



Nynas Fleximuls

COLD & SEMI-WARM APPLICATIONS

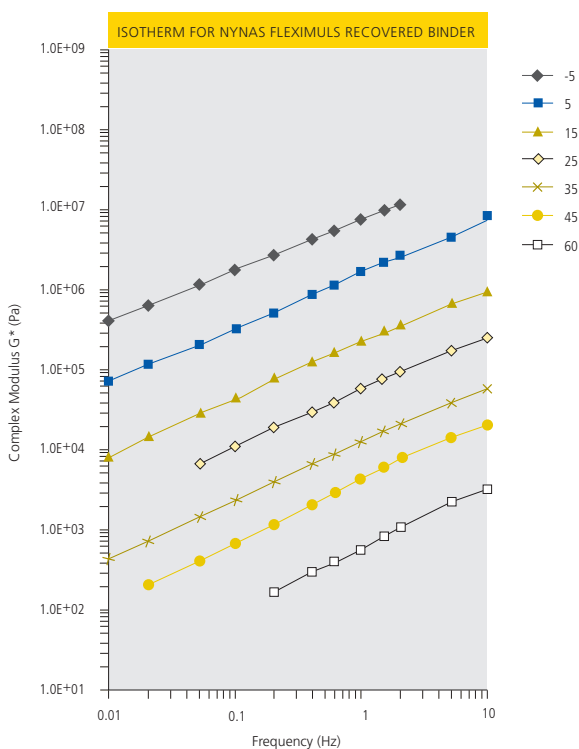
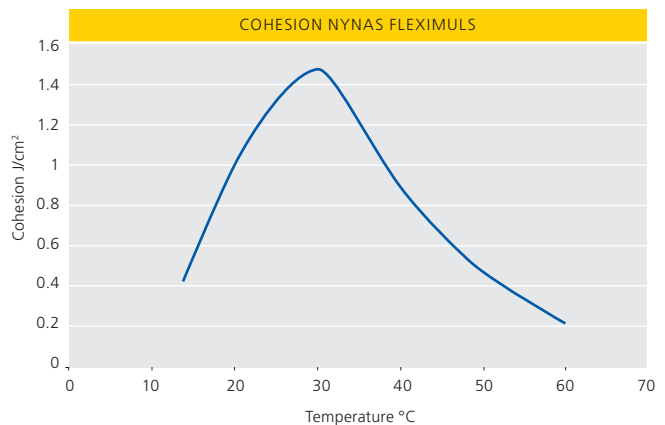
Nynas Fleximuls emulsion is a BBA HAPAS approved polymer modified, cationic road emulsion designed to meet the performance requirements for intermediate grade surface dressing binders as specified in the Highways Agency clause 922.

Performance Attributes

Nynas Fleximuls is formulated to provide improved performance benefits when used in a well designed surface dressing.

Nynas Fleximuls emulsion ensures a good grip on chippings and offers improved elasticity, flexibility and tensile strength. Reduced temperature susceptibility results in improved long-term durability and maintenance of texture.

NYNAS FLEXIMULS – TYPICAL PHYSICAL PROPERTIES		
PROPERTY	PROPERTIES OF EMULSION AS SUCH	PROPERTIES OF STABILISED BINDER AFTER EN13074 -1 & 2
Vialit Cohesivity peak cohesion value (Jcm ⁻²)		> 1.0
Temperature range for cohesion >0.4 Jcm ⁻² (°C)		> 25
Temperature for G* = 2Kpa (°C)		45 (typical)
Temperature for G* = 2Mpa (°C)		0 (typical)
Binder residue on distillation (%)	69 min	
Redwood II Viscosity (sec)	20-45	
Efflux time 4mm 40°C (EN12846)	Class 5	
Breaking Value (EN13075-1)	Class 3	



HANDLING AND STORAGE

Nynas Fleximuls is normally delivered on site, at or above the minimum recommended application temperature of 75 °C. Should unavoidable delays occur on site, it may be necessary to boost the temperature. In such cases care should be taken to ensure that this does not exceed 90 °C, and that the emulsion is thoroughly circulated during heating. There is a danger of the emulsion frothing if heated above this temperature, which may result in spillage.

The Road Emulsion Association’s Code of Practice for the Use and Safety of Mobile Storage Tanks gives general guidance for the storage of bitumen emulsions.

Nynas Fleximuls should be stored in the temperature range 75 – 90 °C. Mobile storage tank (Cartem) heaters must not be left on overnight. Nynas Fleximuls must always be protected from frost.



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Mobile storage tanks (Cartems) must never be left unattended when circulating or heating Nynas Fleximuls.

Mobile storage tanks (Cartems) should be circulated for a period of 10 minutes just prior to loading sprayers. During periods of very low or no demand, circulate the contents of the mobile storage tank (Cartem) for a period of 10 minutes, twice per week.

Pre-laying preparation

Practices for surface dressing detailed in Road Note 39 should be observed, with particular attention being paid to the following:

- **Road Surface Cleanliness:** care should be taken to remove all dirt and dust from the road surface to be treated. Channels and edges of the carriageway where dirt and dust tend to accumulate should be thoroughly cleaned.
- **Repairs:** remedial work to potholes and damaged areas should be undertaken, preferably in the season beforehand.

Spraying

- **Application rates:** the guidelines of road Note 39 should be observed, with attention being given to local conditions such as gradient, altitude, shade, road curvature, the hardness and condition of the existing surface, traffic density and speed, and size of chippings selected.
- **Humidity:** high levels can affect the breaking of the emulsion and may necessitate careful traffic control prior to the breaking of the emulsion on the road surface.
- **Spraying:** Nynas Fleximuls emulsion should be sprayed at 75-85 °C. It is recommended that all spraying equipment is calibrated prior to commencing work. Spraybars should be calibrated using Fleximuls at the start of each spraying season.

- **Chippings:** the guidelines in Road Note 39 should be observed. Chippings should be clean, free of dust and of good shape with the correct PSV and AAV. Lightly coated chippings should NOT be used with Nynas Fleximuls emulsion.
- **Rolling is essential:** it is strongly recommended that the roller follows closely behind the chipping spreader. Much of the embedment will occur when controlled traffic is allowed on the newly laid surface.
- **Traffic control:** correct traffic control both during and after the application is essential to ensure the formation of an interlocked mosaic surface. Traffic should be allowed back onto the new surface in a strictly controlled manner in order to assist the breaking process.

The road must be swept before opening it to unrestricted traffic and a suction sweeper should be used to remove excessive loose chippings.

The success of surface dressing depends to a great extent on the correct control of traffic speeds over newly dressed roads. If traffic is allowed on to new work at unrestricted speeds there is a risk of damage to both the dressing and to vehicles.

SHEQ

For product related HSE information please refer to corresponding safety data sheets available on request or downloadable from our website at www.nynas.com.

Product support

As part of the Nynas product offer, full technical support is available before and after sales from a pan-European team of product specialists dedicated to local markets. Nynas provides assistance and advice to customers on product selection and design, assessing site conditions, end performance requirements and offering optimum solutions for their changing needs.



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www.nynas.com