ULTRA AEROLASTIC

Hot applied jet fuel resistant Elastomeric joint & crack sealant for airfield concrete pavements.

Admixtures

Surface Treatments

Protective Coatings

Concrete Repairs

Industrial Flooring

Grouts & Anchors,

Adhesives,

Water Proofing

Sealants

ULTRA AEROLASTIC
Hot applied jet fuel resistant Elastomeric joint & crack sealant for airfield concrete pavements.
AEROLASTIC is a Bitumen base single component, ideal for use in sealing horizontal joints & cracks in concrete pavements of Airfield runways, hard standings and service areas, roads, highways where jet aircrafts and other heavy traffic operate. Also Suitable for sealing joints in factory floors having presence of oils, greases and fats.It is a high quality, Hot applied fuel resistence Joint Sealant formulated for moderate to hot climate.

SPECIFICATION CONFORMANCE
Ultra Aerolastic Sealant meets all requirements of ASTM D7116. "Specification for Joint Sealants Hot applied Jet fuel resistant type, For Portland cement concrete pavements" Type I, (Formerly ASTM D3569 and ASTM D3406), and AASHTO M282.

OLD JOINTS:
Old concrete surface with joints having been filled with other sealing compound must be scoured thoroughly with wire brush to get a perfectly clean surface. This is very important in case the previously used sealing compound is bitumen or other non-compatible base, otherwise will not adhere properly and the quality of the work will suffer.

HEATING OF ULTRA AEROLASTIC
Special precautions are required to heat Ultra Aerolastic. Direct or incorrect heating shall burn the rubber contents and render the material useless. The material should not be heated over the prescribed temperature and proper heating kettles with thermometer to ensure the correct pouring temperature are essential for Ultra Aerolastic work. Ultra Aerolastic should be cut into small pieces using heated shovel blade and put into the heating kettle jacketed kettle is best for heating of Ultra Aerolastic. If this is not available a kettle fitted with electric or hand stirrer can be used. Small amount like 10 kg of material is heated on slow fire and constantly stirred till a homogeneous mix is obtained. The shrinkage due to cooling of Ultra Aerolastic, shall produce a concave finish. The pouring may be done in 2 layers to get a uniform finish.

PACKING
20Kg and 25Kg

TEST:	**ASTM D7116, Type I, D3569, AASHTO M 282 Limits**
Cone Penetration 77°F (25°C)	130 Units max
Fuel, Immersed Penetration (1)	Not greater than non immersed pen
Softening Point	200F (93C) min
Bond, OF (-18°C), 50% ext, 3 Cycles	No Separation
Fuel, Immersed Bond (1), 3 Cycles	¼" (6cm) max separation
Water Immersed Bond, 3 Cycles	No Separation
Resilience 77°F (25°C)	60% min
Aged Resilience 77°F (25°C)	60% min
Artificial Weathering Test	Pass requirements
Tensile Adhesion	500% min
Flexibility	Pass
Minimum application Temperature	270°F (132°C)
Maximum Heating Temperature	290°F (143°C)

SITE INSTRUCTIONS:
1-JOINTS PREPRATION
Ultra Aerolastic shall perform only if the joints are prepared in proper manner talking all the precautions necessary in the regard. New joints:- joints in newly laid concrete where no sealing compound has previously been used must be dry and free from cement, laitance, or other foreign matter. A rounded wire brush or compressed air is recommended to clean the joints. The fibrous joint filler such as flexifil should be of the same thickness as the width of the joint so that no voids.

Precautions:
Wear safety gloves on hands and eyes during heating and applications

ULTRA CHEMICALS, LLC. USA
325 Conway, Hill Road, MO, 63901, USA. Ph: 573-429-1105
info@ultra-chemicals.com, www.ultra-chemicals.com - www.ultragroup.pk