

CATIONIC BITUMEN EMULSION

Prime Coat MC – 30

MC-30 is a medium curing type of liquid petroleum product produced by fluxing penetration grade bitumen with suitable diluents or cutters.

USES & APPLICATION

MC-30 is commonly used in the road construction as a prime coat of the road base prior to placing of the bituminous layer. It is suitable for use in the construction & maintenance of pavement as designated in ASTM D 2399. Its purpose is to bind the granular material of the road base to the bituminous layer and is used for priming newly constructed, crushed stone - or natural gravel base coarses prior to surfacing using truck mounted spray equipment.

PROPERTIES

MC 30 is blended to a low viscosity to ensure that it penetrates the top 10 mm of the base with the aid of the diluents or cutter, whilst depositing a thin film of bitumen on the surface to provide adhesion between the base coarse and the new surfacing.

DIRECTIONS FOR USE

- Although MC 30 is pump able at ambient temperature, heating of the binder is recommended prior to spray applications.
- Special care must be taken whilst heating, as MC 30 contains flammable cutters which have a flash point of $\geq 38^{\circ}\text{C}$.
- Before priming, the surface of the base course should be well swept.
- The moisture content of the base course should be less than 50% of the Optimum Moisture Content.
- If the base is very dry, dampen slightly with water to prevent the formation of “fish eyes”.
- Apply with a calibrated distributor at a binder spray temperature of 55°C and a minimum road surface temperature of 10°C and rising.
- Drying time is dependent on the porosity of the base course as well as on the prevailing weather conditions. The prime must be allowed to dry before opening to traffic or proceeding with the construction of the surfacing.

COVERAGE

Priming is accomplished by spraying 0.45 – 1.75 liters/m², the exact rate depends on the porosity of the prepared soil surface.

COMPLYING SPECIFICATION

Medium Curing cut back asphalt complies with ASTM D 2027-97 (Re approved in 2004) & AASHTO M 82

PACKING & SUPPLY

Bulk through Road Tankers, Steel drums and cans.

STORAGE & APPLICATION

- Store in dry and shaded area in original packing.
- The container should be kept covered while working in order to prevent the evaporation of diluents or cutters.

CLEANING

Tools may be cleaned with water as long as the product is wet. Once dry, by mechanical means only.

TECHNICAL SERVICES

Technical assistance and information are available by calling Mena Energy or Sustainable Road Solutions on specific application.

Typical Properties				
Characteristics	Test Method	Unit	Min	Max
Kinematic Viscosity at 60°C	ASTM D 2170	mm ² /s	30	60
Flash Point – Tag Open Cup	ASTM D 3143	°C	38	-
Distillation Test	ASTM D402	-	-	-
Distillate %V of total distillate to 360°C	-	-	-	-
To 225 °C	-	%	-	25
to 260°C	-	%	40	70
To 316 °C	-	%	75	93
Residue from Distillation to 360°C, % volume by difference	ASTM D402	%	50	-
Tests on Residue from Distillation				
Absolute Viscosity at 60°C	ASTM D5	Pa. S*	30	120
Solubility in Trichloroethylene	ASTM D 2042	%	99	-
Ductility at 25°C, 5 cm /min	ASTM D 113	cm	100	-
Water Content	ASTM D 95	%		

HEALTH & SAFETY

Cutback bitumen products are flammable, hence must be protected from the source of ignition. It is advised to use adequate Personal Protection Equipment during, handling and application. Avoid contact with skin, eyes and clothing Avoid breathing vapor, spray or mists .Do not breath fumes, which may accumulate in the vapor headspace of containers Keep product in well-ventilated storage tanks. Keep away from sources of ignition. Prevent ingress of water.

LEGAL NOTES: MENA ENERGY reserves the right to change or modify the data without prior notice. All reasonable care has been taken in compiling the data that to the best of our knowledge and experience of the products when properly stored, handled and applied under normal conditions in accordance with MENA ENERGY recommendations is accurate and true. All recommendations are made in good faith. No responsibility can be accepted by us and no warranty is implied with regards to any recommendations made in this data sheet, since the conditions of actual use, method of application and the labour involved are beyond our control.