



Department of Administration
Purchasing Division
2019 Washington Street East
Post Office Box 50130
Charleston, WV 25305-0130

State of West Virginia
Solicitation Response

Proc Folder: 2036788
Solicitation Description: ASPHALT CRACK SEALANT
Proc Type: District 5
Agency Master Agreement

Solicitation Closes	Solicitation Response	Version
2026-09-22 10:30	SR 0803 ESR09212600000002644	1

VENDOR
000000193873
SEABOARD ASPHALT PRODUCTS CO

Solicitation Number: ARFQ 0803 DOT2700000014
Total Bid: 201565.8999999999941792339086 Response Date: 2026-09-21 Response Time: 16:21:24
Comments: Bidding equivalent products on all line items.

FOR INFORMATION CONTACT THE BUYER
James F Moffatt
304-414-0815
james.f.moffatt@wv.gov

Vendor Signature X FEIN# DATE

All offers subject to all terms and conditions contained in this solicitation

Line	Comm Ln Desc	Qty	Unit Issue	Unit Price	Ln Total Or Contract Amount
1	FIBER ASPHALT SEALANT 540 OR EQUIVALENT	2250.0000 LB		0.750000	1687.50

Comm Code	Manufacturer	Specification	Model #
31201700			

Commodity Line Comments: Bidding Dura-Fill PF4 by P& T Products

Extended Description:

AS PER SPECIFICATIONS

Line	Comm Ln Desc	Qty	Unit Issue	Unit Price	Ln Total Or Contract Amount
2	FIBER ASPHALT SEALANT 540 (FULL TRUCK LOAD) OR EQUIVALENT	45000.000 LB		0.680000	30600.00

Comm Code	Manufacturer	Specification	Model #
31201700			

Commodity Line Comments: Bidding Dura-Fill PF4 by P&T Products

Extended Description:

AS PER SPECIFICATIONS

Line	Comm Ln Desc	Qty	Unit Issue	Unit Price	Ln Total Or Contract Amount
3	Rent Machine to use Fiber ASPHALT SEALANT 540 OR EQUIVALENT	1.00000 EA		3200.000000	3200.00

Comm Code	Manufacturer	Specification	Model #
22101627			

Commodity Line Comments: Bidding rental of Sealmaster Crackpro 125

Extended Description:

Rent Machine to use Fiber ASPHALT SEALANT 540

Line	Comm Ln Desc	Qty	Unit Issue	Unit Price	Ln Total Or Contract Amount
4	HP CONCRETE COLD PATCH OR EQUIVALENT	56.00000 BAG		11.650000	652.40

Comm Code	Manufacturer	Specification	Model #
30111500			

Commodity Line Comments: Bidding GP-50-BG BOND-X GREEN by Seaboard Asphalt

Extended Description:

HP CONCRETE COLD PATCH

Line	Comm Ln Desc	Qty	Unit Issue	Unit Price	Ln Total Or Contract Amount
5	HP CONCRETE COLD PATCH (FULL TRUCK LOAD) OR EQUIVALENT	896.00000 BAG		11.650000	10438.40

Comm Code	Manufacturer	Specification	Model #
30111500			

Commodity Line Comments: Bidding GP-50-BG Bond-X Green by Seaboard Asphalt

Extended Description:

HP CONCRETE COLD PATCH (FULL TRUCK LOAD)

Line	Comm Ln Desc	Qty	Unit Issue	Unit Price	Ln Total Or Contract Amount
6	MATRIX 501 MASTIC OR EQUIVALENT	2400.0000 LB		0.750000	1800.00

Comm Code	Manufacturer	Specification	Model #
30121715			

Commodity Line Comments: Bidding Dura-Fill Bridge Joint Mastic by P&T Products

Extended Description:

MATRIX 501 MASTIC

Line	Comm Ln Desc	Qty	Unit Issue	Unit Price	Ln Total Or Contract Amount
7	MATRIX 501 MASTIC (Full Truck Load) OR EQUIVALENT	45000.000 LB		0.700000	31500.00

Comm Code	Manufacturer	Specification	Model #
30121715			

Commodity Line Comments: Bidding Dura-Fill Brdge Joint Mastic by P&T Products

Extended Description:

MATRIX 501 MASTIC (Full Truck Load)

Line	Comm Ln Desc	Qty	Unit Issue	Unit Price	Ln Total Or Contract Amount
8	Rent Machine to use MATRIX 501 MASTIC OR EQUIVALENT	1.00000 EA		3900.000000	3900.00

Comm Code	Manufacturer	Specification	Model #
22101627			

Commodity Line Comments: Bidding rental of Sealmaster Crackpro 125

Extended Description:

