



(Pty) Limited

# PRODUCT SPECIFICATIONS

**DATA SHEET NO : MB-2**

## POLYMER MODIFIED BITUMEN HOTMIX ASPHALT

PROPERTY	A-E1	A-E2	A-P1	TEST METHOD
1) Softening point °C, Min.	55 – 65	65 – 85	63 – 73	MB – 17
2) Dynamic viscosity : @ 165°C Pa.s Max.	≤ 0.6	≤ 0.6	≤ 0.55	MB – 18
3) Storage stability @ 180°C <sup>1</sup>	≤5	≤5	≤5	MB – 6
4) Elastic recovery @ 15°C, %, Min.	>50	>60	30 - 50	MB – 4
5) Flash point	≥ 230	≥ 230	≥ 230	ASTM D92
6) Typical density in kg/litre @ 25°C	1,030	1,030	1,030	TOSAS
@ application temperature	0,927	0,927	0,927	TOSAS
<b>After ageing (RTFOT)</b>				
7) Mass change %	≤ 1.0	≤ 1.0	≤ 1.0	MB – 3
8) Elastic recovery @ 15°C	> 40	> 50	Report	MB – 4
9) Softening point °C, Min.	53	63	61	MB – 17
10) Application and storage temperatures	Refer Modified binders TG1 - Table 16			
11) Uses	Hot mix Asphalt			
12) Cleaning and handling	Refer Material safety data sheets			

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**NOTE :** This data is issued as a guide to the use of the product(s) concerned and whilst every effort is made to ensure the accuracy of the text which is in accordance with the latest technical developments, we cannot accept responsibility for any work carried out with our materials as we have no control over the method of application used or condition of site involved. In view of the constant research and development being undertaken in our laboratories we advise customers in their own interest to ensure that this data sheet has not been superseded by a more up-to-date publication. All products are sold subject to our standard conditions of sale which are available on demand.

Revised by: J. van Heerden

Approved by : J. Muller

Date : December 2017



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**Note <sup>1</sup>**

***Certain base bitumen's, when used in the production of modified binders, are prone to cause segregation of the modified binder. The Storage Stability test result should be interpreted as an indicator of the compatibility of the base bitumen and the modifier used. In cases where compliance limits are not met, proposals of site agitation procedures of the binder to prevent segregation shall be submitted to the client for consideration. In all cases whenever there is any reason to believe that the composition of the base bitumen has changed, the test shall be repeated to ensure compliance or to determine the need for measures to prevent segregation. (TG1)***

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