



COLFLEX A™

Elastomer Modified Bitumen

Product Data Sheet 2012/08

DESCRIPTION

COLFLEX A™ is a penetration grade bitumen modified with SBS polymer.

USES

COLFLEX A™ is used mainly as a rut resistant binder for asphalt mixes, particularly on pavements with high deflections. It is suitable for use in open graded mixes such as porous asphalt that requires high binder film thicknesses.

PROPERTIES

COLFLEX A™ is a high softening point binder, which imparts rut resistance to asphalt mixes at high in-service road temperatures. It has high elastic recovery properties that imparts fatigue resistance to asphalt mixes at low in-service temperatures.

SPECIFICATIONS

Depending on the customer's requirements, the polymer content of COLFLEX A™ can be adjusted in order for the binder to conform either to the A-E1 or A-E2 specification for polymer modified binders for use in hot mix asphalt applications.

BINDER PROPERTIES	A-E1 REQUIREMENT		TEST METHOD
	Min	Max	
Before Ageing			
Softening point, °C	55	65	MB-17
Dynamic viscosity @ 165°C, Pa·s	-	0.6	MB-18
Elastic recovery @ 15°C, %	50	-	MB-4
Flash point, °C	230	-	ASTM D93
Stability (R&B dif @ 160°C), °C	-	5	MB-6
After Ageing (RTFO)			
Mass change %	-	1,0	MB-3
Elastic recovery @ 15°C	50	-	MB-4

BINDER PROPERTIES	A-E2 REQUIREMENT		TEST METHOD
	Min	Max	
Before Ageing			
Softening point, °C	65	85	MB-17
Dynamic viscosity @ 165°C, Pa·s	-	0.6	MB-18
Elastic recovery @ 15°C, %	60	-	MB-4
Flash point, °C	230	-	ASTM D93
Stability (R&B dif @ 160°C), °C	-	5	MB-6
After Ageing (RTFO)			
Mass change %	-	1,0	MB-3
Elastic recovery @ 15°C	60	-	MB-4

Head Office

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DIRECTIONS FOR USE

Recommended storage and handling criteria for **COLFLEX A™** are as follows:

Asphalt mixing temperature	160 - 170°C	
Asphalt compaction temperature	140 - 150°C	
Maximum storage temperatures	180°C	150°C
	< 24 hours	24 - 240 hours

Note: It is important to circulate binder during heating as prolonged intense heating will cause localised overheating that may result in carbonisation of the binder on the flues. The aforementioned can result in polymer degradation which could lead to a reduction in the binder softening point. Every attempt should be made to reduce the binder temperature during transportation and storage.

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