Rent Machine to use MATRIX 501 MASTIC

Line	Comm Ln Desc	Qty	Unit Issue	Unit Price	Ln Total Or Contract Amount
9	TECHCRETE - R OR EQUIVALENT	2700.0000 LB		1.050000	2835.00

Comm Code	Manufacturer	Specification	Model #
31201700			

Commodity Line Comments: Bidding Dura-Fill Mastic Gray by P&T Products

Extended Description:

TECHCRETE - R

Line	Comm Ln Desc	Qty	Unit Issue	Unit Price	Ln Total Or Contract Amount
10	TECHCRETE - R (FULL TRUCK LOAD) OR EQUIVALENT	45000.000 LB		1.030000	46350.00

Comm Code	Manufacturer	Specification	Model #
31201700			

Commodity Line Comments: Bidding Dura-Fill Mastic Gray by P&T Products

Extended Description:

TECHCRETE - R (FULL TRUCK LOAD)

Line	Comm Ln Desc	Qty	Unit Issue	Unit Price	Ln Total Or Contract Amount
11	Rent Machine to use TECHCRETE - R OR EQUIVALENT	1.00000	EA	3900.000000	3900.00

Comm Code	Manufacturer	Specification	Model #
22101627			

Commodity Line Comments: Bidding rental of Sealmaster Crackpro 125

Extended Description:

Rent Machine to use TECHCRETE - R

Line	Comm Ln Desc	Qty	Unit Issue	Unit Price	Ln Total Or Contract Amount
12	TechCrete Primer 5 Gal. Bucket OR EQUIVALENT	1.00000	EA	59.500000	59.50

Comm Code	Manufacturer	Specification	Model #
31201700			

Commodity Line Comments: Bidding OSP-1-5G by Seaboard Asphalt

Extended Description:

TechCrete Primer 5 Gal. Bucket

Line	Comm Ln Desc	Qty	Unit Issue	Unit Price	Ln Total Or Contract Amount
13	Detack 5 Gallon Bucket OR EQUIVALENT	1.00000	EA	79.600000	79.60

Comm Code	Manufacturer	Specification	Model #
31201700			

Commodity Line Comments: Bidding Glenzoil 20 by Emulso0.71

Extended Description:

Detack 5 Gallon Bucket

Line	Comm Ln Desc	Qty	Unit Issue	Unit Price	Ln Total Or Contract Amount
14	RoadSaver 515 OR EQUIVALENT	2250.0000	LB	0.710000	1597.50

Comm Code	Manufacturer	Specification	Model #
30111902			

Commodity Line Comments: Bidding Dura-Fill 1190NR by P&T Products

Extended Description:

RoadSaver 515

Line	Comm Ln Desc	Qty	Unit Issue	Unit Price	Ln Total Or Contract Amount
15	RoadSaver 515 (Full Truck Load) OR EQUIVALENT	45000.000	LB	0.650000	29250.00

Comm Code	Manufacturer	Specification	Model #
30111902			

Commodity Line Comments: Bidding Dura-Fill 1190NR by P&T Products

Extended Description:

RoadSaver 515 (Full Truck Load)

Line	Comm Ln Desc	Qty	Unit Issue	Unit Price	Ln Total Or Contract Amount
16	Rent Machine to use RoadSaver 515 OR EQUIVALENT	1.00000	EA	3200.000000	3200.00

Comm Code	Manufacturer	Specification	Model #
22101627			

Commodity Line Comments: Bidding rental of Sealmaster Crackpro 125

Extended Description:

Rent Machine to use RoadSaver 515

Line	Comm Ln Desc	Qty	Unit Issue	Unit Price	Ln Total Or Contract Amount
17	Mastic One OR EQUIVALENT	2400.0000	LB	0.650000	1560.00

Comm Code	Manufacturer	Specification	Model #
31201700			

Commodity Line Comments: Bidding Dura-Fill Mastic T2 by P&T Products

Extended Description:

Mastic One

Line	Comm Ln Desc	Qty	Unit Issue	Unit Price	Ln Total Or Contract Amount
18	Mastic One (Full Truck Load) OR EQUIVALENT	43200.000	LB	0.580000	25056.00

Comm Code	Manufacturer	Specification	Model #
31201700			

Commodity Line Comments: Bidding Dura-Fill Mastic T2 by P&T Products

Extended Description:

Mastic One (Full Truck Load)

Line	Comm Ln Desc	Qty	Unit Issue	Unit Price	Ln Total Or Contract Amount
19	Rent Machine to use Mastic One OR EQUIVALENT	1.00000	EA	3900.000000	3900.00

Comm Code	Manufacturer	Specification	Model #
22101627			

Commodity Line Comments: Bidding rental of Sealmaster Crackpro 125

Extended Description:

