

OVERVIEW

CLEXODAMMIX-IPHR is an asphalt ready mix high performance pavement/patching for deteriorated, potholes concrete or bituminous pavement surfaces. It is an instant road repair compound which is manufactured with a blend of bitumen, aggregates and high grade polymers to ensure immediate bonding with existing surface. Repair of heavily trafficked road and airfield pavements using conventional materials and procedures is difficult, inconvenient to user and generally not very satisfactory. Ready to use patching materials to up-keep pavement traffic worthy, are essential.

PROPERTITES

- Patches are more stable.
- Ready to use patching mix needs very little time for application at site (Environment Friendly).
- A very common problem of urban areas is repair of utility cuts in the pavement.
These mixes provide quick and efficient repair with least interference with traffic.
- All weather repairs – dry, wet, cold, hot.
- Quality of mix is consistent.
- Preparation of surface for repairs is minimal.
- No cutting, tacking or mechanical equipment is required, thus enabling job creation for unskilled Labour and saving time and money.
- Convenient handy pack size for home or work site
- No need for surface priming.
- Requires simple equipment such as hand brushed, shovel and a rammer.
The use of concrete roller is not necessary.
- No heating or mixing or additions to the product before or after application.

ADVANTAGES & BENEFITS

- Eliminate the need for plant& machinery at site.
- Offer no pollution during maintenance.
- Offer increased service life of the repaired potholes.
- Be very fast setting as compared to other options.
- Offer no sticking / picking-up of material by vehicle tyres.

INSTRUCTIONS FOR USE

(REPAIRING A POTHOLE) 1st method

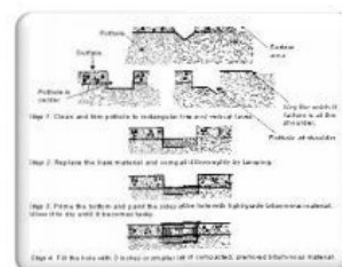
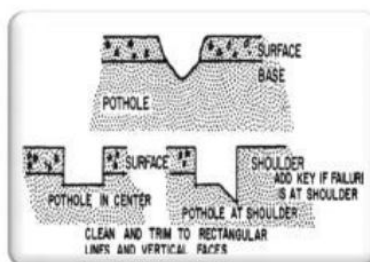
For further details visit: www.clexoengineering.com

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We are driving Waterproofing administrations supplier and waterproofing workers for hire in India. We give 5 and 10 years guarantee (relies upon the material quality) on our all administrations including new and old administrations from us.

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1. **Marking** - The area surrounding the pothole should be marked off with the sides of the area parallel to the direction of traffic (fig-1). The area marked should include all surrounding weak material.
2. **Removing of Failure area** - The failed area should be removed (fig-2), including base material that may be weak. A rectangular hole with vertical edges should be cut to hold the patching material against the push of traffic. All loose and defective material should be removed. When a patch is placed adjacent to the shoulder of a road or airfield, the patch should be keyed to the shoulder as shown in fig-2.



3. **Filling the Base** - To replace the base, the bottom of the hole should be refilled in thin layers with new base material and each layer tamped thoroughly. The base material should consist of approximately $\frac{3}{4}$ inch crushed stone. The pothole should be filled to the level of the bottom of the wearing surface if the wearing surface is more than 2 inches thick. If the wearing surface is less than 2 inches thick, it should be refilled to within 2 inches of the top of the hole.
 4. **Applying Tack Coat** - A light tack coat should be applied on the new base material and on the sides and around the edges of the hole. The tack coat provides a bond between the new base material and the patching mix. The tack coat should become sticky before the patching mix is placed.
 5. **Leveling & Raking** - For hand patching, premixed materials should be shoveled into place, not dumped or dropped. The patch is leveled by slight raking. Dumping or dropping the premix produces a compacted area that must be turned or moved to obtain a uniform texture. Heavy raking is used only for feather-edging patches. The coarse material is pushed to-ward the center of the patch with the back of the rake.
- For small surface applications, the aggregate is spread with shovels as evenly as possible. Slight sweeping or raking is necessary for uniform application. Bituminous patches must be compacted to obtain the required density and to seal the aggregate. For small repairs where use of the roller is impracticable, or for larger repairs not accessible to power rollers, the patch should be hand tamped, leaving a slight crown for further compaction.
6. **Compacting** - To compact the surface the top of the patch should be sprinkled lightly with wet sand so that the roller and traffic will not pick up the mix while it is hardening. Tampers or rollers should be used for compaction or a truck may be driven slowly over the patch.

2ND METHOD:-

1. Comes in advantageous prepared to utilize pressing of 25/50 kg. Net HDPE packs with inside LDPE liner.

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- Arrangement preceding fix is negligible. For ideal outcome, eliminate standing water/free garbage/dust/jute sack from the potholes. Notwithstanding, where this demonstrated inconceivable fixes have consistently stayed reasonable.
- Pour CLEXODAMMIX-IPHR straightforwardly from the pack into the potholes and stuff by 10 mm
- Where profound potholes are to be fixed, it is practical to initially minimize roughly 10 mm Howdy Fix across lower part of pothole then, at that point, fill remaining pit with sufficient size of total very much compacted and afterward top with 25 mm of CLEXODAMMIX-IPHR there Fix as a last course.
- Compaction should be possible utilizing a solitary hand rammer. For huge fixes, utilizing a roller will guarantee smooth even compaction. Try not to utilize plate compactor.
- Centers rapidly to the point of opening traffic promptly whenever compaction is finished.
- Open to traffic promptly since it doesn't adhere to tires.

HEALTHY & SAFETY

Avoid prolonged contact with eyes and skin. Protective clothing such as gloves and goggles should be worn. See the relevant material safety data sheet for more information.

PACKING & STORAGE

CLEXODAMMIX-IPHR is pre-packaged system available in 25kgs PP/Paper Bags. Unopened Containers can be Store for 12 months and store material in a clean dry area protected from direct sunlight and extreme heat and cold.

TECHNICAL DATA

Product		Instant Pothole Repairing Compound	
AGGREGATE GRADING		Effect of water on stripping characteristics ASTM D-1075	
SIEVE SIZE (MM)	%/ OF PASSING (AVG.)	Water Sensitivity - Nil	
10	95-100	Loss of stability on immersion in water at 60 °C	
4.75	60-70	➤ Bonding Strength, kg/cm ² - 2.5 ± 0.25	
2.36	12-15	➤ Skid Resistance values using BPT Min	
0.075	2-3	Dry	90 , Wet 70
		It confirms to good skid resistance properties	
Effect of Temperature on marshal stability and flow values		Volatile matter content, Max 0.95%	
Temperature °C	Stability in Kg Min	Stability Time Relationship, Min 35% strength within 30 min, 70% strength within 24 hours	
25	1575	Bitumen Content- 6.00 ± 0.5Service Temperature+5°C to +65°C	
40	600	Packaging- 25 kgs.Storage6 months in original unopened containers.	
60	500		

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CLEXO
Life of Construction

CLEXODAMMIX-IPHR
(INSTANT READY MIX POT HOLE-
REPAIRING COMPOUND/MORTAR)
CECPL-7001

PICTURES/IMAGES AT GLANCE



CLEXO ENGINEERING & CHEMICALS PVT. LTD



[An ISO 9001: 2015 Company]

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