

“For Refurbishment and Repair projects where Speed of Installation, Joint Free and Robustness are your drivers”

Product Description

Privica Pavements R combines the high strength of cementitious materials together with the flexibility of asphalt to deliver maintenance free structural surfacing that is tough, durable and joint free. Privica Pavements R is best suited to refurbishing or reinforcing flexible pavements.

A single layer system of 40mm depth of open graded asphalt (22 - 28% voids), in which the voids are penetrated and automatically filled with high strength thin flowing mortar. Privica Pavements mortar’s fast strength development (25N/mm² at 24 hours) enables areas to be restored into service 24 hours after application.

The high strength and extremely dense microstructure of Privica Pavements mortar ensures low permeability, good chemical resistance and very high wear resistance and durability.



Specifying Privica Pavements R

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Substrates :	Type	Asphalt	Block	Concrete	Steel
Performance (Max) : (subject to wearing course thickness)	UDL (KN/m ²)	10,000	10,000	10,000	10,000
	Point Load (KN) - 100mm x 100mm plate	100	100	100	100
	Point Load (KN) - 200mm x 200mm plate	400	400	400	400
	Surface Regularity (TR34 3 rd Ed.)	FM2 & Category 2 (some possible local grinding)			
	Abrasion Resistance (DIN 52108)	“Dust Free” (5 - 7 cm ³ / 50cm ² Bohme value)			
	Slip Resistance (SRT)	50-60 (Standard) / 95 (Bauxite)			
	Freeze - Thaw resistance (SS137244)	“Very Good”			
First Use :	Light Traffic (at 20°C curing)	12 Hours			
	Full Load (at 20°C curing)	24 Hours			
Substrate Bonding :	Bitumen Emulsion (g/m ²) Cl.920 MCHW1	300	400	400	300
Dynamic Loading :		Foot / Wheeled		Abrasive / Tracked	
	Typical Thickness (mm)	40		50	
	Typical Outputs (m ² /day)	1,500		1,000	

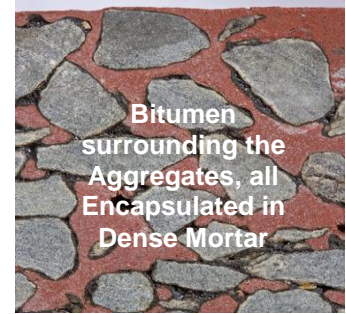
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Crack Resistance

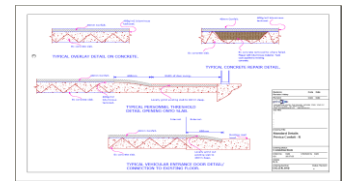
The bitumen surrounding the aggregates in Privica Pavements R provides flexibility unachievable in traditional overlays, allowing Privica Pavements R to accommodate differential movement in the sub formation.

Where the substrate has significantly deteriorated or there remains a residual risk of cracking, we would recommend **Privica Pavements RX** or in the case of concrete, de-stressing the slab by “crack and seat” methods, to transform the rigid slab into a semi-flexible movement absorbing base.



Design and Detail

Design work is undertaken ‘in house’ using both an analytical and empirical approach. Privica Engineers utilise the BISAR3 programme for multi layer linear elastic analysis. Standard details are produced by our in house Architect and Engineers using Graphisoft ArchiCAD.



Installation

Minimal Preparation - Any reduction of existing levels across the surface (to maintain original head height / form tie-in's) and any bituminous patch repairs are rapidly implemented. The substrate must be clean of all foreign material and simply swept free of dust prior to application of a bitumen emulsion tack coat.



Privica Pavements R is normally applied in a thickness of 40mm. The open graded asphalt is laid using an asphalt paver. The Privica Pavements mortar is mixed using our turbo mixing pumps and flooded over the open graded asphalt. The Privica Pavements mortar penetrates the voids of the open graded asphalt automatically without requiring any vibration. The surface is then scraped with a rubber squeegee to remove excess mortar from the surface.



Appearance

The natural colour of Privica Pavements mortar is cement grey. The mortar can be pigmented to deliver colour in a variety of shades, and can be finished using different techniques to accommodate both external and internal uses. As with all cementitious based materials the final colour can be affected by weather and drying conditions.

Please refer to ‘Surface Finish Options’ Data Sheet for more information.



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