Rent Machine to use Mastic One



State of West Virginia
Agency Request for Quote
Highways

Proc Folder: 2036788			Reason for Modification: ADDENDUM 01
Doc Description: ASPHALT CRACK SEALANT District 5			
Proc Type: Agency Master Agreement			
Date Issued	Solicitation Closes	Solicitation No	Version
2026-09-16	2026-09-22 10:30	ARFQ 0803 DOT2700000014	2

BID RECEIVING LOCATION

PROCUREMENT DIVISION
DIVISION OF HIGHWAYS
BLDG 6 RM 340A
1900 KANAWHA BLVD E
CHARLESTON WV 25305
US

VENDOR

Vendor Customer Code: 193873
Vendor Name : Seaboard Asphalt Products Company
Address :
Street : 360 Fairfield Road
City : Baltimore
State : MD **Country :** USA **Zip :** 21226
Principal Contact : Shawn Campbell
Vendor Contact Phone: 410-355-0330 **Extension:**

FOR INFORMATION CONTACT THE BUYER

James F Moffatt
304-414-0815
james.f.moffatt@wv.gov

**Vendor
Signature X**

FEIN#

52-1464056

DATE

9/21/2026

All offers subject to all terms and conditions contained in this solicitation

PRICING PAGE - EXHIBIT A

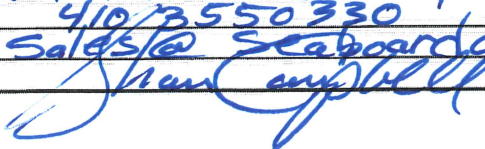
ASPHALT CRACK SEALANT

District 5

Item Number	Quantity	QTY	Unit	Unit Price	Total Item Cost
1	FIBER ASPHALT SEALANT 540 or Equivalent	2250	LB	0.75	\$ 1687.50
2	FIBER ASPHALT SEALANT 540 (FULL TRUCK LOAD) or Equivalent	45000	LB	0.68	\$ 30,600.00
3	Rent Machine to use Fiber ASPHALT SEALANT 540 or Equivalent	1	EA	3200.00	\$ 3200.00
4	HP CONCRETE COLD PATCH or Equivalent	56	BAG	11.65	\$ 652.40
5	HP CONCRETE COLD PATCH (FULL TRUCK LOAD) or Equivalent	896	BAG	11.65	\$ 10,438.40
6	MATRIX 501 MASTIC or Equivalent	2400	LB	0.75	\$ 1800.00
7	MATRIX 501 MASTIC (Full Truck Load) or Equivalent	45000	LB	0.70	\$ 31,500.00
8	Rent Machine to use MATRIX 501 MASTIC or Equivalent	1	EA	3900.00	\$ 3900.00
9	TECHCRETE - R or Equivalent	2700	LB	1.05	\$ 2,835.00
10	TECHCRETE - R (FULL TRUCK LOAD) or Equivalent	45000	LB	1.03	\$ 46,350.00
11	Rent Machine to use TECHCRETE R or Equivalent	1	EA	3900.00	\$ 3900.00
12	TechCrete Primer 5 Gal. Bucket or Equivalent	1	EA	59.50	\$ 59.50
13	Detack 5 Gallon Bucket or Equivalent	1	EA	79.60	\$ 79.60
14	RoadSaver 515 or Equivalent	2250	LB	0.71	\$ 1,597.50
15	RoadSaver 515 (Full Truck Load) or Equivalent	45000	LB	0.65	\$ 29,250.00
16	Rent Machine to use RoadSaver 515 or Equivalent	1	EA	3200.00	\$ 3200.00
17	Mastic One or Equivalent	2400	LB	0.65	\$ 1,560.00
18	Mastic One (Full Truck Load) or Equivalent	43200	LB	0.58	\$ 25,056.00
19	Rent Machine to use Mastic One or Equivalent	1	EA	3900.00	\$ 3,900.00

*A single contract will be awarded to the vendor providing the lowest overall total bid for all requested items.
Vendors must submit a bid for ALL items listed and be able to supply ALL items listed to be considered for an award.*

Vendor Information

Company Name	Seaboard Asphalt Products Company
Contract Manager	Shawn Campbell
Address	3601 Fairfield Rd, Baltimore MD 21226
Phone Number	410/3550330
Email	Sales@Seaboardasphalt.com
Signature	

DURA-FILL® Bridge Joint Mastic

Formulated for All Climates

Description: *Dura-Fill* Bridge Joint Mastic is a pre-packaged, hot-applied material for bridge deck expansion joints. It meets ASTM D 6297 standards, offering a durable, waterproof and flexible bond with a smooth surface transition. The product includes a polymer-modified binder and granite aggregate, conveniently pre-measured for jobsite use.

