



LAMA Crack Filler



QMS Certified Firm

Crack Filler, Hot Applied, For Asphalt Concrete and Portland Cement Concrete Pavements

Introduction:

Nearly every asphalt pavement experience cracking from the expansion and contraction of the road surface. These cracks allow moisture to penetrate causing subsurface failure and potholes. Sealing cracks in pavements stops moisture from penetrating and prolongs the life of the road. Moreover, it provides smoother run for the traffic tires. Crack filling repair is considered relatively inexpensive and it provides many times its value.

Description:

A hot applied, black, bitumen-rubber compound, aggregate free, hot sprayed for filling and sealing cracks in asphalt concrete and portland cement concrete pavements.

Application Precautions:

- ❑ Avoid heating at too high a temperature, or heating longer than necessary. Care should be exercised to secure equipment for indirect heating and application that is suitable for the purpose. Temperature control and mechanical agitation should be provided. The crack filler should be heated to 180°C. Temperature should not exceed the material safe heating temperature.
- ❑ Pavement surfaces and cracks to be sprayed and filled with material covered by this specification should be dry and clean of all dirt, dust, loose debris or other contaminants so that adhesion to the crack surfaces is developed. Cleaning methods used shall be as required for specific job conditions. Methods commonly used include blowing with compressed air, routing, or use of a wire brush type cleaner.
- ❑ Application should be performed in a neat manner, and the surface of the crack filler should be level with the pavement and covered with a fine powder (cement or limestone) to prevent adhesion to vehicle tires.

- ❑ Crack filler is recommended for application during cooler months when pavement cracks are widest. However, pavement temperature during application is recommended to be over the freezing point.

Technical Specifications

Property	Result
Softening Point	Higher than 65.5°C
Penetration at 25°C	Less than 70 units
Penetration at 4°C	Higher than 15 units
Resilience (percent recovery)	Higher than 30%
Compatibility at 60°C	Compatible

Properties:

- ❑ Safe Heating Temperature: The safe heating temperature is 190°C. the application temperature is 170°C. Heat to 180°C in the melting kettle so that it will be at 170°C when it reaches the asphalt concrete.
- ❑ LAMA Crack Filler meets the requirements of ASTM D5078(1995) and is formulated to better meet the practical requirements of road in summer and winter;
 - Higher softening point.
 - Soft enough at low temperature.
 - Better elasticity and resilience.
 - Restricts vegetation growth.

The high softening point is to enable the material to meet the high summer temperature, while the high penetration at 4°C will enable the material to withstand the cold winter temperature.

Containers:

LAMA Crack Filler can be supplied in 5 gallon steel drum and 20 kg. Block wrapped with P.E. and carton box.



Instructions for Use:

- ❑ LAMA Crack Filler is used to repair asphalt concrete pavements, runways, driveways, parking areas and bridge decks.
- ❑ It is hot sprayed over the crack damaged surface to provide a smooth layer of 0.75 to 1.25 mm.
- ❑ Allow the filler to penetrate fully and cover the cracks.
- ❑ Repaired areas can be open to traffic within 15 minutes just to allow the materials to cool down.

- This Technical Data are the average results of tests, measurements and trials carried out by LAMA's own laboratory and RSS laboratories according to international standards such as ASTM, B.S and UEAtc.
- This product data sheet supersedes all previous data publications pertaining to this product.
- This data may be changed, improved or modified by LAMA, in accordance with the Client's requirements, availability of raw material, without advance notice.