

IKO PERMATRACK BRIDGE SURFACING 45% 10mm

PRODUCT INFORMATION

IKO Permatrack Bridge Surfacing is a mastic asphalt paving material for use as a surface course, and as a protection layer on new and maintenance road construction of steel and concrete bridge decks. It can also be used as a roadway repair material for areas such as potholes, patch repairs etc

Permatrack Bridge Surfacing is normally supplied directly to site in purpose built hot charge transported. It is also available in block form for remelting on site. Blocks will require the addition of approximately 45% 10mm size basalt/granite coarse aggregate prior to installation.

USE

Permatrack Bridge Surfacing is used on steel, concrete, timber bridges and elevated carriageway structures

Permatrack Bridge Surfacing is a mastic asphalt manufactured from selected SBS modified bitumens, Trinidad Lake Asphalt, limestone filler and specially graded aggregates.

Permatrack Bridge Surfacing is designed primarily for use as a wearing course over a proprietary accredited PMMA or bituminous sheet waterproofing system.

Tackcoat/bond coats may be required as recommended by the manufacturer of the waterproofing system.

Permatrack Bridge Surfacing can also be applied to an existing plained traditional road surfacing material. Permatrack Bridge Surfacing is also used as a protection layer over the waterproofing system prior to installing the traditional surfacing system or ballast for railway bridges.

Permatrack Bridge Surfacing can also be used as a general roadway maintenance product as an infill around ironworks, pothole repairs, patch repairs etc

Product	Product Code	Size	Qty/Pallet
Permatrack Bridge Surfacing hot charge	54911045	Made to order	Made to order
Permatrack Bridge Surfacing blocks	44910000	20Kg	80
10mm granite	39983200	25Kg	50

INDEPENDENT ACCREDITATION



0809-CPR- 20006778 UK 0836-CPR-14/082

The product carries a **Declaration of Performance Certificate** and is **UK Conformity Assessed**.



Typical Properties

Indirect Tensile Stiffness Modulus to BS EN 12697-26:2004 (Annex C IT-CY) >6500 MPa

Wheel Track (with 14mm pre-coated chippings) to BS EN 12697-22 procedure B

@ 45°C – WTS_{AIR} 0.09

- RD_{AIR} 2.1

@ 60°C – WTS_{AIR} 0.18

- RD_{AIR} 5.1

Indirect Tensile Strength Ratio to ASHHTO T283 - 88.2%

Skid resistance to BS EN 13036-4 using 14mm Pre-coated Chippings

@45°C Initial SRV – 81

5mm Rut SRV – 84

@60°C Initial SRV – 66

5mm Rut SRV – 66

Pull Off Adhesion Test – Type V, Self-Aligning Tester to Concrete with PMMA Waterproofing System – ASTM D4541-17 >8.3 MPA

Indentation to BS EN 12697-20 <4

Density – Nominal 2400 kg/m³

INSTALLATION

The product/system is installed only by contractors registered by IKO Ltd using purpose type paving equipment or by hand laying. The contractor should have operatives fully conversant with mastic asphalt laying techniques.

The surface on which the Permatrack Bridge Surfacing is to be laid, should be made good and adjusted to a contour approximating the final contour and swept clean of debris and standing water.

Material remelted on site from blocks broken into pieces of convenient size, are carefully remelted in suitable mechanical mixers. At this stage, the requisite proportion of coarse aggregate should be fed in successive portions until the complete charge is incorporated. At no time during remelting should the temperature exceed 230°C

The Coarse aggregate content is expressed as a percentage by mass of the as laid material. The mass of coarse aggregate has to be deducted from the tonnage of the as laid material to give the mass of mastic asphalt blocks required.

Material prepared and transported hot from the manufacturer will contain the prerequisite amount of coarse aggregate.

Permatrack Bridge Surfacing should be laid normally in one coat (multipul layers are acceptable) at a temperature between 175°C and 230°C. The material is to be spread uniformly by hand using wooden floats or by machine on the repaired and regulated surface. Where necessary, steel gauges of the requisite dimensions should be employed.

JOINTS

Care should be taken to ensue all joints are properly and truly made.

The joints between sections of work should be made by warming the existing Permatrack Bridge Surfacing mastic asphalt by application of an excess hot mastic asphalt which is subsequently trimmed off to form an accurately level joint.

Alternatively, saw cut to three quarters depth, nominal 10mm wide. Clean then seal with a suitable hot poured sealant.

PROJECTIONS

Before laying the Permatrack Bridge Surfacing mastic asphalt the edges of all manholes, gully frames, boxes, kerbs etc against which it is to abut should be thoroughly cleaned and primed and removeable steel gauges placed against the upstands. Allow the mastic asphalt to cool, remove the gauges and infill the gap with suitable bituminous hot poured sealant

Alternatively, self-adhesive bituminous tapes can be installed against all abutments.

THICKNESS

Roads and Carriageways nominal 40mm in a single layer with 45% added 10mm coarse aggregate.

Roads and Carriageways of greater depth can be built up in multiple layers approx. 30-50mm with the final layer being nominal 40mm in depth.

Permatrack Bridge Surfacing can be used as a regulating layer, binder course and wearing course.

SURFACE MACROTEXTURE

The Permatrack Bridge Surfacing on its own does not provide a surface macrotexture but requires bitumen coated chippings of a specific size and min 65 PSV (Polished Stone value), max 10 AAV (Aggregate Abrasion Value) to be embedded into the surface. Unless otherwise specified by the purchaser, the mastic asphalt for highways, while still warm and in a plastic condition, should be covered with a layer of coated chippings.

The chippings should be evenly distributed at an approximate rate of:

6mm chippings at a spread rate of 6.0Kg/m² to

7.5Kg/m²

14mm chippings at a spread rate of 7.5Kg/m² to

10Kg/m²

20mm chippings at a spread rate of 10kg/m² to

13.0Kg/m²

The chippings should then be lightly rolled into the surface of the asphalt by means of a suitable hand or mechanical roller to achieve any contract specific requirements for texture depth, skid resistance and wheel track.

When the chippings are being spread, the channels against kerbs should be covered by battens, not less than 150mm wide, so as to ensure that a smooth channel is maintained to facilitate the flow of surface water to the gullies.

When used with the appropriate surface finish the system can achieve an initial texture depth in excess of 1.5mm and retained texture depth after rutting to a depth of 5mm in excess of 0.75mm.

MAINTAINANCE AND REPAIR

Permatrack Bridge Surfacing is not subject to any routine maintenance requirements; however, any damage must be repaired.

Any damaged areas must be cutback to sound material by planing or other suitable means and replaced with Permatrack Bridge Surfacing, including all jointing to existing as described above.

PERFORMANCE

For key product performance characteristics, please refer to the [IKO Declaration of Performance \(DoP\)](#)

DURABILITY

Permatrack Bridge Surfacing will accept without significant damage the type of traffic and concentrated loads associated with all types of highways.

GAURANTEE

Permatrack Bridge Surfacing material comes with a 10-year material guarantee from the date of practical completion against manufacturing defects subject to terms and conditions (available on request).

DISCLAIMER

Whilst every precaution is taken to ensure that the information given in this literature is correct and up to date it is not intended to form part of any contract or give rise to any collateral liability, which is hereby specifically excluded.

IKO reserve the right to amend and/or withdraw this document without notice.

Intending purchasers of our materials should therefore verify with the company whether any changes in our specification, application details, withdrawals or otherwise have taken place since this literature was issued.