Recommended Uses: *Dura-Fill* Bridge Joint Mastic is suitable for exposed concrete or asphalt overlaid bridge decks. It can replace existing small movement expansion devices or be used for new installations of small movement joints. Application is limited to joints with movement up to 1 inch (25 mm) as per ASTM D 6297. Standard block-out dimensions are 2 to 8 inches (5 to 20 cm) deep and 20 to 24 inches (51 to 61 cm) wide. Avoid installation in excessive skew, incline or severe stop-and-go configurations.

Surface Preparation: Ensure proper construction and/or repair of joints for vertical sidewalls and a level bottom. The joint surfaces should be dry, clean from dust, dirt, grease and loose materials. Install backer rods in the deck gap, followed by applying *Dura-Fill* Bridge Joint Adhesive to the prepared surface. Embed a steel or aluminum bridging plate centered in the joint with hot joint adhesive. Trowel the joint adhesive over the plate and all uncoated vertical sidewalls and horizontal surfaces.

Melting: Heat the material in an oil-jacketed melter with horizontal-shaft paddle agitation. Start agitation once the material is sufficiently melted. Additional material can be added to the melter, ensuring heating and agitation until all added material is mixed and reaches a temperature of 350-400°F (193-204°C). During application, maintain continuous agitation to prevent aggregate settling. It is recommended to empty the melter or leave only small amounts of material in the kettle.

Application: After surface preparation, place *Dura-Fill* Bridge Joint Mastic into the joint up to a maximum depth of 2 inches. Allow it to air cool to 140°F or below before adding the next layer. Level the final layer smoothly with the adjacent pavement. For improved skid resistance, apply *Dura-Top*™ aggregate on top of the final layer. Spread *Dura-Top* aggregate at a rate of approximately 3 lbs. per linear foot, depending on the joint width, once the surface temperature reaches 225-250°F (107-121°C) as measured by an infrared thermometer. The roadway is ready for traffic once the mastic has cooled. Do not apply *Dura-Fill* Bridge Joint Mastic when the pavement temperature is below 40°F (4°C). **Note:** The temperature of the heating oil should not exceed 525°F. Avoid heating the material beyond the maximum temperature to prevent gelation. If gelation is detected, remove the material from the melter immediately.

Refer to the *Dura-Fill* SDS and P&T Products' Warranty for more information.

†Coverage chart is intended to provide an estimate of the material required for a project and should be used as a general guideline only. Actual material quantities may vary based on job-specific conditions and requirements.

Binder/Adhesive Specifications*

Softening point	181 °F (83 °C) Min.	
Tensile Adhesion	700% Min.	
Ductility	77 °F (25 °C)	400 mm Min.
Penetration	77 °F (25 °C)	75 dmm Max.
Penetration	0 °F, 200 g, 60 s	10 dmm Min.
Flow	140 °F (60 °C), 5 hrs.	3.0 mm Max.
Resiliency	77 °F	40 - 70%
Asphalt Compatibility	Pass	
Application Temperature	360 - 390 °F (182 - 199°C)	
Specific Gravity	approx. 1.8-2.3	
Bond	19°F (-7°C), 100% elongation	Pass
Low Temperature Flexibility	1/4" Mandrel Bend at -9 °F (-23 °C)	Pass 3 Cycles

* Specifications are as tested according to ASTM D36, D3529, D113, and D6297.

Granite Aggregate (68% Min.)

Screen Size, in.	Passing, %
1	100
½	90 to 100
¼	0 to 40

Surfacing Aggregate

Dura-Top surface aggregate is approx ⅓ inch dried limestone with a maximum abrasion loss of 35% (ASTM C 131).

- ◆ No Field Blending
- ◆ Highly Durable
- ◆ Maximum Flexibility
- ◆ For Asphalt and Concrete
- ◆ Cost Effective

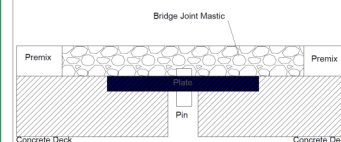
Ideal Uses

- ◆ Bridge Deck Expansion Joints and Approaches
- ◆ Fixed End Joints
- ◆ Pressure Relief Joints
- ◆ New construction or Rehabilitation

Coverage†

Width	Depth	Pounds/Linear Foot
20"	2"	38.2
20"	8"	152.6
22"	2"	42.0
22"	8"	167.9
24"	2"	45.8
24"	8"	183.1

Bridge Joint Diagram



Specifications

ASTM D 6297

Packaging

Dura-Fill Bridge Joint Mastic is packaged in 30lb poly-bags in a high-strength, corrugated box. Each pallet contains 75 boxes or 2,250 pounds of material.

