Marking CE
Reference standard: EN1504-3

BETON MELT&STOP

CASTABLE MORTAR FOR FILLING ROAD EXCAVATIONS AND TRENCHES

CHARACTERISTICS	ENVIRONMENTAL		METHOD OF USE	PRECAUTIONS
A				
ONE-COMPONENT	ECO GREEN	RECYCLABLE	MIX MECHANICALLY	STORAGE: IN A DRY PLACE

PROBLEM

FILLING EXCAVATIONS, CHASES AND TRENCHES

Filling excavations, chases and trenches requires a castable mortar with a low elastic modulus that is easy to lay.

SOLUTION

BETON MELT&STOP is a premixed powder to be mixed with water, ready to use, based on high resistance concrete, selected aggregates and special additives that allow quick and easy laying. Its low elastic modulus allows safe laying without cracks, even with high thicknesses.

According to European Norms EN 1504-3 Concrete Repair
R1
PCC
Cementitious mortars added with polymers for non-structural repair

APPLICATION FIELDS

BETON MELT&STOP is used to fill excavations and chases of various types on pavements and roads.

ADVANTAGES

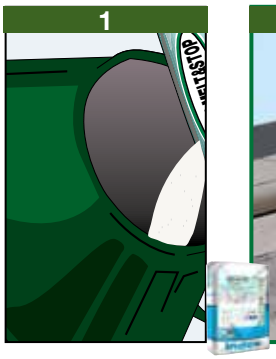
- Excellent workability
- Easy to apply
- Low elastic modulus

METHOD OF USE

• SURFACE PREPARATION
Remove any disjointed parts, dust, oil and dirt in general and wet the surface without creating films of water.

• MIX PREPARATION
The right quantity of water must be added to the powdered product, which is 18% (4.5 litres per 25 kg bag) (**1**).
It can be mixed in a cement mixer, with a screw mixer or with a drill for small amounts, putting 2/3 of the water in first and then the powder and mixing for a maximum of 3 minutes. Avoid letting excess air into the mix.

1



• APPLICATION
The **BETON MELT&STOP** mortar is poured in a continuous flow into the excavation to be filled (**2**), letting the air out.
The mortar must be protected from heat, cold and stress throughout the hardening process.

• COVERAGE
Approximately 1,9 Kg/litre.

2

• APPLICATION WARNINGS

- **Use cold water in summer and water at 20°C in winter.**
- **Application temperature from +5°C to +35°C.**
- **Do not add water once the mix starts to set.**
- **Do not add any other materials such as cement, aggregates and additives.**
- **In hot weather, keep damping the finished mortar surface for at least 24 hours.**
- **In hot weather, when the temperature is higher than +30°C, the workability time is reduced to 20-30 minutes.**
- **Do not apply on smooth surfaces.**
- **Straight after laying clean the tools with water and the coated surfaces with a damp cloth.**
- **Do not expose the material to the sun in hot weather.**
- **Store in original closed packaging in a dry place.**

TECHNICAL CHARACTERISTICS

	Standard	BETON MELT&STOP
Appearance		Powder
Colour		Grey / Red
Particle size		0÷3 mm
Apparent density	EN 1015-6	1.50 kg/L
Mix water		18% ± 1%
Shelf life in original packaging in a dry place		12 months
Mix properties and workability	**Standard**	
Density of mix		2.00 kg/L
pH of mix		approx 12
Workable mix duration (*)		approx 1 hours
Application temperature		+5°C ÷ +35°C
Tempo di attesa per la carrabilità a 20°C		after 12 hours
Expansion of mix	EN 13395-1	150 mm (without shocks)
Caratteristiche prestazionali	**Standard**	**Product performance**
Class and type	**EN 1504-3**	**R1 - PCC**
Compression strength - after 28 days	**EN 12190**	≥10 MPa
Bending strength - after 28 days	**EN 196-1**	≥4 ± 2 N/mm^2
Chloride ion content	**EN 1015-17**	Absent
Bond strength	**EN 1542**	≥0.8 MPa
Thermal compatibility with frost-thaw cycles - Part 1	**EN 13687-1**	≥0.8 MPa
Capillarity water absorption	**EN 13057**	≤0.5 kg/m^2·h$^{0.5}$
Durability - Resistance to carbonation	**EN 13295**	Test passed
Thermal resistance - Operating temperature		–30°C ÷ +90°C
Fire reaction	**EN 13501-1**	A1
Hazardous substances	**EN 1504-3**	In accordance with note in ZA.1

Test conditions: temperature 23±2°C, R.H. 50±5% and air speed in test area <0.2 m/s. **The data shown may vary depending on the specific work site conditions: temperature, humidity, ventilation, absorbency of the base coat.**
(*) The times indicated will be longer or shorter as the temperature drops or rises.
Compliant with the general principles defined in **EN 1504-9** - Principles for evaluating the use of products and systems.

BETON MELT & STOP for rapid restoration of optic fibre cable or drain piping chases under road pavements

The geocomposite membrane AUTOTENE ASFALTICO ANTIPUMPING HE/TVP by Index may be beneficially used for bridging the chases for laying optic fibre cables or drain piping under road surfaces in order to reinforce the new layer of asphalt concrete which is laid to restore the pavement above the chase filled in with the special **BETON MELT&STOP** mortars. Generally speaking, the breadth of the chases to be filled in ranges from 12 to 30 cm. The depth may range from 1 m to 1.5 m, according to the road in question.
The work stages can be summarised as follows:
1. Mill the bound layer of the existing pavement over a breadth of at least 50 cm and to a depth of 7 cm. The excavation for housing the cable must be positioned at the centre of the milled zone with no less than 10 cm of milled asphalt on either side.
2. After positioning the piping or cable, the mortar must be poured in. **BETON MELT&STOP** can be poured into large spaces and can fill cavities of a depth of up to 150 cm.

BETON MELT&STOP may be prepared at the site in units equipped with mixing vessel. It can be readily dosed to the requested quantities for each task.
3. Mortar is poured into the excavation from the mixing vessel.
The material can be readily compacted using a vibrator.

The mortar is levelled off with a straight edge, and the surface is smoothed with a trowel.

4. After the excavation has been filled with the mortar, a strip of the geocomposite membrane, **AUTOTENE ASFALTICO ANTIPUMPING** is to be laid. The membrane is of a breadth of 50 cm (the breadth is that of the scarified zone).
The maximum waiting time before laying the geocomposite membrane and before hot-laying the asphalt concrete is 24 h. Laying is preceded by application of a coat of the primer, INDEVER PRIMER E (on the mortar and also on the entire milled zone).
5. The asphalt concrete shall then be hot-laid on the milled zone and shall be pressed until it is level with the existing pavement.

PACKAGING

25-kg-Sack

the numerous possible uses and the possible interference of conditions or elements beyond our control, we assume no responsibility regarding the results which are obtained. The purchasers, of their own accord and under their own responsibility, must establish the suitability of the product for the envisaged use.

The figures shown are average indicative figures relevant to current production and may be changed or updated by INDEX at any time without previous warning. The advice and technical information provided, is what results from our best knowledge regarding the properties and the use of the product. Considering

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