



CUTBACK BITUMEN–RC70/RC-250

RAPID CURE CUTBACK BITUMEN

DESCRIPTION

Cutback Bitumen is a mixture of petroleum solvent & bitumen. Typical solvents include naphtha (gasoline) and kerosene. The type of solvent controls the curing time and its ultimate strength.

Solvent is added to reduce the viscosity of the bitumen temporarily so that it can penetrate pavements more effectively or to allow spraying at temperatures that are cold for successful sprayed sealing. The solvent will evaporate after the spraying to leave the remaining material similar in hardness to that of the original bitumen.

FEATURES

- ♦ Cutback Bitumen have higher residual bitumen percentage than emulsions, typically over 80 percentages compare with 65 percentages for bitumen emulsion.
- ♦ Higher Bitumen cement left on the roadway after curing, for the same volume of binder applied.

APPLICATION

Cutback Bitumen is used for a wide range of applications which includes the following:

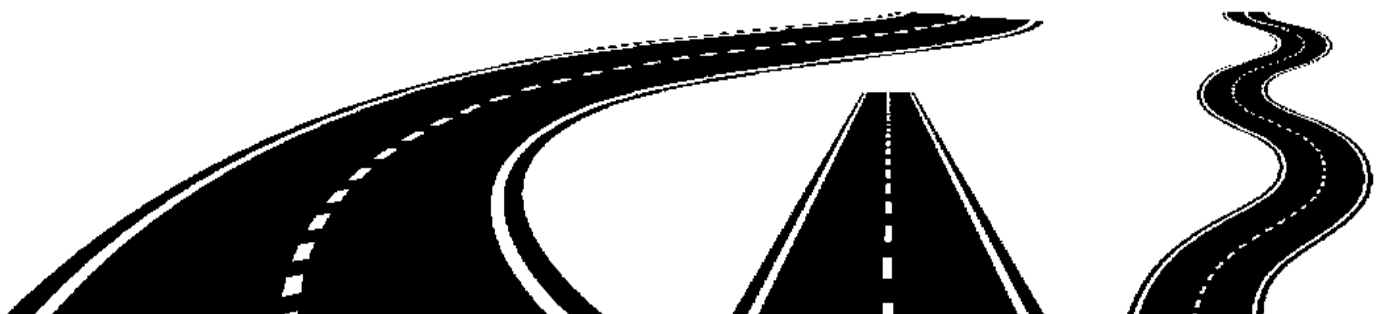
- **Priming & Tack Coat** – Prime Coat suitable for priming are also used for tack coats, which is applied to an underlying surface to help with adhesion of subsequent asphalt layer. A typical rate of application between 0.2 to 0.4 Liters/sq. m.
- **Primer sealing**- Where the temperatures are too cool for an effective priming, or where traffic is likely to upset a primed surface before the final seal sprayed, a primer seal can be used to give adequate protection of the pavement for periods up to 6 ~ 12 months. Prime Coat suitable for primer sealing can also be used in the manufacture of pre-mix asphalt, which is used in patch repairs.
- **Sprayed sealing**- Prime Coat are used extensively in sprayed sealing applications, particularly in cooler weather where they improved initial stone retention due to their low viscosity.

SUPPLY

- Steel drums (palletized)
- IBC-1000Ltrs
- Bulk tankers

CLEANING

- Tools: Clean with Kerosene
- Hand: Use a hand cleanser or kerosene followed by soap & water.





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HEALTH & SAFETY

- Wear suitable personal equipment (PPE) at all times. Full skin protection is required to avoid accidental burns when transferring or handling bitumen.
- Always prevent contact between water and hot bitumen by checking the contents of the previous load before loading bituminous products into bulk tankers and by strictly follow the procedures to avoid frothing and boil over of tanks.
- Avoid exposure to fumes by standing back on the gantry or up wing until the vapors have dispersed.
- Minimize bitumen fume by heating bitumen and asphalt products to the recommended temperatures.
- Minimize the use of diesel when cleaning equipment as this contributes to the bitumen fume. Cutback Bitumen are sometimes used at a temperature above their flash point, so care must be taken regarding the products flammability. Ensure personnel are well trained in the correct handling & safety procedures.

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TECHNICAL DATA

PROPERTIES	VALUES		STANDARD
	RC-70	RC-250	
	Min./Max	Min./Max	
Kinematic viscosity @ 60°C (mm ² /s) (cSt)	70/140	250/500	ASTM D-2170
Flash point (TOC) (°C)	--	Min.27	ASTM D-1310
Distillate: Distillate, Volume percentage of total distillate to 360°C			
to 190°C	Min.10	--	ASTM D-402
to 225°C	Min.50	Min.35	
to 260°C	Min.70	Min.60	ASTM D-402
to 316°C	Min.85	Min.80	ASTM D-402
Residue from distillation to 360°C, percentage volume by diff.	Min.55	Min.65	ASTM D-402
Test on residue from distillation:			
Penetration @ 25°C, 100g, 5s	80/120	80/120	AST M
Ductility @25°C, cm	100/--	100/--	ASTM D-113
Solubility in Trichloroethylene	99/--	99/--	ASTM D-2024

*Cutback bitumen RC-70/RC-250 conforms to the requirements of ASTM D-2028/ASTM D-2028M-10