P&T Products

472 Industrial Parkway, Sandusky, Ohio 44870
(419) 621-1966 • (877) 690-4093 • www.pntproducts.com

DURA-FILL® 1190 NR

Joint Sealant for Moderate Climates

Description: Dura-Fill 1190 NR is a hot pour crack and joint sealing compound for portland cement and 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 NR is a single component, specially formulated a mix of asphaltic resins, synthetic polymeric rubbers, plasticizers, stabilizers and organic reinforcing fillers. When properly melted and applied, it forms a resilient and adhesive compound for both cement and asphaltic pavements. Dura-Fill 1190 NR forms a long-lasting seal which resist tracking in warm temperatures and cracking in cold.

Recommended Uses: Dura-Fill 1190 NR is recommended for sealing joints and cracks in portland cement and asphaltic pavements. 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 1190 NR 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 melting kettle lines at the end of each sealing operation. The material may be safely reheated 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 Oil Jacketed Dura-Fill Products, and P&T Products' Warranty.

Product Specifications

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

Maximum Safe Heating Temperature		400° F Max.
Application Temperature		370-390° F
Heating Time		12 Hours Max.
Penetration	77° F	90 dmm Max.
Resiliency	77° F	25-60%
Flow	140° F	5 mm Max.
Bond	0° F / 50 % Extension	5 Cycles Passed
Bond	0° F / 100 % Extension	5 Cycles Passed
Softening Point		176° F Min.
Crumb Rubber Content	By Weight of Asphaltic Components	0 % Approximately
Viscosity	375° F	20 Poise Max.
Specific Gravity		1.24 Approximately
Asphalt Compatibility		Pass
Flash Point		400° F Min.
Optimal Climate	Average Temperatures	-17 / 32° C Or 0 / 90° F

- ◆ **Flexible to 0° F**
- ◆ **Excellent Adhesion**
- ◆ **Self-Leveling**
- ◆ **Rapid Melting**
- ◆ **Resists Tracking**
- ◆ **Sets-Up Quickly**

Coverage

Width	Depth	Pounds/100 Linear Feet
3/8"	3/8"	7.6
3/8"	1/2"	10.1
1/2"	1/2"	13.4
1/2"	1"	26.9
3/4"	1/2"	20.2
3/4"	3/4"	30.3

Specifications

ASTM D1190
ASTM D 6690 Type I
AASHTO M 173
AASHTO M 324 Type 1
Fed. Spec. SS-S-164
FAA P 605
EN 14188N2

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

472 Industrial Parkway, Sandusky, Ohio 44870
(419) 621-1966 • Fax (419) 621-1988 • (877) 690-4093 • www.pntproducts.com

DURA-FILL® MASTIC T2

For Roadways and Parking Lots

Description: *Dura-Fill* Mastic T2 is a hot-applied repair mastic comprised of a black, asphalt-based, polymer-modified binder and a select aggregate. This material is self adhesive. *Dura-Fill* Mastic T2 resists cracking, delamination and spalling. It is a flexible material that can withstand heavy loads, weather, traffic and thermal movement. Mastic T2 provides a high-friction surface to ensure driver safety. Compaction equipment is not necessary with *Dura-Fill* Mastic T2. This repair system is formulated to provide a feathered edge.

Recommended Uses: *Dura-Fill* Mastic T2 is recommended for sealing wide cracks and joints, as well as repairing a large variety of distresses in cement and asphalt pavements. It is designed for large cracks and distressed surface areas too small for re-paving yet too large for traditional hot-applied crack sealants.

Surface Preparation: Proper surface preparation facilitates adhesion and consequently the maximum service life of the mastic. In order for proper adhesion to occur, the surface must be free of moisture, dust, loose aggregate and other contaminants. Avoid use in highly-distressed areas that require reconstruction. The substrate and air temperatures must be 40 °F or above. Use oil-free compressed air and heat to clean and dry the area immediately prior to application. Heating the pavement will promote bonding between the mastic and pavement surface. Caution: Do not to overheat/oxidize the pavement.

Melting and Application: Melt *Dura-Fill* Mastic T2 using an oil-jacketed kettle designed for mastic materials. The kettle should be equipped with an agitator and temperature control devices for the material and heating oil. Carefully insert small quantities of *Dura-Fill* product and the plastic bag into the melter while the agitator is turned off to avoid splash back. Once material has reached application temperature, apply to freshly prepared area. *Dura-Fill* Mastic T2 can be applied directly from the melter using an appropriate flute, bucket or mastic wagon. Immediately following application, the mastic can be leveled and smoothed using a hot iron. In deep installations, mastic may be applied in layers, cooling in between. When mastic is installed where added skid resistance is desired, *Dura-Fill* Mastic T2 may be covered with *Dura-Top*™ surface aggregate. *Dura-Fill* Mastic T2 is ready for traffic when it has cooled and solidified.

Note: The temperature of the heating oil should not exceed 525 °F. Do not heat material over 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 on the pavement. A significant viscosity increase accompanied by stringiness signals the onset 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, *Mastic Installation Instructions*, and *P&T Products' Warranty*.

