

## TECHNICAL DATA SHEET

### Cutback Bitumen-RC 250

#### Description

Cutback Bitumen (Liquid Bitumen) is Bitumen dissolved in a petroleum solvent. Typical solvents include naphtha (gasoline) and kerosene. The type of solvent controls the curing time and its ultimate strength.. while the amount of solvent affects the viscosity of the cutback Bitumen.

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 too cold for successful sprayed sealing. The solvent bitumen will evaporate after the application to leave the remaining material similar in hardness to that of the original bitumen.

#### Technical Data

PROPERTY	STANDARD RC-250		METHOD
	MIN	MAX	
Flash point(open tag)° C	-	27	ASTM D3143
Kinematic Viscosity at 60°C (mm 2/3)	250	500	ASTM D2170
Distillate to 360° C			ASTM 402
to 190°C	-	-	
to 225°C	35	-	
to 260°C	60	-	
to 315°C	80	-	
Residue from Distillation	65	-	
to360°C, Volume % by difference test on residue from distillation			
Penetration @25°C,100g 5s, (0.1 mm)	80	120	ASTM D5
Ductility@25°C	100	-	ASTM D113
Solubility in trichloroethylene	99	-	ASTM D2042
Water by volume	-	0.2	ASTM D95

#### Features

The advantage cutbacks have over emulsions is a much higher residual Bitumen percent, typically over 80 percent. This compares with just over 65 percent for Bitumen emulsions. The result is more Bitumen cement left on the roadway after curing, for the same volume of binder applied.

## Applications

- **Priming and Tack Coating** - Cutback bitumen's suitable for priming are also used for tack coats, which are applied to an underlying surface to help with the adhesion of subsequent asphalt layer. A typical application rate is between 0.2 and 0.4 L/m<sup>2</sup>
- **Primer Sealing** - Where temperatures are too cool for an effective priming operation, or where traffic is likely to upset a primed surface before the final seal can be sprayed, a primer seal can be used to give adequate protection of the pavement for periods of up to 6 to 12 months. Cutback bitumen's suitable for primer sealing can also be used in the manufacture of pre-mix asphalt, which is used in patch repairs.
- **Sprayed Sealing** - Cutback bitumen's are used extensively in sprayed sealing applications, particularly in cooler weather where they provide improved initial stone retention due to their lower viscosity.

## Packing

Steel drums (must be palletized)

## Health & Safety

- Wear suitable personal protective equipment (PPE) at all times. Full skin protection is required to avoid accidental burns when transferring or handling hot bitumen.
- Always prevent contact between water and hot bitumen by checking the contents of the previous load before loading bituminous products into tankers and by following procedures to avoid violent boil-over of tanks.
- Avoid exposure to fumes by standing back on the gantry or upwind until the vapours have dispersed.
- Minimise bitumen fume by heating bitumen and asphalt products to the recommended temperatures.
- Minimise the use of diesel when cleaning equipment as this contributes to the bitumen fume. Cutbacks are sometimes used at a temperature above their flashpoint, so care must be taken regarding the product's flammability. Ensure personnel are well trained in the correct handling procedures

## Cleaning

**Tools** : Clean with Kerosene

**Hands** : Use a hand cleanser or kerosene followed by soap and water