cleaned prior to sealing.

NEW CONSTRUCTION

Cracks and Joints must be clean and dry prior to sealing. Curing compound on joint interfaces must be removed by sandblasting. Dust, dirt and debris should be blown out of the joints with oil-free compressed air immediately prior to sealing operation.

CRACK & JOINT CONFIGURATION

The ideal Crack & Joint Configuration is a 1:1 depth to width ratio.

RE-SHAPING

All cracks 1/4" and wider shall be routed to a minimum width of 1/2" and minimum depth of a 1/2". Cracks over 1/2" in width do not require widening or reshaping.

BACKER ROD

Cracks over 1" in depth and 3/4" or over in width shall be pre-filled with bituminous treated hemp or jute roving or a non-shrinking, non-absorbent material with a melting point higher than sealant temperature. Backer rod should be 25% wider than crack so that it does not slip down or float out of the crack after installation of sealant.

MELTING EQUIPMENT

CRACK-RITE™ PL100 joint sealant must be heated in an indirect fired, double-jacketed kettle or melter. The space



Surface Technologies

between the inner and outer shell is to be filled with oil or other transfer medium having a flash point of not less than 600°F. The equipment should include positive temperature controls, automatic and continuous mechanical agitation, recirculation pumps and thermometers for continuous reading of temperature of both the sealant compound and the heat transfer medium. The sealant compound must remain within the range of temperatures specified and must be agitated continuously during the melting and pouring process.

MATERIAL TEMPERATURE RECOMMENDATIONS

CRACK-RITE™ PL100 will flow readily when heated to the following temperature range:

Recommended pouring temperature	380°F
Safe heating temperature	400°F

MATERIAL LIMITATIONS

CRACK-RITE™ PL100 must not be heated above 400°F. Overheating for a long period of time will result in degradation of the material. Sealant will either become very thin or it will gel and become stringy. Degraded material should be removed immediately from melter and discarded in accordance with all Federal, State and Local Regulations. No sealant shall be applied in wet cracks or where frost, snow or ice is present. The pavement temperature must be above 40°F (4°C) at the time of installation

IMPORTANT

Application of sealant to damp or improperly cleaned surfaces may result in a low degree of adhesion which can cause the sealant to pull out of the crack/joint..

METHOD OF APPLICATION

CRACK-RITE™ PL100 is a low-viscosity, self-leveling sealant that can be applied by a pressure-feed wand system, wheeled pour-pots (complete with rubber shoe and control valve), or hand-held pour-pots. Sealant shall be applied uniformly from bottom to top and shall be installed without formation of entrapped air or voids. Cracks and joints should be filled full and tight. To minimize tracking by vehicle tires and/or plow abrasion, sealant height should not exceed 1/8"

above the pavement. Unless otherwise directed, the cracks shall be filled to refusal or no more than 1/8" below pavement surface. Care should be taken to minimize or eliminate lumps or unnecessary surplus of sealant on pavement.

CURE TIME

CRACK-RITE™ PL100 will exhibit no tracking 20 minutes after being installed at 77°F ambient temperature. If vehicle traffic must pass over crack sealant prior to curing, Boiler Slag, Black Beauty or equivalent should be applied to crack/ joint to minimize tracking.

PACKAGING AND AVAILABILITY

CRACK-RITE™ PL100 is packaged in 50lb. split pack cartons. The individual triangular blocks are designed to minimize the hazard of material splashing that can occur when blocks are loaded into a melter.

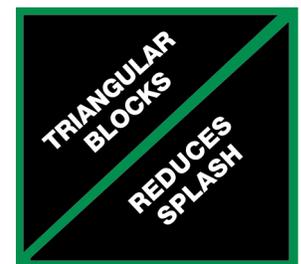
COVERAGE 1/2" x 1/2" Joint Size

Sealant required to fill 1/2" x 1/2" crack or joint:
100 lineal feet / 12.3 lbs

Commercial

Industrial

Crack & Joint Sealant



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