Product Specifications*

Asphalt Binder Properties		
Cone Penetration, 77°F	D 5329	50 dmm maximum
Cone Penetration, 122°F	D 5329	120 dmm maximum
Softening Point, °F	D 36	220 minimum
Resiliency	D 5329	40% minimum
Mandrel Bend, -15°F and 1" Mandrel	D 3111	Pass
Finished Product Properties		
Flexibility, 32 °F	D 5329	No cracking or loss of aggregate adhesion
Application Temperature		375-400 °F
Maximum Heating Temperature		400 °F
Mastic Resilience	D 8260	50% minimum
Crack Bridging, -18°C/ 1/8 in extension	D 8260	3 Cycles Pass
Mastic Stability, 70°C	D 8260	40.0 mm maximum
Effects of Rapid Deformation, -18°C/8 N-m Impact	D 8260	Pass
Heating Time		12 hours maximum
Specific Gravity		Approximately 1.8

* Specifications are as tested according to ASTM D 8260 and D 5329.

- ◆ Excellent Adhesion
- ◆ Rapid Melting
- ◆ Resists Tracking
- ◆ For Asphalt and Concrete Surfaces

Ideal Uses

- ◆ Pavement cracks or joints over 1.5 inches wide
- ◆ Potholes, utility cuts, manhole covers
- ◆ Spalls, pop-outs, and corner breaks
- ◆ Localized skin patch repairs
- ◆ Repairs prior to surface treatments
- ◆ Bridge approaches or faulted areas
- ◆ Depressed thermal

Coverage

Width	Depth	Pounds/100 Linear Feet
1"	0.5"	39.7
1"	1"	79.5
1.5"	1"	119.2
1.5"	1.5"	178.8
2"	1.5"	238.4
2"	2"	317.9

Specifications

ASTM D 8260
Types 1 & 2

Packaging

Dura-Fill mastics are packaged in 30 lb. poly-bags in a high-strength, corrugated box. Each pallet contains 75 boxes or 2,250 pounds of mastic.

P&T Products

472 Industrial Parkway, Sandusky, Ohio 44870
(419) 621-1966 • (877) 690-4093 • www.pntproducts.com

DURA-FILL® PF4

Polymer Modified Polyester Fiber Sealant

Description: Dura-Fill PF4 is a premium quality crack and joint sealant. It is a blend of polymer modified crack sealant and polyester fibers. It is a hot applied, one part material that eliminates the problems associated with field blending. With its improved elasticity, adhesion and low temperature flexibility, Dura-Fill PF4 is well suited for moderate to cold climates.

Recommended Uses: Dura-Fill PF4 is recommended for sealing cracks and joints in portland cement and asphaltic pavements. It is designed to seal expansion/contraction joints, longitudinal and transverse cracks 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 40F 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: Melt Dura-Fill PF4 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 pour temperature, fresh material may be added to the melter. 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.

Product Specifications

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

	Dura-Fill PF4	Modified Binder
Maximum Safe Heating Temp	400° F Max.	400° F Max.
Application Temp	370-390° F	370-390° F
Heating Time	12 Hours Max.	12 Hours Max.
Penetration @ 77 F	25-45 dmm	90 dmm Max.
Flow @ 140 F	0 mm Max.	5 mm Max.
Bond: 0 F / 100 % Extension	NA	5 Cycles Passed
Softening Point	190° F Min.	176° F Min.
Low Temperature Flexibility	- 20° F Pass	NA
Viscosity @ 375 F	100+ Poise	20 Poise Max.
Ductility @ 77 F	NA	40 cm Min.
Specific Gravity	1.21 Approximately	NA
Polyester Fiber Content (by Weight of Asphaltic Components)	2% Min.	NA
Asphalt Compatibility	Pass	Pass
Flash Point	400° F Min.	400° F Min.
Optimum Climate (Average Temperatures)	-29 / 32° C Or -20 / 90° F	

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

Coverage

Width	Depth	Pounds/100 Linear Feet
3/8"	3/8"	7.4
3/8"	1/2"	9.8
1/2"	1/2"	13.1
1/2"	1"	26.2
3/4"	1/2"	19.7
3/4"	3/4"	29.5

Specifications

P & T Products' Specifications
Ohio DOT, Type IV

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.

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

472 Industrial Parkway, Sandusky, Ohio 44870
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DURA-FILL® MASTIC GRAY

Formulated for All Climates

Description: *Dura-Fill* Mastic Gray is a hot-applied repair mastic comprised of a polymer-modified binder and select aggregate. This material is self adhesive. *Dura-Fill* Mastic Gray resists cracking, delamination, and spalling. It is a flexible material that can withstand heavy loads, weather, traffic and thermal movement. Mastic Gray provides a high-friction surface to ensure driver safety. Compaction equipment is not necessary with *Dura-Fill* Mastic Gray. This repair system is formulated to provide a feathered edge.

