



ELASTOMAC



A Better Way to Fix Roads



[Technical Data](#)

MADE WITH RECYCLED TYRES

ROADMENDER
ELASTOMAC

Rubber-Modified Surface defect repair system*

Technical data

Roadmender Elastomac is a sustainable and highly cost effective, permanent repair system for cracks, joints, alligator cracking, potholes, pre-surface dressing patching, kerb channel repairs and shallow surface defect repairs around manholes and gullies and other areas of rolling traffic.

Elastomac provides a fast non-invasive road repair process where, rather than being excavated, defects are simply filled before being covered with a durable fast setting layer of rubberised Mastic that forms a permanent, textured wearing course over the patch, locking the repair in place while also eliminating any potential for the ingress of water.

** Contains up to 9 end-of-life tyres recycled into every tonne*



Certificate Reference – PA946 0004



FM 610607

Roadmender Elastomac is a patented, hot applied, wet processed, rubber-modified mastic that is specially designed for fast, cost effective, permanent repairs to shallow defects in either asphalt or concrete roads and footways.

The product is supplied in 1-tonne pallets of 20kg bags that are ready to be heated and mixed directly at the job site.

Applications

- Alligator cracking
- Potholes
- Pre-surface dressing patching
- Surface level surrounds to manholes and gullies
- Cracks
- Joints
- Kerb channel repairs
- Speed bump / sleeping policeman

Benefits

- Green product containing up to 9 end-of-life tyres recycled into every tonne
- Durable, flexible, waterproof material
- Adheres to both asphalt and concrete
- Fast to install
- Long service life - 3 to 5 years
- Heated and mixed on site so no wasted time collecting
- Low carbon footprint averaging 3.32kg CO₂e per m² of repairs
- Zero waste Easy to install Fast curing
- Precise, targeted nature of the repair system also delivers significant additional cost savings





Technical Data

- XAIS-PTSPAS Approved for saw-cut or planed inset patch repairs in accordance with MCHW SHW Clause 946.
- Polymer Modified Bitumen manufacturing process and classification to BS EN 14023:2010
- Factory Production Control (FPC) and Quality Management System (QMS) Audits
- Current BSI QMS accreditation to BS EN ISO 9001:2015
- BSI Certificate Number FM 610607 and recent audit
- BSI Certificate of Conformity of the Factory Production Control 2797 CPR 640249 in respect of BS EN 13108-6
- Installation Method Statement (IMS) for manufacture
- and product installation
- Design and Development of Products and Services compliance with BS EN ISO 9001:2015
- BS EN 13108-6 : 6mm Mastic target composition

Aggregates and Skid Resistance

Typical initial Skid Resistance Value (SRV) = >60

Stone Value (PSV) = 62

Aggregate Abrasion Value (AAV) = 5-9

Spread Rate

The spread rate for the material for shallow surface defect repairs is ~ 17 kg per square metre. More for deeper repairs.

Curing time

Approximately one minute per mm installed. Shallow repairs on average take around 5-10 minutes before the road can be reopened to traffic.





For further information, please contact:

Harry Pearl

CEO

07721 454001

harry@roadmenderasphalt.com

Barry Foster

COO

07881 433814

barry@roadmenderasphalt.com

Dean Birchall

Operations Director

07724 391338

dean@roadmenderasphalt.com

Luke Bailey

Commercial Manager

07881 229044

luke@roadmenderasphalt.com

roadmenderasphalt.com