

EMASFALT CR-1d (C60B3 ADH)

EMULSIONS ■ TACK COATS

DEFINITION:

Fast breaking cationic bituminous emulsion for tack coats, compliant with the specifications of article 214 of the General Technical Specifications for Road and Bridge Works (PG-3) and those included under standard UNE EN 13808:2013/1M:2014 for a type C60B3 ADH emulsion.

SPECIFICATIONS:

Characteristics	Unit	Standard	Min.	Max.
Original Emulsion				
Particle polarity	-	UNE EN 1430	Positive	
Breaking value (Forshammer filler)	-	UNE EN 13075-1	70	155
Efflux time (2 mm, 40°C) (*)	s	UNE EN 12846	15	70
Binder content (per water content)	%	UNE EN 1428	58	62
Oil distillate content	%	UNE EN 1431	-	3
Residue on sieving (0,5 mm)	%	UNE EN 1429	-	0.10
Settling tendency (7 days storage)	%	UNE EN 12847	-	10
Water effect on binder adhesion	%	UNE EN 13614	90	-
Binder after distillation (UNE EN 1431)				
Penetration (25 °C; 100 g; 5 s)	0.1mm	UNE EN 1426	-	100
Softening point	°C	UNE EN-1427	43	-
Evaporation residue (UNE EN 13074-1)				
Penetration (25 °C; 100 g; 5 s)	0.1mm	UNE EN 1426	-	150
Softening point	°C	UNE EN 1427	43	-
Stabilizing residue (UNE EN 13074-2)				
Penetration (25 °C; 100 g; 5 s)	0.1mm	UNE EN 1426	-	100
Softening point	°C	UNE EN 1427	43	-

(*) Efflux times from 40 to 130 s are allowed for 2 mm at 40 °C.

APPLICATIONS:

- Tack coats.

GUIDING WORKING TEMPERATURES:

- Application temperature (°C): 20 – 60. Within this range, it is not necessary to heat the emulsion to apply it, but if this is done, special care should be taken not to exceed the limit of 60°C. For this, it is advisable for the emulsion to be heated by means that ensure control over the temperature and an even temperature across the emulsion, avoiding spot overheating that could deteriorate it.

GUIDING AMOUNTS:

- 330 – 500 g/m² of emulsion for tack coats, depending on the condition of the support and recommendations of the PG-3.
- Note: On milled pavements, in order to avoid an excess of emulsion from settling in the grooves created, special care will be taken to apply the coat, opting for a two-coat application, if necessary.
- High amounts can lead to greater stickiness of the residual binder for traffic.

RECOMMENDATIONS:

- Cleaning of base surface, especially when the tack coat is applied on milled pavements.
- Application of the coat with spraying lance will be avoided.
- Equipment adequate for a good dosage, with injectors that are clean and in good condition.

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