Recommended Uses: *Dura-Fill* Mastic Gray is recommended for sealing wide cracks and joints, as well as repairing a large variety of distresses in cement and asphalt pavements. It is designed for large cracks and distressed surface areas too small for repaving yet too large for traditional hot applied crack sealants.

Surface Preparation: Proper surface preparation facilitates adhesion and consequently the maximum service life of the mastic. In order for proper adhesion to occur, the surface must be free of moisture, dust, loose aggregate, and other contaminants. Avoid use in highly distressed areas that require reconstruction. The substrate and air temperatures must be 40 °F or above. Use oil-free compressed air and heat to clean and dry the area immediately prior to application. Heating the pavement will promote bonding between the mastic and pavement surface. Caution do not to overheat/oxidize the pavement.

Melting and Application: Melt *Dura-Fill* Mastic Gray using an oil-jacketed kettle designed for mastic materials. The kettle should be equipped with an agitator and temperature control devices for the material and heating oil. Carefully insert small quantities of *Dura-Fill* product and the plastic bag into the melter while the agitator is turned off to avoid splash back. Once material has reached application temperature, apply to freshly prepared area. *Dura-Fill* Mastic Gray can be applied directly from the melter using an appropriate flute, bucket, or mastic wagon. Immediately following application, the mastic shall be leveled and smoothed using mastic flutes. In deep installations, mastic may be applied in layers, cooling in between. When mastic is installed where added skid resistance is desired, *Dura-Fill* Mastic Gray can be covered with *Dura-Top*™ surface aggregate. *Dura-Fill* Mastic Gray is ready for traffic when it has cooled and solidified.

Note: The temperature of the heating oil should not exceed 525 °F. Do not heat material over 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 on the pavement. Boiling indicates polymer degradation, and a significant viscosity increase accompanied by stringiness signals the onset of gelation. If either occurs, immediately remove the material from the melter and dispose of it.

For further details read and follow the *Dura-Fill* SDS, *Mastic Installation Instructions*, and *P&T Products' Warranty*.

Dura-Top™ surface aggregates are available in both 1/8 inch size and 1/4 inch size with a maximum abrasion loss of 35% (ASTM C 131).

Product Specifications*

POLYMER-MODIFIED BINDER		
Penetration	77 °F	90 dmm Max.
Resiliency	77 °F	60% Min.
Softening Point		176 °F Min.
Low Temperature Flexibility	1" Mandrel Bend at 20 °F	Pass
Viscosity	375 °F	100 Poise Max.
BLENDED PRODUCT		
Heating Temperature		400 °F Max.
Application Temperature		375 - 395 °F
Heating Time		12 Hours Max.
Specific Gravity		Approximately 1.8

* Specifications are as tested according to ASTM D5329 and D36.

- ◆ **Excellent Adhesion**
- ◆ **Rapid Melting**
- ◆ **Resists Tracking**
- ◆ **Versatile Color Shade**

Ideal Uses

- ◆ Pavement cracks or joints over 1.5 inches wide
- ◆ Potholes, utility cuts, manhole covers
- ◆ Spalls, pop-outs, and corner breaks
- ◆ Localized skin patch repairs
- ◆ Repairs prior to surface treatments
- ◆ Bridge approaches or faulted areas
- ◆ Depressed thermal cracks

Specifications

P&T Products'
Specifications

Packaging

Dura-Fill mastics are packaged in 45 lb poly bags in a high-strength, corrugated box with each pallet containing 60 boxes or 2,700 pounds of mastic.

P&T Products

472 Industrial Parkway, Sandusky, Ohio 44870
(419) 621-1966 • (877) 690-4093 • www.pntproducts.com

BOND-X GREEN

HIGH PERFORMANCE COLD MIX

Seaboard BOND-X GREEN High Performance Cold Patch is a high quality, pre-mixed, all weather, permanent asphalt “cold patch” compound. Combining a carefully selected aggregate with a special bitumen formula using a biodegradable, renewable, organic solution to replace petroleum derivatives normally found in conventional cold mix asphalt. **Seaboard BOND-X GREEN High Performance Cold Patch** is the right choice for all types of pavement repair jobs. **Seaboard BOND-X GREEN High Performance Cold Patch** repairs dangerous potholes, wide cracks, ruts, etc.; within minutes, regardless of the weather outside. Suitable for use on both concrete and asphalt pavements. **Seaboard BOND-X GREEN High Performance Cold Patch** is highly recommended for spot repairs to driveways and dry pavement with no loss of bonding ability. The most important benefit to remember is the fact the **Seaboard BOND-X GREEN High Performance Cold Patch** is the “Permanent Patch” and should remain in the repaired area indefinitely. Money will be saved in labor cost because workers will not be constantly repairing an area where a other types of “cold patch” asphalt mix was used. **Seaboard BOND-X GREEN High Performance Cold Patch** is easy to apply with most repairs taking only a few minutes to complete. As an added feature, **Seaboard BOND-X GREEN High Performance Cold Patch** can be open to traffic immediately after it has been used.

PREPARATION: Simply sweep out the area to be repaired with a bristled brush or broom. It is a good idea to remove any loose debris, dirt, ice, or standing water from the area to be repaired. This action will promote good adhesion and bonding.

APPLICATION: No heating or mixing is required. Simply shovel into the pothole, crack, or rut, straight from the container. If the fault is especially deep, i.e. over six inches, apply in two inch layers, compacting each layer in succession. Shovel enough material into the fault to slightly crown the “patch”. When completed compress the “patch” with the pneumatic tamper. Area can be opened to traffic immediately.

COVERAGE: Depth and width of pothole, crack, utility cut etc. will greatly influence the coverage rate achieved. As a rule however, forty pounds of Seaboard BOND-X GREEN High Performance Cold Patch will fill a two inch deep hole, four square feet in size..

COLOR: Black

DRYING TIME: Immediate, following compacting of material.

CLEAN UP: All tools should be cleaned immediately after use with a solvent base cleaner such as varsol, paint thinner or mineral spirits.

STORAGE: Always keep container tightly closed when not in use to prevent “hardening” over long periods of storage. Bulk stockpile does not require special storage for up to one year. Recommend to “turn” portion of pile prior to loading from stockpile and for extended storage life it is recommended to cover stockpile.

PACKAGING: Seaboard BOND-X GREEN High Performance Cold Patch is available in five gallon pails, 60# plastic bags, 50# plastic bags and bulk.

3601 FAIRFIELD ROAD
BALTIMORE, MARYLAND 21226
(410) 355-0330
(800) 536-0332
FACSIMILE (410) 355-5864

Glenzoil 20 Plus

Crack Sealant Barrier Material

This crack sealant barrier material is a unique biodegradable liquid that prevents tracking and picking of freshly applied hot-melt sealants. Formulated for direct application to the surface of freshly applied hot-melt crack and joint sealant. Forms a protective barrier between the crack sealant and the vehicle tires allowing traffic immediate access to the roadway without picking or tracking of the sealant. Requires one person to apply, saving labor costs and eliminates the mess associated with conventional blotting materials. DOES NOT affect the performance or composition of crack sealant or road surface.

Directions for Use

Spray GLENZOIL 20 PLUS directly onto the surface of freshly applied hot-melt crack sealant using a hand held pump up sprayer. There is no specific time interval required between the application of the sealant and the product. Rate of application will vary depending upon ambient and surface temperatures, depth, width and frequency of cracks, traffic volume, and the distance of shadow vehicles.

Estimated average rate of application is 1 gallon of GLENZOIL 20 PLUS to every 1000 to 2000 feet of sealed cracks.

Safety Reminder

Consult Product Label and Safety Data Sheet (SDS) before use. Prior to using this or any cleaning product, make sure employees read and understand the hazard information found on the product label and Safety Data Sheet (SDS). The label and SDS will also provide information on handling precautions, protective equipment and first aid instructions which might be appropriate for this product.



Technical Specifications

Appearance	Amber
Odor	Slight Odor
pH	N/D
Foaming	None
Flash Point	None
Rinsability	Complete
Stability/Storage	2 Years
Emulsification	Complete
Solubility	100%
Phosphate Content	None

Product Number

G7-4CS
G7-5G
G7-55

Packaging

4 Gallon Case
5 Gallon Pail
55 Gallon Drum

SEABOARD ASPHALT PRODUCTS COMPANY

PRODUCT DATA OIL SPOT PRIMER

OSP-1 OIL SPOT PRIMER

PRODUCT DESCRIPTION:	Seaboard Oil Spot Primer is a quick drying modified barrier coating to promote adhesion of coal tar and asphaltic sealers prior to application on bituminous surfaces.
BASIC USES:	Seaboard Oil Spot Primer is used over oil, grease, gasoline or chemical stains before application of a coal tar or asphaltic sealer.
LIMITATIONS:	DO NOT allow material to freeze.
APPLICATION:	Seaboard Oil Spot Primer can be applied liberally over stains and can be applied by spray machine, brush, or roller.
STORAGE:	Seaboard Oil Spot Primer must be kept from freezing.
COMPOSITION:	Modifier Water

This information is to assist customers in determining if this product is suitable for the proposed application, and to satisfy themselves as to the suitability of the contents. Nothing herein shall constitute a warranty, express or implied, including any warranty of merchantability or fitness, nor is protection from any law or patent implied.

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